

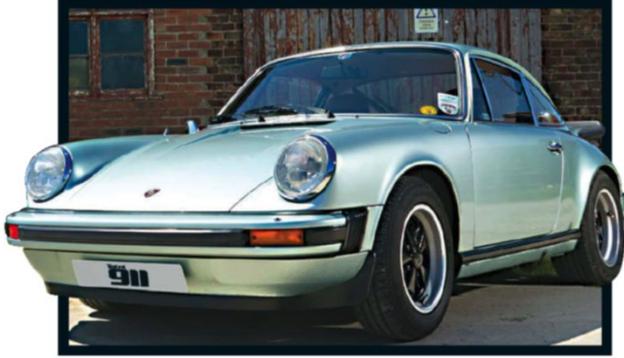
CELEBRATING  50 YEARS OF PORSCHE 911 • NOTHING ELSE MATTERS

Total 911

THE **PORSCHE** MAGAZINE

THE NEXT ICON?

Why this 2.7 Carrera will be the next 911 to rocket in value



www.total911.com

NEW 991 GT3 FIRST DRIVE

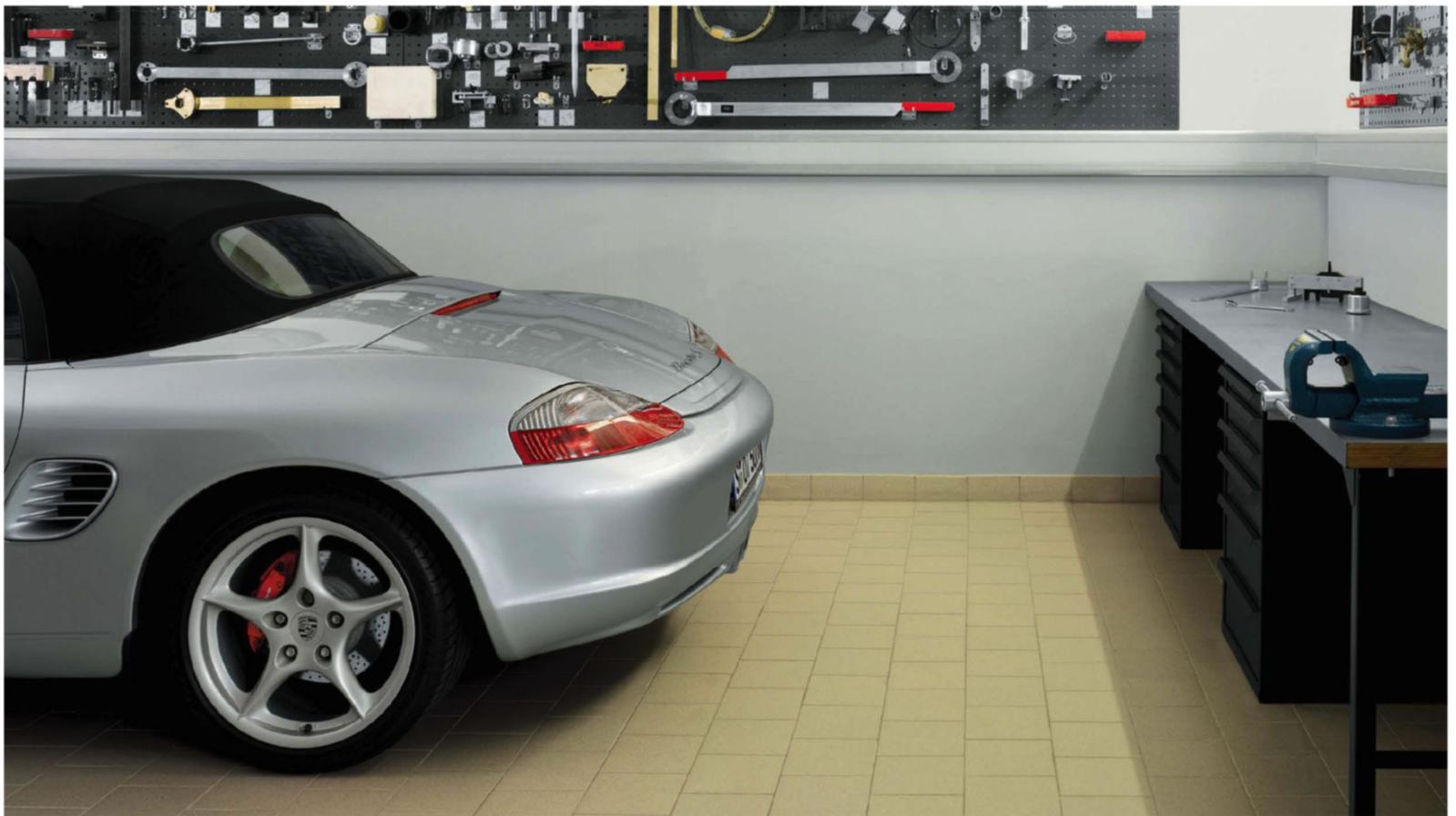
The only verdict that matters on the revolutionary GT3



930 REVISITED
The beginning of Porsche's Turbo passion revisited in stunning detail

 **DigitalEdition**
GreatDigitalMags.com
ISSUE 104

991 GT2 SPIED
First pictures inside from Porsche's Nürburgring test



Porsche Fixed Price Maintenance. The quality you'd expect, a price you wouldn't.

Whether it's a new set of brake pads or a replacement clutch, rest assured that with our new fixed price tariffs for a range of maintenance jobs on selected Boxster and 911 models* it doesn't have to be a balancing act between quality and cost. Our Porsche accredited technicians are trained to the very highest standards and only use the precise tools and genuine parts required to do the job to the standard your car deserves.

Get the best of both worlds with fixed price maintenance from Porsche.

For more information visit www.porscheownerservices.co.uk



PORSCHE

Porsche Centre Aberdeen

0845 5202165
/aberdeen

Porsche Centre Belfast

0845 5202166
/belfast

Porsche Centre Bolton

0845 5202167
/bolton

Porsche Centre Bournemouth

0845 5202168
/bournemouth

Porsche Centre Bristol

0845 5202169
/bristol

Porsche Service Centre Byfleet

0845 5202198
/byfleet

Porsche Centre Cambridge

0845 5202170
/cambridge

Porsche Centre Cardiff

0845 5202171
/cardiff

Porsche Centre Chester

0845 5202172
/chester

Porsche Centre Colchester

0845 5202173
/colchester

Porsche Centre Dublin

00 353 1235 3375
www.porschedublin.ie

Porsche Centre East London

0845 5202174
/eastlondon

Porsche Centre Edinburgh

0845 5202176
/edinburgh

Porsche Centre Exeter

0845 5202177
/exeter

Porsche Centre Glasgow

0845 5202178
/glasgow

Porsche Centre Guildford

0845 5202179
/guildford

Porsche Centre Hatfield

0845 5202180
/hatfield

Porsche Centre Jersey

0845 5202175
/jersey

Porsche Centre Kendal

0845 5202181
/kendal

Porsche Centre Leeds

0845 5202182
/leeds

Porsche Centre Leicester

0845 5202183
/leicester

Porsche Centre Mid-Sussex

0845 5202185
/midsussex

Porsche Centre Newcastle

0845 5202186
/newcastle

Porsche Centre Nottingham

0845 5202187
/nottingham

Porsche Centre Portsmouth

0845 5202188
/portsmouth

Porsche Centre Reading

0845 5202189
/reading

Porsche Centre Sheffield

0845 5202190
/sheffield

Porsche Centre Silverstone

0845 5202191
/silverstone

Porsche Centre Solihull

0845 5202192
/solihull

Porsche Centre Sutton Coldfield

0845 5202193
/suttoncoldfield

Porsche Centre Swindon

0845 5202194
/swindon

Porsche Centre Tonbridge

0845 5202195
/tonbridge

Porsche Centre West London

0845 5202196
/westlondon

Porsche Centre Wilmslow

0845 5202197
/wilmslow

*Participating centres only. Fixed price maintenance tariffs apply to Boxster Type 986 (1996-2004) and selected 911 Type 996 (1998-2005) models only. Fixed price maintenance tariffs may be withdrawn or varied at any time. Contact participating centres for full details, terms and conditions.



Welcome



So, at last the world's automotive media have had their hands on the new 911 GT3, a revolutionary sports car for two reasons: revolutionary in that many of its latest technological advancements are a world first for a road-going GT, and revolutionary in that the 991 has completely moved the goalposts as to what many hardcore Porsche fans consider such a car to be about.

I've said on this page before that there's no manufacturer on the planet who can consistently and successfully evolve one car like Porsche, and this new GT3 is a prime case in point. In a world where the contemporary sports car driver demands the ultimate in modern engineering for even miniscule refinement of those lap times, Preuninger and Porsche have

“The 991 has completely moved the goalposts as to what many hardcore Porsche fans consider the GT3 to be about”

seen fit to rise to the challenge with aplomb. It's for this reason that manual gear change has been sacrificed in favour of the most advanced PDK yet, which means you can focus your vision exactly on where you're placing the GT3 at all times. Porsche has adapted quite remarkably then, so now it is us who must adapt to this new era of car.

While the backroads of rural Germany gave clear insight into the 911's immediate future, the sun-drenched vicinity of Lord March's front patch made for the most fitting tribute yet to the history and heritage of the model at large. The Festival of Speed really was a festival of 911 this year, and I was humbled to see Zuffenhausen's darling sports car so uniformly doted on by enthusiasts both many years my senior and many years my junior. I pondered whether the younger generation will one day yearn for the purity of the car as we know it now. Certainly, if Porsche continue to evolve the 911 so successfully, the answer should rightfully be 'no'.



Lee Sibley
LEE SIBLEY • Editor
 E: lee.sibley@imagine-publishing.co.uk
 T: 01202 586291

Join the community

f Facebook
 /total911magazine
 4,742 likes

t Twitter
 @total911
 7,261 followers

911 www.total911.com
 Visit us for up-to-date news and debate
 7,887 comments

1911 Opening Shot

The 911 reaches new heights as an original example from 1963, a 1973 2.7 RS, and the latest Carrera 4 are suspended 34 metres into the sky over Goodwood House as part of the model's '50 Jahre' celebrations in the UK.

Photograph by **Steve Hall**





Contents



16 991 GT3

“The GT3 is a staggeringly capable and ludicrously rapid sports car”

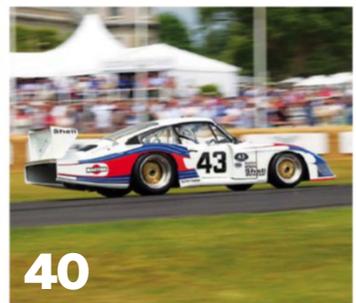
For back issues, subscriptions and other Total 911 products visit

www.imagineshop.co.uk



Essentials

- 08 **Update**
News and product reviews
- 12 **Views**
Your letters, emails and tweets
- 38 **UK subscriptions**
Latest offers for UK fans of **Total 911**
- 76 **Living the Legend**
Our contributors continue to make the most of the sunshine
- 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**
We're back in France on a route named after its most famous citizen



Features

- 16 **New 991 GT3**
The definitive first drive of the new GT3
- 26 **The Power of the Euro**
Why this European 2.7 impact bumper could be a worthy investment
- 32 **991 Cabriolet**
Can this convert a Coupe devotee?
- 40 **Goodwood Festival of Speed**
The 20th annual event celebrated the 50th anniversary of the 911 in style
- 48 **History of the 911 gearbox**
Porsche's transmission timeline
- 52 **Ultimate Guide: 930 3.3**
All you need to know about the car that continued Porsche's turbo passion
- 60 **911 Hero: Derek Bell**
The legendary racer on winning everything and battling loss
- 66 **215mph 996 Turbo**
We see why this 950bhp Turbo lives up to the *Top Gun* tradition
- 72 **Inside the GT3 Cup**
Our one to watch Ben Barker gives his verdict on the new Supercup GT3
- 84 **DMS Automotive**
Behind the scenes at the ambitious and acclaimed aftermarket tuners



Update

Key dates, latest news, star products and race results from the world of Porsche



The 991 GT2 is completely undisguised but for the illusion of 997-esque side-air intakes

First pictures of 991 GT2 in action



Total 911 can reveal the first shots of the all-new hardcore Porsche 911, the GT2, which has been spotted for the first time during testing on the Nürburgring Nordschleife.

The prototype under close examination from Porsche in our shots is almost completely undisguised, and provides us with the greatest indication yet as to what we can expect –

aesthetically, at least – from the GT2's release at the beginning of 2014.

The GT2 here shows the trademark wider rear fenders with large side air intakes as on the 991 Turbo. A centre-mounted dual exhaust should also be noted, and the trademark GT2 fixed rear spoiler.

Power is expected to come from a turbocharged 3.8-litre six-cylinder engine delivering around

570bhp exclusively to the rear wheels via a seven-speed dual-clutch transmission. There are no confirmed details as yet on whether the GT2 will follow suit from the GT3 and Turbo in terms of being available only with PDK. Regardless, we expect the finalised power and torque figures will make the 991 GT2 the fastest production 911 in the model's 50-year history.



Turbo Cabriolet also spied at the Nürburgring

Just a week after our exclusive shots of the 991 GT2 in action at the Nürburgring, the 991 Turbo Cabriolet was seen in testing at the same venue. Again almost completely undisguised, our pictures show the final stages of official Porsche testing of the Turbo's performance, undoubtedly hindered by the Cabriolet's extra weight. First arrivals of the soft-top Turbo are expected very early next year.

What's on in 2013

<p>June</p> <p>Porsche Museum 4 June - 29 September Celebratory '50 years of the Porsche 911' display at the Porsche Museum, Stuttgart</p>	<p>September</p> <p>Sao Paulo WEC 1 September Porsche AG Team Manthey will compete with the 991 RSR in round four in Brazil</p>	 <p>Classics at the Castle 8 September All models up to the current 991 are welcome as part of the special '50 Jahre' theme</p>	 <p>Frankfurt Motor Show 14 - 22 September Official 50th birthday of the 911's unveiling at the 65th Frankfurt Motor Show</p>	<p>October</p> <p>British GT final round 5 October Oman Air Motorbase look to defend last year's title in their 997 GT3R</p>	 <p>GT3, Turbo & Anni 991s September - November First expected deliveries of Turbo, GT3 and anniversary edition 991s</p>
--	---	--	---	--	---

Spring into action

There has never been a better time to hone the refinement or performance of your Porsche suspension thanks to the plethora of reputable aftermarket parts that are now available worldwide. We've picked three of the best currently on the market:



Bilstein B16 'Damptronic'

Prices start from £2,320

Bilstein's two latest offerings are further examples of PASM-compatible aftermarket Porsche suspension for the 997. Available to fit every engine and body variant, the 'Clubsport' specification is more track-focused than the 'Comfort' kit, which is ideal for those who require everyday GT usage. Both sets offer a height adjustment of between -20mm and -40mm.

www.Bilstein.com

Von Shocks Coilovers

From \$1,650 (£1,070) per axle

Available with gas adjustable Race inserts or sealed Street inserts, these Von Shocks coilovers for classic 911s come in non-adjustable and single-adjustable configurations and have four different setting levels. These are also available with a '65-'71 option, with a super-extended upper perch to keep springs clear of the small shock cavities on '65 and '71 911 and 912s.

www.elephantracing.com

H&R Street Performance

From \$2,750 (£1,795)

H&R's Street Performance coilover is a proven aftermarket Porsche unit for water-cooled models, which optimises handling by offering a much stiffer ride, lowering the front and rear of the car without compromising performance. Available for 911s with and without PASM, it disables the Zuffenhausen adjustable suspension option once fitted.

www.hrsprings.com



Steve McQueen t-shirt £45

New to the Porsche Driver's selection is this beautiful blue cotton t-shirt dedicated to Steve McQueen. It is available in a variety of sizes, features McQueen's face as artwork on the back, and is ideal for any enthusiast with a penchant for Porsche history.

shop2.porsche.com

Passport cover

From £35

Aspinal of London have an exquisite range of passport covers, providing the perfect protection for your prized document from the rigours of frequent travel. Aspinal provides a variety of covers for different territories, including the US and UK.

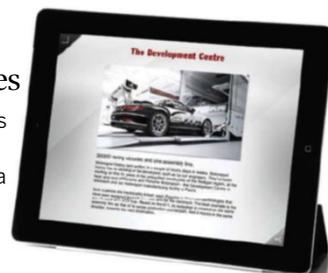
www.aspinaloflondon.com



Must-have app

911 GT3 Cup Free via iTunes

You can find out how the 991 GT3 Cup drives on page 72, but if facts and data is what you crave then this is the app for you. Featuring a virtual test drive, interviews and the chance to design your own GT3 Cup, this will keep you entertained for hours.

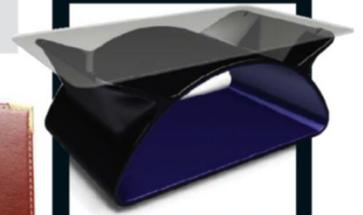


In brief



Porsche insurance

Independent Porsche specialists Auto 2000 have teamed up with Performance Insurance to offer a 20 per cent discount on servicing to owners who've taken out a policy for their 911 with the insurance company. To redeem this offer, simply bring along your insurance certificate at the time of service to the centre in Bedfordshire. For more information and a quote for your policy, call 0844 93 57 67. www.porsche-repairs.co.uk



2.7 RS table

Bring your love for the 2.7 RS firmly into your home with this uniquely styled 'ducktail' table that embodies the essence of the Seventies icon. The Anatina table from Guards Red Design measures 1,100 x 650 x 400mm, made to a high gloss finish with an 8mm thick glass table top with bevelled edges. Prices start at £2,500. www.GuardsRed-Design.com

911 in Motorsport



Three's a charm for Edwards British driver's third win boosts title chances

It was to be a successful weekend for Sean Edwards (front) on the Budapest circuit

Britain's Sean Edwards claimed another crucial victory at Hungary's Hungaroring circuit to strengthen his overall title hopes as the 2013 Porsche Mobil 1 Supercup moves into the second half of the season.

The young Brit led from start to finish after claiming pole position in qualifying on Saturday, putting on a commanding display among sweltering temperatures in Budapest. Edwards was chased to the flag by Germany's Christian Engelhart, with third place going to Poland's Kuba Giermaziak.

Edwards is now 16 points clear at the top of the championship going into round six of nine at Spa after his title rivals dropped points. Denmark's Nicki Thiim, who won the previous round at Silverstone, ran home in eighth position, while Germany's Michael Ammermüller managed a 14th place finish.

Britain's Ben Barker, **Total 911's** 'one to watch' for 2013, finished in 16th position after Jean-Karl Vernay knocked him off the track when sixth on what was Barker's debut appearance at the circuit.

Team Manthey claim second at Spa



Team Manthey brought home their Type 997 GT3R in second position after a thrilling race at the Spa 24 Hours. The 65th running of the 24 Hours of Spa-Francorchamps proved to be eventful, with Marc Lieb, Richard Lietz and Patrick Pilet leading the field around halfway. However, an untimely pit stop coinciding with the deployment of the safety car cost the team considerable time, before Pilet incurred a drive through penalty. The team fought back to claim second place, while the ProSpeed Competition squad achieved the second best Porsche placing with ninth.

Results – Overall driver standings after Budapest (Round 5)

Pos	Entry no	Driver	Total	Budapest points
1	14	Sean Edwards	88	20
2	2	Nicki Thiim	72	8
3	3	Michael Ammermüller	64	2
4	12	Kuba Giermaziak	60	16
5	21	Michael Christensen	54	6
6	1	Kévin Estre	50	14
7	25	Christian Engelhart	38	18
8	6	Klaus Bachler	34	12
9	10	Ben Barker	31	1
10	4	Jeroen Bleekemolen	26	7
11	22	Richie Stanaway	25	DNF
12	11	Patryk Szczerbinski	22	10
13	5	Robert Lukas	21	0
14	9	Jean-Karl Vernay	20	5
15	20	Markus Pommer	16	9
16	19	Clemens Schmid	16	4
17	18	Jeroen Mul	12	3
18	26	Martin Ragginger	9	-
19	17	Sebastian Bleekemolen	8	0
20	24	Jochen Habets	3	DNF
21	23	Alessandro Zampedri	2	0
22	8	Roar Lindland	2	0
23	15	Sean Johnston	2	0
24	7	Esteban Gini	0	-
25	26	Alain Menu	0	-

Porsche Supercup: key dates

- **12 May**
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)

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



Silverstone Classic

Porsche GB's '67 911 finished in 30th place in the Piper Heidsieck International Trophy for pre-1966 GT cars at the 2013 Silverstone Classic.



Carrera Cup Deutschland

Norbert Siedler beat Nicki Thiim (second) and Sean Edwards (third) at the Norisring to claim his second ever Carrera Cup victory.



GrandAm

Magnus Racing's Andy Lally and John Potter finished 16th as the best-placed Porsche at the Indianapolis Motor Speedway circuit.



World leaders in classic Porsche® Automobile panels



Want the best for your classic?
Work with the best in the industry.



Save time and money on your restoration.
Watch our Free YouTube "How To..." Video Series Now!

<http://goo.gl/fUI59>



24 Hayes Avenue, Guelph ON • TEL: 519-836-3555 • FAX: 519-836-3577
www.Restoration-Design.com

Views

Your letters, emails and tweets

Contact Total 911  Facebook /total911magazine  Twitter @Total911  www.total911.com Visit for up-to-date news and debate

Trending topics currently on Total911.com

Why the Porsche Cayman isn't a success
 "I bought a second hand Cayman S. Why? Because I couldn't realistically afford a similar year 911. The CS is a brilliant car, more than I could ever exploit. But as a bit of a dreamer, I still wish I had a 911..." *Michael D'Silva*
<http://bit.ly/1bhdaRc>

Total 911 hot topic

Our hot topic this month focused on the 50th birthday celebrations of the 911 at the Goodwood Festival of Speed. Here are some of the best responses:



 My favourite shot from #Goodwood #FOS on Saturday: @Petrol_Fumes, via Twitter

 New 911 GT3 and 918 Spyder prototype line up before catapulting up the hill at Goodwood. @fosgoodwood @PorscheGB_PR, via Twitter



 Picture from Thursday night at Goodwood! @Daniellloyd23, via Twitter



 Lord March does like a sparkle! Porsche reveal the spectacular #fos2013 sculpture. 25 tonnes of Stuttgart metal, 34 metres high. @Photofeature, via Twitter



 Porsche sculpture installed at Goodwood Festival of Speed featuring three iconic 911 models. @MBrundleF1, via Twitter

 Fantastic to see the 935 Moby Dick running at #Goodwood, part of the halycon generation for Porsche. @DSquiresRacing, via Twitter

Letter of the month

The sender of the Letter of the Month receives the **Total 911 Collection Volume 1** bookazine!



Four countries, ten days, one Porsche

Dear Sir,
 Having recently returned from a decent road trip, I thought I'd drop you guys at **Total 911** a line.

The plan started off simply enough: a road trip to Spain with some mates. Somehow, however, fate conspired against us, and the folks I usually go driving with all ended up on different schedules for 2013, so there was only one alternative: go it alone. One man. Four countries. Ten days. Mode of transport: 997.2 C2S.

I'd never been to Spain before, so decided to make a real go of it and drove through France, over the Pyrenees (getting stuck in snow a lowlight), dipping briefly back into Andorra (and getting stuck in snow again), then down the south coast through Barcelona, Valencia, and finally as far south as Gibraltar and the Europa Point lighthouse, where the enclosed photo of myself along with the car was taken.

I then came up the Portuguese border, briefly crossing over, then along the northern coast, taking in the Picos de Europa before finally heading back through France, via Le Mans of course.

The N260 in northern Spain has become one of my favourite driving



roads, carving through the lower tips of the Pyrenees, which transforms between mountainous peaks to sweeping on-camber valleys in a few miles. The 911 was truly at home there.

All in, I did 4,424 miles in a smidge under 87 hours worth of pure driving in those ten days. And yes, I would do it all again tomorrow!

Kind regards,

Dan Morgan, via email

I'm delighted you persevered in your quest to conquer such a pleasurable

driving journey through Europe. You don't need me to tell you that regardless of the attendance register, your best companion will always be your own 911. There are some beautifully unfettered routes throughout Europe that simply are not publicised enough - and for the active enthusiast, this is a good thing. Keep your eyes peeled for more European driving routes in our Great Roads feature, and I'm pleased your experience has suitably galvanised your affection for your Gen2 997 Carrera.

The men behind the JLP-3 935

Dear Sir,
 I loved the story on the JLP-3935 by Andrew Krok, although the story on John Paul Sr and Jr is a feature in itself! Do a quick internet search and you will come up with many stories, so I suggest a follow up feature on the Pauls. Their story is just as interesting as the car! I loved the issue by the way, as I have a '73 RS and have owned it for a long time and

driven it over 120,000 miles.
 Regards,

Dick Lague, via email

We are aware of the Pauls' history, but didn't want the focus to shy away from what is a truly awe-inspiring race car. I hope other interested readers will 'get on Google' should they wish to learn more about the life of the men behind the wheel.



Mark Webber quits F1 to race for Porsche

"Can anyone guess the other two drivers who will round out Le Mans and other endurance races?" *Eric Schmitt*

"A fantastic coup for Porsche, Mark Webber brings with him a wealth of worldwide PR appeal as well as his obvious driving talents." *Neil Hague*
<http://bit.ly/1353wMo>

911 Carrera S Data file rating

"As an owner of a 997 Carrera S, I find it astounding that it's only worthy of a three-star rating. I've driven a 997 Turbo, and although slightly faster, I didn't find the performance, handling or any other characteristics any better than my Carrera S." *Tim Boden*
<http://bit.ly/18CS1IJ>



993 Turbo S

Dear Sir,
Living abroad, I have to wait until your magazine hits the Newsstand – it works out cheaper than the overseas subscription rate, and I haven't yet converted to online magazines. But your article on the new Turbo S was worth the wait, as I am the very proud owner of a 993 Turbo S.

Information regarding it often tends to be based on guesswork rather than fact, but I have done as much research as I can since owning the car (I am in Singapore and the car is in New Zealand, so I don't spend much time actually driving it). Your commentary on the evolution of the Turbo was interesting, but not completely accurate. According to Paul Frere's book based on Porsche's archives, 345 were produced by Porsche Exclusiv (although he attributes all of them to 1998, and I have seen VINs that show 1997 for some). The 183 you refer to were the ones exported to the USA, 'only'

had a 424bhp variant of the engine and were without the adjustable ride height to meet US regulations. Of the remaining 162 cars, I believe around 23 made their way to the UK, six to Australia, one to Singapore and my one in New Zealand. I haven't been able to track down Hong Kong or Japan, but around 50 were produced in right-hand drive, 450bhp versions. As Porsche has chosen volume production with both the 997 and now 991 Turbo S, the lucky few owners of the limited variants can continue to enjoy our exclusivity as well as the fact that the performance of our cars is only a fraction of a second off the latest evolution.

Carry on the good work. You get the coverage of new and old in just about perfect balance, and is a definite monthly fillip for someone living in Singapore, where the starting price of the 991 Turbo S is now listed as the equivalent of £500,000!

Kevin Lindsell, Singapore

Living the Legend?

Dear Sir,
When I read Living the Legend, I see their mileage and usage is generally low. Everyone seems too careful! My message is to use your cars; they are not only for polishing and telling us how many miles they haven't done.

Alun Morris, via email

A point well raised. A Porsche 911 is aesthetically pleasing, but is primarily designed to provide driving thrills from behind the wheel. New additions such as Magnus Walker will ensure that the section provides a plethora of pleasing anecdotes. If you feel you can contribute, do get in touch.



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



Porsche Mobil 1 Supercup cars sounded fantastic at #Silverstone this weekend, especially downshifting.
@neilfulcrum



Gratuitous forecourt pic of my 996 C2 with new GT3 PU, skirts + front end cosmetic repaint by *@JFKBODYPAINT*.
@Steko25

I've just been stopped and recognised for my monthly piece in @Total911 magazine! Fame here I come!
@chrisjwallbank



Logged in

Dear Sir,
I am the competition winner of the DL1S data logger from Issue 100, which has arrived in the post – thanks very much.

I run a Porsche 997 Carrera, and I'm a member of the Porsche Owners Club GB. I have started to attend organised trackdays with the Owners Club, which is what prompted me to enter the competition and take a closer look at your products. Interestingly for me, the unit fits nicely in the cubby hole just below the air-conditioning controls!

Thanks very much once again.

Neal Harron, via email

Total 911

THE PORSCHE MAGAZINE

Imagine Publishing Ltd
Richmond House,
33 Richmond Hill
Bournemouth,
Dorset, BH2 6EZ
☎ +44 (0)1202 586200
www.imagine-publishing.co.uk
www.total911.com
www.greatdigitalmags.com

Magazine team

Editor Lee Sibley
lee.sibley@imagine-publishing.co.uk
☎ 01202 586291

Designer Steven Mumby
Sub Editor Steve Wright

In-house Photographer James Sheppard
Senior Art Editor Helen Harris
Head of Publishing Aaron Asadi
Head of Design Ross Andrews

Contributors

Richard Aucocock, Kieron Fennelly, Kyle Fortune, Brett Fraser, Steve Hall, Tony McGuinness, Joel Newmann, Laurens Parsons, Porsche AG, Porsche Archive, Ben Przekop, Daniel Pullen, Chris Randall, Glen Smaale, Phil Steinhardt, Johnny Tipler, Neill Watson

Cover image

Porsche AG

Advertising

Digital or printed media packs are available on request

Head of Sales Hang Deretz
☎ 01202 586442
hang.deretz@imagine-publishing.co.uk

Account Manager Gary Pearce
☎ 01202 586412
gary.pearce@imagine-publishing.co.uk

International

Total 911 is available for licensing. Contact the International department to discuss partnership opportunities

Head of International Licensing Cathy Blackman
☎ +44 (0) 1202 586401
licensing@imagine-publishing.co.uk

Subscriptions

Head of Subscriptions Gill Lambert
email 911subs@servicehelpline.co.uk
UK: ☎ 0844 249 0463

Overseas: ☎ +44 1795 414 886
13 Issue subscription UK – £52.65
13 Issue subscription Europe – £60.00
13 Issue subscription ROW – £70.00

Circulation

Head of Circulation Darren Pearce
☎ 01202 586200

Production

Production Director Jane Hawkins
☎ 01202 586200

Founders

Group Managing Director
Damian Butt

Group Finance & Commercial Director
Steven Boyd

Group Creative Director
Mark Kendrick

Printing & Distribution

Printed by **Wyndeham Heron Ltd**, Bentalls Complex, Colchester Road, Heybridge, Maldon, CM9 4NW.
Tel: 01621 877777

Distributed in the UK & Eire by: **Seymour Distribution**, 2 East Poultry Avenue, London, EC1A 9PT.
Tel 0207 429 4000

Distributed in Australia by: **Gordon & Gotch Corporate Centre**, 26 Rodborough Road, Frenchs Forest, NSW 2086.
Tel +61 2 9972 8800

Distributed in the Rest of the World by: **Marketforce**, Blue Fin Building, 110 Southwark Street, London, SE1 0SU.
Tel 0203 148 8105

Disclaimer

The publisher cannot accept responsibility for any unsolicited material lost or damaged in the post. Total 911 is independent of Porsche AG. All text and layout is the copyright of Imagine Publishing Ltd. Nothing in this magazine may be reproduced in whole or part without the written permission of the publisher. All copyrights are recognised and used specifically for the purpose of criticism and review. Although the magazine has endeavoured to ensure all information is correct at time of print, prices and availability may change. This magazine is fully independent and not affiliated in any way with the companies mentioned herein.

If you submit material to Imagine Publishing, you automatically grant Imagine Publishing an irrevocable, perpetual, royalty-free license to use the images across its entire portfolio and to deliver the images to existing and future clients, including but not limited to international licensees for reproduction in international, licensed editions of Imagine products. Any material you submit is sent at your risk and, although every care is taken, neither Imagine Publishing nor its employees, agents or subcontractors shall be liable for the loss or damage.

ip
IMAGINE
PUBLISHING

© Imagine Publishing
Ltd 2013
ISSN 1746-6130

PPA
recycle
When you have finished with
this magazine please recycle it.

3M VentureShield™

Paint Protection Film



With the correct care, VentureShield film will protect your 911 for years

Win VentureShield

Total 911 has teamed up with 3M to offer one lucky reader a VentureShield Paint Protection Film standard package with free installation for their Porsche

Stone chips, scratches, scuffs and environmental damage are an unfortunate by-product of motoring, but not one that you need to resign yourself to. Rather than cringing when you hear the all-too-familiar 'ping' of stones peppering the bonnet and bumper of your 911, you can stay one step ahead of the constant onslaught against your Porsche's paintwork.

VentureShield is an almost invisible protection film made from urethane that means you can care for your car as normal, but also drive as normal, safe in the knowledge that all vulnerable areas have been effectively protected.

What's more, each model of car has a specific template made for it, so the VentureShield kits can be pre-cut ready for installation by a national network of 3M-approved installers. There's no cutting to size on the car, and the panels

are designed to wrap around the panel edges, meaning they'll be almost invisible to the eye.

Standard kits cover the bumper, front of the bonnet, headlights, wings and wing mirrors, while extended kits cover the entire bonnet and wings as well as the top of the rear bumper. You can even have the whole of your Porsche wrapped (and many people do) for ultimate protection!

VentureShield has a race-proven heritage, but is ideally suited to the everyday driver, so you can make sure your Porsche is protected and in pristine condition for years to come.

The process works by first ensuring that the car's surface is immaculately clean before applying a template from a pre-cut pattern design to your car. VentureShield can cater for most Porsche models from 2000 onwards. The process takes a couple of hours, and from there you treat the film like you would with your normal paintwork (regular washing and the occasional

wax!). If the film is cared for and isn't scratched or damaged, VentureShield can last for years. If you want to remove it at any time, simply peel the film off in warm temperatures so it will not leave residue on your original surface. Prices for VentureShield vary according to the car, but one lucky **Total 911** reader can claim a free standard kit and installation from an approved 3M installer.

To be in with a chance of winning, simply answer the following question:

VentureShield is an almost invisible protection film made from what?

Send your answer with your name and address to competitions@total911.com with '3M' in the subject line before the closing date of 11 September 2013. To find out more about VentureShield or its approved 3M installers, visit the 3M website or search 'protectmypaint'. **911**

Terms and conditions: This competition is open to residents of the United Kingdom and Ireland. 3M has the right to substitute the prize for a similar item of equal or higher value. Employees of Imagine Publishing (including freelancers), their relatives or any agents are not eligible to enter. The editor's decision is final and no correspondence will be entered into. Prizes cannot be exchanged for cash. Full terms and conditions are available upon request. From time to time Imagine Publishing or its agents may send you related material or special offers. If you do not want to receive this, state it on your entry.



**Stylish then. Stylish now.
50 years of 911. 50 years of evolution.**

"Timeless design is wasted if it cannot survive"
Ferry Porsche (1909 – 1998)

Inspired by this idea, the '50 Years of 911' collection by Porsche Driver's Selection celebrates five illustrious decades of evolution for the 911.

Every product in this anniversary collection, from clothing to luggage to a limited edition chronograph, has taken its inspiration from the principles applied to the 911 over the last 50 years – meticulous craftsmanship, precision engineering and timeless design.

To explore the latest collection, visit your nearest Porsche Centre or go to www.porsche.co.uk/shop.

911₅₀



PORSCHE



GT3 FIRST DRIVE

— THE VERDICT —

Porsche dramatically shifts the GT3 into new territory with undoubted success, though staggering new technologies may be bittersweet for traditional die-hards, as Total 911 investigates...

Written by **Kyle Fortune** Photography by **Porsche AG/Brett Fraser**



At 7,000 revs the noise is like nothing else. Right here, right now, all discussions about the Mezger unit are redundant. As the 3.8-litre flat six in the new 991 GT3 piles on the revs with unerring speed, filling the cabin with a gloriously rousing mechanical timbre as it does so, the searing pace it delivers is enough to confirm that all is good with the GT3 badge when placed on the back of the 991. There is absolutely no let up in performance on the way to its peak 468hp at 8,250rpm either, the GT3 hitting its red line at a dizzying 9,000rpm and feeling like it could run for several thousand revs after that.

The ferocity of its performance right up to that red line is incredible, and the numbers underline this. Along with its 468hp power, there's 440Nm of torque at 6,250rpm, these combined meaning

62mph arrives in 3.5 seconds before accelerating on to a top speed of 195mph. The direct fuel injection unit might now be based on that of its regular Carrera relations, but it does feel very different indeed – as you'd expect given the significant technical changes that have been made.

Porsche's motorsport engineers have evidently gone to town on the base unit to allow for its higher revving nature. Indeed, only the crankcase, timing chain, cylinder head bolts and a few ancillary parts are shared – everything else has been extensively modified or is entirely new. Obviously, the GT3's engine features dry sump lubrication – as well as an oil separator to reduce splashing losses at high torque loads – with a separate tank and demand controlled oil pump. Two additional oil spray nozzles in the cylinder increase engine cooling at the higher thermal loads the GT3's 3.8 generates.

Forged aluminium pistons and connecting rods, hollow valves and a new rocker arm control managing them all play a part in the GT3's high-revving nature. Larger intake and exhaust ports also help, as does the VarioCam, which allows for continuous adjustment of the camshafts to the benefit of not just performance, but emissions too. Direct injection is also new, replacing conventional manifold injection. Moreover, the GT3's system has been modified to include more nozzles – six each – increasing not just the quantity of fuel injected, but also the fineness of the spray for a better mixture in the combustion chamber. Feeding that direct injection system is a fuel pump with a maximum system pressure of 200bar over the standard Carrera's 120bar output. The result? 123hp per litre, up 10hp per litre and confirming Porsche's promise that replacing the Mezger wouldn't be an issue. ➔





Specification

991 GT3 (2013)

Engine

Capacity: 3,799cc
Compression ratio: 12.9:1
Maximum power: 468hp @ 8,250rpm
Maximum torque: 440Nm @ 6,250rpm

Transmission: Seven-speed Doppelkupplung (PDK) with controlled rear axle differential lock and PTV Plus

Suspension

Front: Strut suspension (MacPherson type, Porsche optimised) with wheels independently suspended by transverse links; longitudinal links and struts; cylindrical coil springs with internal dampers; electromechanical power steering

Rear: Multi-link suspension with wheels independently suspended on five links; cylindrical coil springs with coaxial internal dampers; active rear-wheel steering; Porsche Active Suspension Management (PASM) with electronically controlled dampers; two manually selectable maps

Wheels & tyres

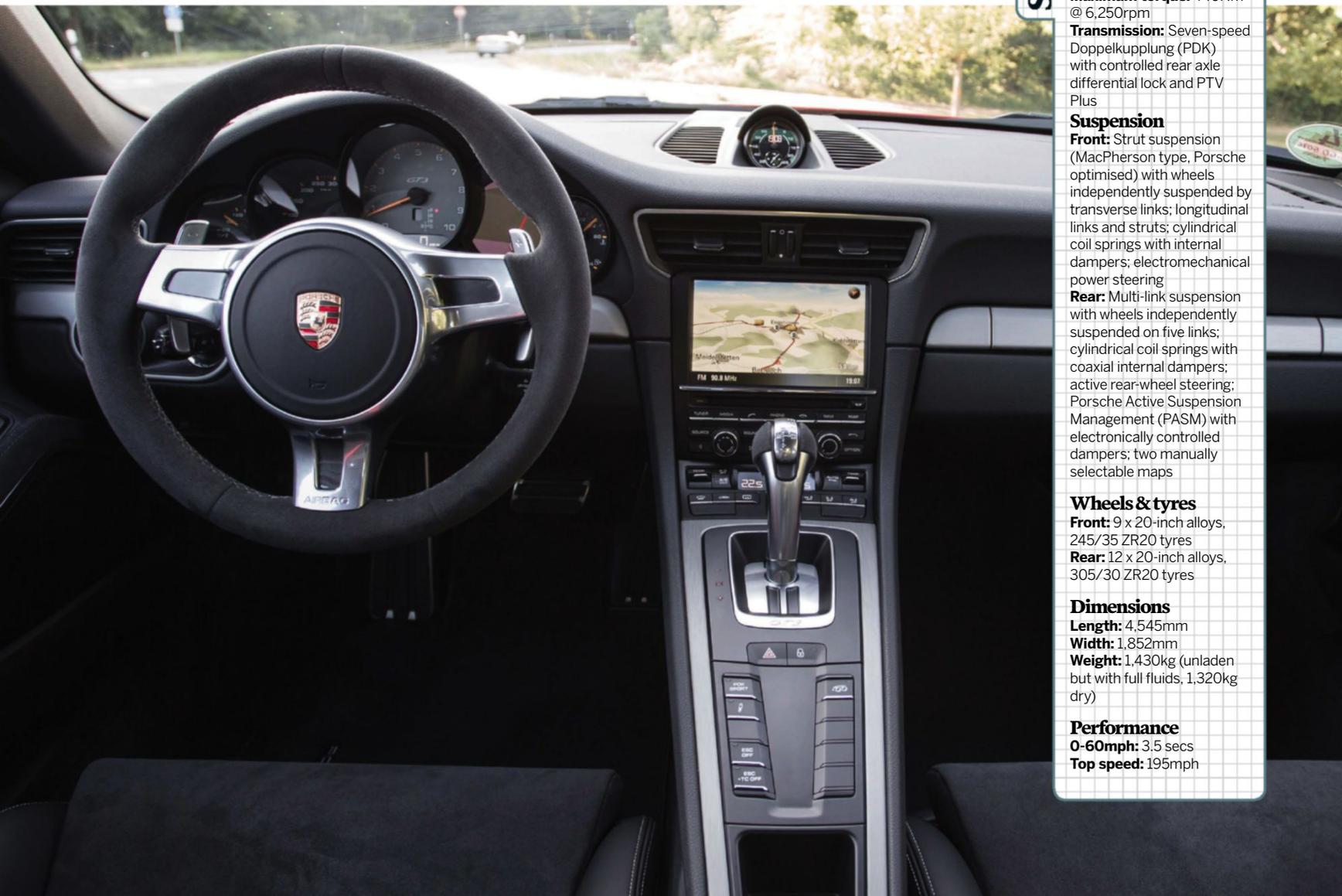
Front: 9 x 20-inch alloys, 245/35 ZR20 tyres
Rear: 12 x 20-inch alloys, 305/30 ZR20 tyres

Dimensions

Length: 4,545mm
Width: 1,852mm
Weight: 1,430kg (unladen but with full fluids, 1,320kg dry)

Performance

0-60mph: 3.5 secs
Top speed: 195mph



That new engine sits on Porsche's dynamic engine mounts as standard, the weight they're shifting over the old unit down some 20.9kg thanks to Porsche's extensive weight-saving measures. Weight loss has always been central to the GT3's make up, but Andreas Preuninger, general manager of GT Cars, admits that "adding lightness is no longer the way." That's a tactic admission from the man responsible for Porsche's GT3 range. Instead, Preuninger says the gains that can be made are greater through engineering. Ultimate speed rather than purity takes precedence, which in itself explains the clear shift in the GT3's technical DNA – signified most obviously by the replacement of a manual gearbox by Porsche's PDK dual-clutch paddle-shift system.

Controversially, the addition of PDK not only removes the clutch pedal, but as it weighs in at around 25kg more than the six-speed manual in the 997, it goes against all that's come before it in the make up of the GT3. Like the engine, the PDK system has undergone a technical transformation in the hands of the GT3's engineers to make it fit for purpose, though even a 2kg drop in weight means any gains Porsche made in lightening the engine are lost to the seven-speed paddleshift. Shorter ratios, including that seventh used as a regular gear – rather than an overdrive – allied to different shift programs make for a PDK that shifts in under 100 milliseconds. There's the ability to 'de clutch' by pulling both paddles simultaneously to either neutralise or destabilise the car depending on the situation, or use it from standstill, effectively dumping the clutch and making this a PDK system like no other.

Preuninger reckons PDK's gain over the manual is roughly worth three-quarters of a car length for every shift. And it's difficult to deny the voracity of Preuninger's claims or the effect on the GT3's performance as the PDK slams through another ratio and the engine does its high-revving thing. The shifts are instantaneous, the GT3's paddle-shifters (or gearstick, with upshifts achieved by pulling back, downshifts prodded forward – in reverse to the standard setup) being utterly faithful to input by the driver. As an automatic, it's about as close to full manual control as you'll get. It works brilliantly with the new engine too, allowing you to enjoy every single rev in its extensive range, firing up and down its seven ratios with instantaneous shifts or, if you'd rather, doing so for you. Impressive? Hugely, but there's a proviso, as that PDK fundamentally changes the character of the GT3.

What that paddle-shift does allow is more time with both hands on the wheel, and that's a good thing. Any worries that the electric system of the 991 would ruin the GT3 are unfounded. As electromechanical steering goes the GT3 sets a new benchmark, delivering not just instantaneous response, but delivering it with a degree of communication and feel that to date has been denied to any other system of its type. ➔



“As an automatic,
it's as close to full
manual **Control**
as you'll get”



New GT3 technology

Electromechanical steering deals with the front of the car, but Porsche's engineers have included a rear-wheel steering system on the back axle. It adds some weight to the GT3's overall increase of 35kg over the old GT3, but the effect is startling and arguably well worth the penalty. Turn the steering wheel at speeds of up to 80kph and the rear wheels steer by up to 1.5 degrees in the opposite direction, which in effect virtually shortens the wheelbase by 150mm. Above 80kph, rear wheels steer in the same direction as those in front – again to a maximum of 1.5 degrees – giving a virtual wheelbase extension of 500mm. The system aids both high-speed stability, steering accuracy and overall agility, though if you switch all the systems off and it detects power oversteer it'll lock them in place.



The hardware remains the same, though the programming is different. It also controls wheels sitting on a wider track and via a different suspension setup, with the GT3's split wishbones featuring ball-bearing sockets over conventional ones for greater precision and feel.

On the roads around the Speidel BrauManufaktur, in Germany's Swabian Alb region – coincidentally, the same place the Gen2 997 GT3 was launched – this steering impresses enormously. Combined with the addition of active rear steering, the stiffer shell of the 991 and the GT3's ability to change direction is astonishing. You can lean on the front end with far more confidence than its 997 relative, initial turn-in feeling quicker and far more accurate, the 991 GT3 having lost that occasional lightness of nose that's long been a 911 characteristic. The response is never anything less than immediate, while the rim itself gives plenty of idea of the surface running under the tyre's contact patch.

The brakes, whether standard steel or optional PCCB, are mighty. Scrubbing off the GT3's massive speed without any hint of fade, the pedal is high but full of feel, and the GT3's brakes remain among the best offered on any production car. So too is the way Porsche integrates the numerous driver control systems, allowing you to choose how much assistance you want, switching them all off and allowing you to leave black lines exiting corners at will. When turned on, they're barely perceptible in their operation. Torque vectoring, an active electronic differential – which offers much more scope for control, being able to open under braking to assist turn in – all combine to



create a GT3 with ability that at times can be difficult to comprehend.

At higher speeds the GT3 feels utterly resolute thanks to a combination of increased track, that trick rear steering, its aero kit, and the suspension's ability to keep tight control yet smothering lumps and bumps in normal mode. It becomes too unyielding to be useable on the road if you opt for Sport – save that for the track, where around 80 per cent of GT3 customers regularly take their cars.

That number might tumble though, as for all the GT3's apparent focus, its screaming redline-chasing

ability and bewinged, downforce-producing body – 120kg at top speed – it feels like a more useable day-to-day proposition than any of its predecessors. There's still some chuntering from the drivetrain at lower speeds, but the GT3 is an undeniably more civilised car in 991 guise than it has ever been. The Alcantara trim and deep sports seats aside, it's as luxurious as its Carrera relations, too. Faster than its GT3 predecessors, it takes its performance to levels that in other marques you'd have to add at least its asking price again. But with that greater performance comes greater ease of use to the



The new GT3 hides away much of the new engine from sight. Dual centre-exit exhausts have become a GT3 tradition, though



“The brakes, whether standard steel or PCCB, are **mighty**”

The new 991 GT3 drives as good as it looks as Kyle quickly reacquaints with the car’s likeability factor from behind the wheel, above



point where – loss of rear seats aside – the GT3 is no less difficult to live with than a standard Carrera.

You'd need the optional lift kit for the nose to prevent constant scrapes, but otherwise the GT3 really is now more than a weekend warrior. That's sometimes difficult to comprehend when its bending time, the flat six wailing behind you as you flick the paddles for ever more speed, but the GT3 is, in Preuninger's own words, "reloaded, updated but still refreshingly different."

This is true up to a point. Yes, it's updated – you only need to look at its enormous technical arsenal to see that – but in that reload it has changed to the point where it's no longer that different to its rivals. Undeniably cheaper, for its price the GT3 looks like conspicuous value, but the removal of its defining feature – that manual transmission – does rob it of much of its uniqueness.

Speed was the goal, and the GT3 achieves that, scoring repeatedly in the fast camp. Make no mistake, it's a landmark 911, a car that opens the GT3 to a wider audience, but perhaps at the cost of those die-hards for who the GT3 represented a last stand. It's easy to get mired in arguments of

technology, advancement, outright speed, purity and interaction, but the new GT3 epitomises the differences between the two.

Quantifiably a far superior car to the one it has replaced, the 991 GT3 is a staggeringly capable and ludicrously rapid sports car. It simultaneously tugs at your heart with its symphonic high rev ability, an engine that delivers eye-widening pace at any point in its rev range, not to mention quick steering, incredible composure and stability, sensational agility and, yes, lightning quick – and crucially, utterly faithful – shifts via the PDK system. Porsche really does need to implement the GT3's PDK and steering revisions to the rest of the 991 range.

From slow-speed town work to high-speed autobahn, and from fast A and B road work to everything off lairy power oversteer on a quiet hairpin, the GT3 manages all with utter impunity. It will lap the Nürburgring some 15 seconds faster than its predecessor, yet for all that, even those glorious moments with the exhaust on loud and hitting that 9,000rpm peak the tug of that paddle that comes next disappoints; not because of what it does, but for what it ultimately represents. **911**

The Total 911 verdict

Where the new GT3 excels

- Sensational looks add some real assertiveness to the 991's poise and aid performance with genuine downforce, too.
- The sound of the 3.8-litre flat-six when it reaches its 9,000rpm redline is like nothing else this side of a Cup racing car.
- Despite its electromechanical setup, Porsche's engineers have managed to imbue the steering with real feel and precision.

Points to consider

- Part of the GT3's appeal has always been its race car refugee feel, the 991's civility robbing some of that.
- Hugely fast and efficient at shifting, the GT3's loss of manual transmission is a loss to traditionalists who saw it as a last stand against relentless automation and detachment.
- With its new roundedness you could argue that it's time to offer the options of some seats in the back for those who want them.

*Check the **Total 911** rating of the 991 GT3 on page 95 of our Data File now.

“Speed was
the goal, and the
GT3 achieves that”



JZM PORSCHE IS GT3 HEAVEN!

20% of all JZM sales are GT3s

With 600+ GT3 owners in our service database, JZM is the clear UK favourite of GT3 owners.

As the official UK Manthey agent, KW Suspension partner and exclusive Alcon Brakes supplier, no UK independent is better placed to service, tune or sell your GT3!



JUST IN!



SOLD
This Gen II 997 GT3 RS is supplied with a fantastic factory options list and looks stunning in Signal Yellow. This RS has been extremely well preserved and cared for with just over 14,395 miles.



SOLD
We are very pleased to offer this beautifully prepared Gen II 997 GT3 RS. This RS also benefits from a Transferable Porsche Warranty until June 2015.

Sell us your Porsche GT3!
We'll do whatever it takes to buy the best stock.
Call Russ on
07501 479068.

WANTED

JZM GT3s ARE SPECIAL
We've had two record-breaking sales months and need more GT3s! If your car is in JZM condition, sell it to us or through us!

JUST IN! – 997 GT3 RS (left) – Carrera White with Black Nomex interior. Please act quickly to avoid disappointment!

Connect with JZM at www.jzmporsche.com for Showroom Alerts. Like us at [f/jzmporsche](https://www.facebook.com/jzmporsche) for GT3 profiles and news.

JZM

PORSCHE SALES, SERVICING & TUNING



@jzmporsche 01923 269 788

www.jzmporsche.com

THE POWER OF THE EURO

Rarer than a 2.7 RS, Total 911 discovers why a European impact bumper 911 will soon be an £80,000 investment

Written and photographed by Neill Watson

Nice car, isn't it? Lovely period ice green paint, a contrasting interior, just the right balance of sympathetic restoration to the bodywork, an authentic patina on the steering wheel and around the ignition key, with charming Fuchs alloys to boot.

A quick inspection like this is usually followed by that inevitable question: what's it worth? At a glance, you'd have a guess at around £25,000 as we write this in July 2013, wouldn't you? But no,

you're wrong. There's a number on the engine lid of this impact bumper 911 that makes it very rare and considerably more valuable. The number is 2.7, and denotes the engine size. This car is quite possibly more rare, in fact, than the iconic pre-impact 2.7 RS and RS Touring 911. And yet it's probably just as quick and exciting to drive, and is less than a third of the price. This is a 1975 Carrera 2.7, and is essentially an impact bumper 911 built in 1974 and 1975 with the 2.7 engine, mechanical fuel injection and most of

the running gear of the legendary 2.7. This is definitely not your average tidy 3.0 or 3.2 impact bumper, and is a car that, unless you're a 911 geek, you probably thought was a misprint if you've seen it discussed.

By way of some history, at the end of 1973 Porsche had a dilemma. The design needed to be changed to reflect new regulations, but they didn't have the funds to develop everything from scratch. The USA had new crash regulations, new emission regulations and, particularly in ☞



!
Chemical
store
keep out

HLL 714N



The 2.7 Carrera can still delight on the road, though its unfavourable mpg isn't friendly by modern world standards

California, ghastly things such as air pumps and later catalytic converters that sucked the life out of previously happy engines. So the G Series were born with what has become known as the Impact Bumper setup. In the USA, they had spring-loaded dampers in the bumper that meant those with myopic vision and limited parking ability need not worry too much. As long as the thump of impact was around 5mph, they simply sprang back.

In Europe the regulations were more relaxed, with a simple rod system making do behind those concertina bumper-ends. Again for the American market, a 3.0-litre engine was created, complete with a smog kit and, for California, those air pumps. It must have felt like it was breathing through a drinking straw with its paltry bhp. In Europe, we

escaped and, immediately after the legendary 1973 Carrera RS finished production, a series of Carreras were built for the European market that were equivalent to the M472-optioned '73 RS Touring models. This rare and desirable Porsche was the G-series Carrera 2.7 MFI (also known as Euro Carrera 2.7), which used the same 911/83 RS mechanically fuel-injected (MFI) engine that produced 210bhp, carrying over the 2.7 RS engine with manual fuel injection. Now you're talking. And so for 1974, 1975 and just a few units in 1976, the G Series cars sold in Europe had this engine. The same 2.7-litre with flick-knife fast flywheel response and that lovely ticking mechanical fuel injection. Emissions? Fuel economy? They were for the future. In fact, the final 1976 Carrera 2.7

MFI was the last street car Porsche ever produced with mechanical fuel injection. There were only three MFI-based cars produced by Porsche after 1976, all of which were race cars. First were the ten turbocharged Porsche 934 ½ built for Group 4 and the 1977 IMSA Championship, alongside the various incarnations of the turbocharged Porsche 935 built for Group 5, and later the 20 3.0-litre 911 SC/RS (954) rally cars created in 1984 to compete in Group B.

Chris Whittle, this car's current custodian, had been watching 2.7 RS prices climb and climb. His desire to own a 2.7 RS was tempered by the dilemma that he would probably have to part with other 911s that he's fortunate enough to own to achieve that ambition. In effect, a 2.7 RS would be



Specification

**Carrera 2.7
(European)
(1975)****Engine**

Capacity: 2,687cc
Compression ratio: 8.5:1
Maximum power: 230hp
Maximum torque:
 210lb ft @ 5,100rpm
Transmission:
 Five-speed 915

Suspension

Front: Torsion bar
Rear: Torsion bar

Wheels & tyres

Front: 7 x 15-inch alloys with
 215/60 VR 15 tyres
Rear: 8 x 15-inch alloys with
 215/60 VR 15 tyres

Dimensions

Length: 4,291mm
Width: 1,610mm
Weight: 1,075kg

Performance

0-60mph: 6.3 secs
Top speed: 148mph

“The final 1976 Carrera 2.7 MFI
 was the last street car Porsche ever produced
 with **mechanical** fuel injection”

“In a production run so **limited** it makes the '73 RS seem commonplace”



A retro 911 revival

The 2.7 MFI Carrera isn't the only retro 911 enjoying a surge in price on the car market. The 3.2 Clubsport, as featured in **Total 911** Issue 97, is proving to be similarly collectable thanks to its limited run of 340 examples. Prices for the 964 RS have also doubled in the last three years, and we predict values to climb further still.

one very expensive single egg in the basket. The more he mulled things over, the more he came to the conclusion that 2.7 RS ownership was probably never going to be for him. He enjoys driving his diverse, carefully chosen Porsches too much, and cashing in everything just to own an RS wasn't for him. But this car is very much his kind of Porsche. “I love the snappy response of mechanical fuel injection. The huge slug of fuel they throw in when the throttle opens gives a razor sharp response, and all of the clicking and ticking is exactly the same as the early motorsport cars. What's more, once I sat down and began to analyse the specification of the 2.7 Carrera, together with the numbers produced, I realised that they were quite interesting cars.”

Around 1,500 2.7 RS and RS Touring models were built in 1973, the figure fluctuating slightly depending on your sources. The 2.7 Carrera was built over two years: 1,036 in 1974 and just 518 in

1975 with production finishing with 113 in 1976, the newly announced Turbo taking over the top of the range. Sources at Porsche Club GB and other experts on the model conclude that right-hand-drive car production numbered 26 in 1974 and 17 in 1975. Studies of the whereabouts of these cars has proved that five have been exported to Australia, while others have been converted into RSR replicas. Add in several that are confirmed as no longer surviving, and it's quite reasonable to conclude that there are probably fewer than 20 good right-hand-drive 2.7 Carreras left in existence. Now, *that's* a car with collectable appeal.

Indeed, values have been rising rapidly. Any air-cooled Porsche 911 is now an appreciating asset, but these cars are suddenly intensely desirable. Chris' car was advertised at £59,000 when he first discovered it. We were unable to find another right-hand-drive car for sale at the time of writing,



With around 20 RHD examples still on the road, the 2.7 MFI Carrera is an undoubted rarity



Impact bumpers on the revised G series 911s were made to comply with new safety regulations



but several left-hand-drive cars were available at over £85,000. Chris' car has a whaletail spoiler that became standard in 1975, a chrome 2.7 badge on the vents and optional chrome window surrounds sitting nicely with the single circular wing mirror.

The curb weight is similar to the RS Touring, and has identical performance, but production measured as a tiny percentage of the '73 car. Sympathetically restored a few years ago with a total mileage of just 58,000, this car just had to be purchased. "I love it, there's nothing else like the sound of the Bosch mechanical system. It changes the whole character of the engine."

Photographs taken, I cannot resist jumping in alongside Chris. Second gear acceleration catches you totally off guard from the passenger seat, the tachometer whipping around, engine barking back and bouncing off the dry stone wall beside my left ear. Chris goes for third across the 915 'box and the

acceleration feels just as strong as in second, the rev counter and speedometer seeming to move at much the same rate and the push in the back now very strong indeed, a glance across at the dials showing a rate of progress akin to a modern Group N rally car. In 1975, *Motor Magazine* tested a Euro Carrera extensively and achieved a 0-60 time of 5.5 seconds. We bark away down Chris' favourite lanes, sun blazing, grins the size of dinner plates, windows wide open, bends appearing with a good view across the fields, the compliant chassis soaking up those minor bumps that would throw a modern, muscle-bound Turbo off line with ease. In this environment, this car with its sharp engine, relatively compact size and nimble handling would see off modern machinery quite comfortably. Not too bad for a car celebrating its 38th birthday this year. As Chris says, "The Achilles heel of this car is probably its brakes; the pedal does get long quite

quickly when you work them hard, and because the rest of the package feels so modern and complete it's easy to forget that at times. Oh yes, and fuel economy is quite appalling once you start opening her up like this." Indeed, 22mpg is the norm, falling into the low teens when pressing on.

The Euro Carrera does enjoy a good drink, and the emissions are probably up there with a 40-per day smoker. But unlike US Carreras, this doesn't have a smoker's cough. Instead, it's more of a deep Richard Burton baritone dating back to a period when the lifestyle of drinking heavily and not caring about smoking in public seemed acceptable. It took more than ten years for Porsche to develop the G Series engines with more power than the 2.7 – engines like this don't come along too often. Add in a production run so limited that it makes the '73 RS seem commonplace, and you have probably the ultimate Impact Bumper investment. **911**

THE CABRIOLET CONVERT

Total 911 is given the keys to a new 911 Cabriolet to see if 1,000 miles through France can convert a Coupe die-hard

Written by **Kieron Fennelly**
Photography by **Laurens Parsons**



D 946

~~MARLE~~





As a 911 Coupe driver of many years, Total 911's Kieron Fennelly delighted in the improved rigidity of a modern Cabriolet

The Free Dictionary refers to the Cabriolet as 'an automobile resembling a Coupe, but with a folding top.' This 60-year old definition suits the Porsche Carrera Cabrio well, for it is very much a 991 without a roof in every sense. Manufacturers used to market these models as convertibles, and we were reminded of this as we sat in the 991 on the car deck waiting to disembark at Calais. In front, the driver of a Morgan was busily engaged in assembling the hood. Though he had clearly performed this operation many times, it

nevertheless took him a good eight minutes of redistributing luggage to get at the hood, pull the fragile canvas carefully into place, depress all 22 location studs, clamber inside to brace the tensioners and reload his suitcases.

I mention this as usually I don't 'do' Cabriolets. Indeed, the majority of 911 owners tend to prefer the Coupe, smirking at owners of the soft-top iteration. Sure, an element of rigidity, and therefore performance, is lost with a Cabriolet (surely going against the ethos of a 911), but after our journey to Reims through Normandy, there is cause to ask those who thought unkindly of Cabriolets to think again.

With the exception of the 3.2 Speedster, 911 'convertibles' have always had electrically operated hoods. Today, the process is seamless in all respects: the 991 version is a marvel of coordination as the hood lifts, the side windows descend, the rear panel rises to accommodate the hood and then falls neatly back into place. It's very impressive, and slightly reminiscent of those transformer toys of 20 years ago. It's also very quick – the 13 seconds from start to finish barely give you time to estimate the number of electric motors involved.

With the hood down and anti-buffet screen in place, the 991 Cabrio provides perfect open air



The 'effortless' electronic roof takes 13 seconds to open or close at up to 35mph. The electronic wind deflector eliminates wind buffeting



A history of the convertible 911

By 1955, the USA was Porsche's biggest market, and this alone ensured that there would be an open-top 356, but when the 911 was first introduced Porsche hesitated about a convertible as US legislation appeared to prohibit cars without a roll bar. This led Butzi to pen his very imaginative Targa design, the T bar making a highly distinctive 911 variant till the 993, when the Targa became a sliding glass roof affair. The 911 Cabrio appeared in 1981, first as a styling exercise and then as a production model with the 1982 SC. Though all were fitted with electric hoods (except for the Speedster) until the water-cooled generation, the open hood sat above the 911's waist, which in styling terms was never the Porsche's best feature. The 996 platform allowed its designers to accommodate the hood 'inside' the body, creating a much smoother and more successful line, and suddenly the Porsche had become a Cabriolet rather than a mere convertible.

motoring, a measure of its aerodynamic efficiency being that wind noise is unobtrusive up to about 70mph. This makes open top travel practical on the French 'nationales', though to take full advantage headgear and suncream are needed. Visibility in a metal-roofed car is always better, but to Porsche's credit with its hood up the Cabrio manages to feel like the Coupe. Only over-the-shoulder visibility is compromised by the thick 'pillars'. Also noticeable is the quality of the internal finish of the hood, which could be mistaken for normal headlining. It's a snug fit too, creating no discernible additional wind disturbance below 100mph. We must admit that so far there's not much to fault.

Naturally, accommodating the hood requires stowage room, which does impinge slightly on cabin space. We found, however, that with the combination of the front boot – which even on a C4 is significantly bigger than the 997's – and rear seats, we still had room for personal luggage and our substantial photographic gear. The beautifully upholstered rear seats of the Cabrio are symbolic, and a delete option with a luggage platform to locate items with more stability would be worthwhile.

No Porsche ever disappoints in terms of performance, and each generation is quicker than before. The latest 350bhp 3.4-litre is a superb engine; flexible and uncomplaining at low revs, making the 911 easy to conduct in town and at quite brisk speed. It pulls hard as you would expect, but at 4,500rpm it is as if a second venturi has opened, because the revs take off and the engine hurtles towards its 7,800rpm red line more like a GT3. When you understand that maximum torque is developed at a very sporty 5,600rpm, such behaviour is hardly surprising, and it endows the Cabrio with an interesting Jekyll & Hyde sort of character: an easy-going tourer with a wild side. Porsche claims 0-62mph in five seconds; given that the (optional) launch control handles initial step off, clearly Zuffenhausen is not exaggerating. ➔



Specification

911 Carrera 4 Cabriolet

(2013)

Engine

Capacity: 3,436cc water-cooled flat six

Compression ratio: 12.5:1

Maximum power: 350bhp @ 7,400rpm

Maximum torque: 390Nm @ 5,600rpm

Transmission: Seven-speed manual gearbox

Suspension

Front: Independent MacPherson struts; coil springs; antiroll bar

Rear: Multi-link system; coil springs; antiroll bar; dual tube gas-filled dampers front and rear

Wheels & tyres

Front: 8.5 x 19-inch alloys, 235/40/ZR19 tyres

Rear: 11 x 19-inch alloys, 285/35ZR19 tyres

Dimensions

Length: 4,491mm

Width: 1,852mm

Weight: 1,480kg

Performance

0-60mph: 5.0 secs

Top speed: 173mph



The finesse of the Cabriolet is assured at all times, even in less than pleasant driving conditions



“As a 911 Coupe owner of many years, I was impressed that while closed, the Cabrio yields nothing to the Coupe”

Although not exclusively reserved for the Cabriolet, Porsche's current manual gearbox proved a handful. At a time when manual boxes are rapidly becoming an extinct species, for a manufacturer to specify a seven-cog standard shift is without precedent. However, packing five ratios (R, 1,3,5,7) across the top does complicate the shift pattern. The danger is when really pressing on that you engage the wrong ratio. The shift from fourth to fifth can end up in third, which if you are changing up anywhere near maximum revs could result in over revs. We think that on balance there is a gear too many, and unless you want maximum acceleration from 120-140mph sixth is superfluous. We would keep the high top gear and perhaps make adjustments to the second to fifth ratios.

That tall seventh – 34mph/1,000rpm – helps to make this 911 remarkably abstemious: we managed 34.4mpg over 250 miles of steady motorway driving. This fell, of course, to 20mpg in urban traffic and 16 during a spirited cross-country blast. However, our 30.1mpg overall for almost 1,000 miles is close to Porsche's claim, and shows just how efficient the modern 911 is, Cabriolet or not.

With torque transferred between front and rear axles and the full panoply of electronic safeguards, the Porsche 911 C4 has become a deeply reassuring car in all cornering situations. Only considerable provocation on the tightest bends on streaming wet minor roads could coax the tail out, only for it to be quickly pulled back into line. Meanwhile, there was no hint of understeer, the combination of wider track – the 991 is visibly different from the 997 in this area – and variable four-wheel drive ensuring that the front tyres follow the curve rather than turning in towards the apex. Cornering ability and grip on dry roads are so impressive that we found the 991's seats insufficiently bolstered to resist the centrifugal force it can generate.

Although it is no longer a small car, the new driver adapts rapidly to the 991 Cabriolet. As ever, the ergonomics are well considered and the control weight is right. If you favour a low sitting position, it is impossible to see anything of the car beyond the windscreen wipers. The hood also reduces rearward visibility, but even so it rapidly inspires confidence, instilled in no small part by front and rear park-assists. A minor complaint is that the

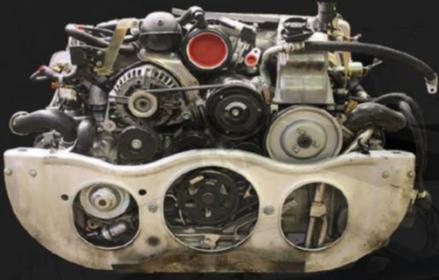
wiper stalk obscures the smaller instruments, and the petrol gauge is hidden from view. The trip computer lights up with a warning as soon as the tank is down to a quarter full, however. The ride is comfortable and well damped at all times, and while the Cabrio has the refinement you would hope for from an £86,000 sports car, it is clear that Porsche's native heath is Germany with its smooth asphalt. The rougher surfaces of the UK's crumbling roads generate tyre noise, which seems to disappear as soon as you reach the continent, while the droning at 75mph on the concrete sections of the M20 was quite unpleasant. On the other hand, the rigidity of the open top body is outstanding, and you easily forget it is not a Coupe, though chassis strengthening adds about 70kg.

Purists used to look down their noses at the convertible 911. They claimed chassis' rigidity was compromised and the classic line of the Coupe spoiled, whether top up or down. But purist or not, any validity that these points of view may have had evaporated with the arrival of the 996, a 911 designed to be Cabrio or Coupe. The 997 and now the 991 simply enhance this. To most eyes the 991 Cabrio is a superb-looking car; extraordinarily stylish with the hood down and aesthetically just as pleasing with the hood up. As a 911 Coupe owner of many years, I was impressed, too, that while closed, the Cabrio yields nothing to the Coupe. The driving experience was all but identical, and that really did surprise me. **911**

LA DISMANTLER

PORSCHE PARTS
911-BOXSTER-CAYMAN

INTERNATIONAL SHIPPING AVAILABLE ON ALL PARTS



996 & 997 GT3 3.6



997 Non DFI 3.8



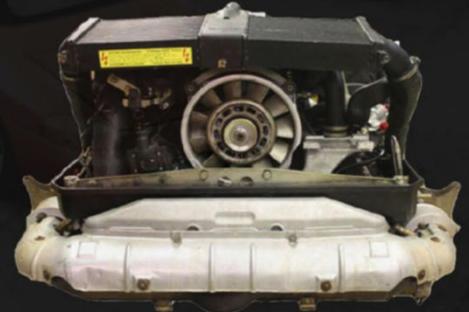
996 & 997 Turbo 3.6



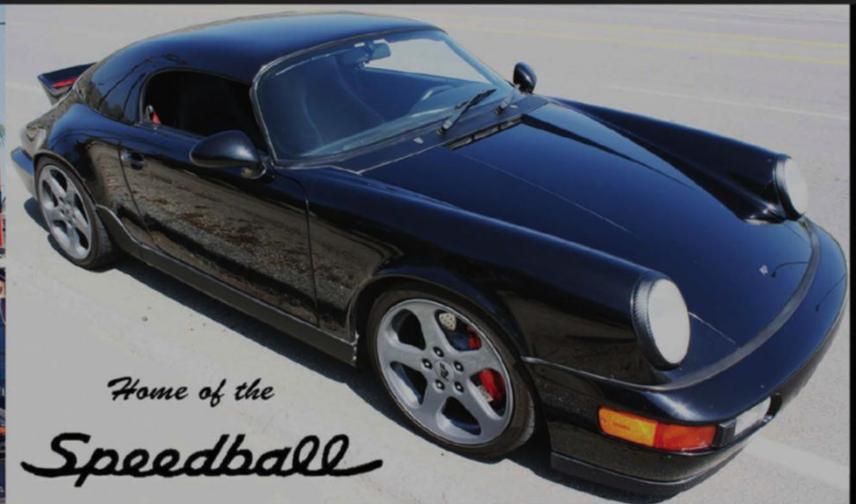
993 Non Varioram



993 Varioram



993 Twin Turbo



LA DISMANTLER

featured on



NATIONAL
GEOGRAPHIC™



818 767 7243



sales@ladismantler.com



www.9pcar.com



www.ladismantler.com



9819 Glenoaks blvd Sun Valley, CA 91352



Total 911 SUBSCRIPTION VOUCHER

THE PORSCHE MAGAZINE™

YES I would like to subscribe to Total 911
YOUR DETAILS

Title _____ First name _____
 Surname _____
 Address _____

 Postcode _____ Country _____
 Telephone number _____
 Mobile number _____
 Email address _____
 Please complete your email address to receive news and special offers from us

DIRECT DEBIT PAYMENT

UK Direct Debit Payment

I will receive my first three issues for just £1, I will then pay only £18.90 every six issues thereafter. If, however, I do not love what I see, I can cancel at any time.

		Instruction to your Bank or Building Society to pay by Direct Debit		
<small>Please fill in the form and send it to: Total 911 Subscriptions Dept, 800 Guillat Avenue, Kent Science Park, Sittingbourne ME9 8GU</small>				
<small>Name and full postal address of your Bank or Building Society</small> To: The Manager _____ Bank/Building Society _____ Address _____ _____ Postcode _____		<small>Originator's Identification Number</small> 5 0 1 8 8 4		
<small>Name(s) of account holder(s)</small> _____ _____		<small>Reference Number</small> _____ _____		
<small>Branch sort code</small> _____ _____		<small>Instructions to your Bank or Building Society</small> <small>Please pay Imagine Publishing Limited Direct Debits from the account detailed in this instruction subject to the safeguards assured by the Direct Debit guarantee. I understand that this instruction may remain with Imagine Publishing Limited and, if so, details will be passed on electronically to my Bank/Building Society</small>		
<small>Bank/Building Society account number</small> _____ _____		<small>Signature(s)</small> _____ _____ <small>Date</small> _____		
<small>Banks and Building Societies may not accept Direct Debit instructions for some types of account</small>				

PAYMENT DETAILS

YOUR EXCLUSIVE READER PRICE, ONE YEAR (13 ISSUES)

UK: £52.65 (Save 10%) **Europe: £60.00**

World: £70.00

Cheque

I enclose a cheque for £ _____
 (made payable to Imagine Publishing Ltd)

Credit/Debit Card

Visa MasterCard Amex Maestro

Card number _____ Expiry date _____

Security number _____ (last three digits on the strip at the back of the card)

Issue number _____ (if Maestro)

Signed _____

Date _____

Code: PCG104

Please tick if you do not wish to receive any promotional material from Imagine Publishing Ltd by post by telephone via email

Please tick if you do not wish to receive any promotional material from other companies by post by telephone

Please tick if you DO wish to receive such information via email Terms and Conditions: This offer entitles new UK direct debit subscribers to receive their first 3 issues for £1. New subscriptions will start from the next available issue. Subscribers can cancel at any time. Offer code PCG104 must be quoted to receive this special subscription price. Details of the direct debit guarantee available on request. Offer expires 30 November 2013. Imagine Publishing reserves the right to limit this type offer to one per household.

I would like my subscription to start from issue: _____

Return this order form to:

Total 911 Subscriptions Department, 800 Guillat Avenue, Kent Science Park, Sittingbourne, ME9 8GU or email it to 911subs@servicehelpline.co.uk

You will be able to view your subscription details online at www.imaginesubs.co.uk

HURRY ORDER NOW



FANTASTIC SUBSCRIBER OFFER

Subscribe today and get your first three issues for £1

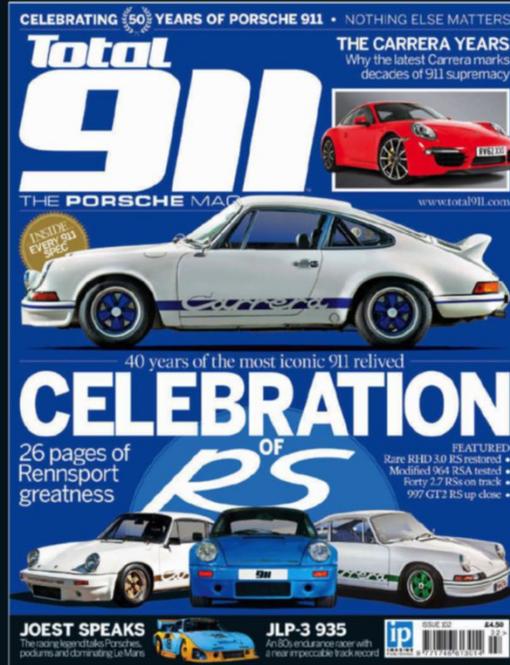
- Pay only £3.15 for every future issue – a 30% saving on the store price
- Free UK delivery to your door
- Never miss an issue
- Money-back guarantee

US READERS

Get the next 13 issues for \$78 and SAVE 40% – that's just \$6 an issue. Dial toll-free on 1-800-428-3003 or subscribe online at www.imsnews.com/total911 and quote code IMST104



3 ISSUES OF TOTAL 911 FOR JUST £1



GO DIGITAL!
GREAT DIGITAL SUBSCRIPTION OFFERS AVAILABLE AT:
IMAGINESUBS.CO.UK
FOR ANDROID, MAC, PC, IPHONE & IPAD

Get your first **3 issues** for just **£1**, then **save 30%** on the shop price

THREE EASY WAYS TO SUBSCRIBE

1. Online

www.imaginesubs.co.uk/t9e
And enter PCG104

2. Telephone

0844 249 0463
And quote PCG104

3. Post or email

Please complete and post the form to
Total 911 Subscriptions Department
800 Guillat Avenue
Kent Science Park
Sittingbourne
ME9 8GU



Or alternatively, you can scan and email the form to
911subs@servicehelpline.co.uk



A FESTIVAL OF 911



The 20th anniversary of the world's most prestigious motoring garden party dedicated itself to the 50th anniversary of Zuffenhausen's iconic sports car. Total 911 was there to witness a weekend of 911 nirvana

Written by **Richard Aucock**
Photography by **Steve Hall**

The world's bestselling supercar celebrated 50 years in style. For 2013, Porsche took over Goodwood: almost everywhere you looked, there was something 911-shaped or 911-themed. Total 911? Almost totally. And for 911 enthusiasts, it was indeed heaven.

Goodwood is a festival (of speed), and festivals by their nature are eclectic. This is why the breadth of 911 iconography was so diverse: 911 historic displays; 911s in action; 911s in the car park; 911s for sale; 911s being used to showcase new car polishes or insurance products, and 911s there because, well, they were a 911. This was the 911's British birthday party after all, so why not?

Festivals need monuments, of course, and the 911 Central Feature was the single most photographed attraction, I'm sure.

Past the suspended Stuttgart metal thrust high over Goodwood House, the festival of Speed laid bare a breathtaking collection of 911s from 1963 to the present day. In between one of the first 911s ever built and one of the latest (ironically making up for two of the three cars mounted on the central feature), enthusiasts delighted in the presence of some historical treasures including the Moby Dick, a 911 SC Safari, a 'Paris Dakar' 911 Carrera 4x4, a 964 Supercup, a 917/30 and a 996 GT3 RSR among others in such an astronomical collection.

Porsche crowd-sourced the cream of this with the #porschegoodwood stream on Porsche.goodwood.com, a part of the Porsche Origin initiative and on which **Total 911** has a proud presence (check out our

shot of Emanuele Pirro). The sheer amount of material highlights how many 911-shaped delights were there, and how keen visitors were to share it. It's a simple premise, really: bring lots of 911s together in one place and let a sell-out 185,000-strong crowd salivate.

One particular treat was the UK appearance of the new GT3, both static and on track. Porsche's Mr GT3, Andreas Preuninger, was there too, explaining its ethos to an audience simply in awe of the new car. It must have been like being back in the office for him, albeit with a far more diverse range of cars, views, sights and sounds.

Sound was actually a big part of it. Goodwood's the sort of place where noise is celebrated, and a continual tone throughout the weekend was the harmony of a Porsche flat six - different intensities, volumes and levels of aggression, but always unmistakably 911. You didn't even have to seek out a 911 to be captivated by one. It was music, literally, to the ears of everyone there.

Deep within the 'infield' area was a gem: the Porsche Experience Centre 'box' containing a silver-themed history of the 911 with immaculate treasures from the Porsche Museum. How many treasured Porsche archive 911s were there I do not know; let's just say it was clear that the factory was taking this event seriously.

There were no tears for the 911 celebration at the 2013 Goodwood Festival of Speed, though. It was a showcase of all things 911, and has created yet another fitting piece of history for the firm's most famous car. 50 years on and, judging by the response at Goodwood, it has never been in better health. ➡



911 HEAVEN: BEST OF THE FESTIVAL



Porsche AGs '67 911 stopped at Goodwood as part of its worldwide tour for 2013



All seven generations of the 911 were on display from the Zuffenhausen museum



The 991 GT3 made it's first appearance on UK soil with a run up the hillclimb course...



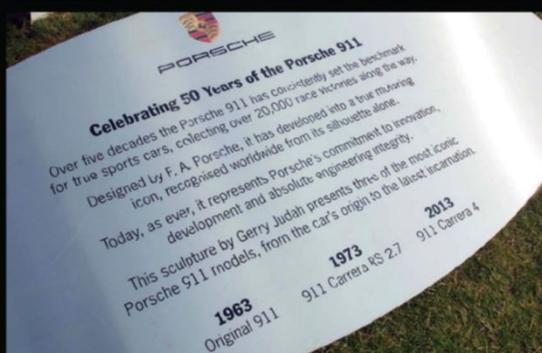
...while the 991 GT3 Cup pulled the crowds quickly after firing up its 460hp engine

911 above the rest

Gerry Judah creates the Goodwood Festival of Speed's Central Feature each year, which for 2013 was to capture 50 years of the 911 – and he chose to shoot them to the sky.

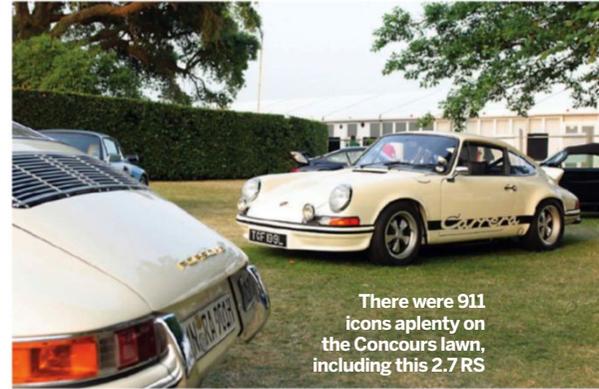
Porsche supplied three of its most iconic models for it: the 1963 original; the 1973 2.7 RS, and the 2013 991 Carrera 4. Judah attached them to hollow steel legs and stood them up to 34 metres in the air. They weren't just plain old steel extensions either; they narrowed as they reached the ground and converged when attached to the cars. The 911s were thus the arrowheads, things of beauty and impossibly delicate for something that, in all, weighed 22 tons.

Porsche didn't go overboard on the explanation for it at the bottom (although it did remind visitors about the 911's 20,000 race victories). It simply let the structure, which you could walk right under and gawp at, do the talking, which it certainly did. Such a pity they now have to take it down...





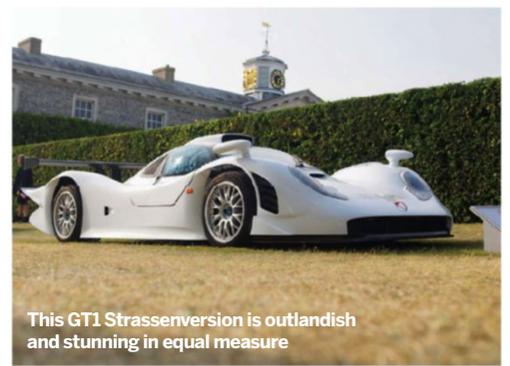
Many 911s and a Schuppan 962 CR dominated the new Supercar Forward Parking area, where supercar owners could display their motoring exotica



There were 911 icons aplenty on the Concours lawn, including this 2.7 RS

Concours D'elegance

Always the pinnacle of motoring at the festival, this year's Concours D'elegance featured the finest collection of 911 exotics from Porsche's past:



This GT1 Strassenversion is outlandish and stunning in equal measure



The 930 SE reminded enthusiasts of the 911s 'other' silhouette



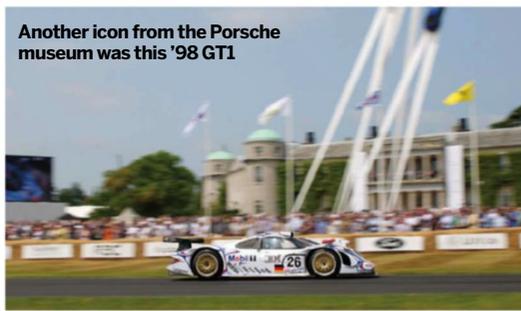
Alois Ruf entered his 1964 901 for the Goodwood show



This rare right-hand-drive 993 GT2 stood immaculately



The famous 'Moby Dick' made its UK bow at the show, too



Another icon from the Porsche museum was this '98 GT1





DRIVING AN ICON: 911 SC SAFARI

Total 911's Richard Aucock climbs behind the wheel of a revered sporting great for a hillclimb of total 911 immersion



Of the many Porsche 911s on display at Goodwood, a select collection of old and new were carefully parked up in their own reserved paddock. You see, this wasn't any old line-up of Porsches, for most of them were from the Porsche Museum in Stuttgart, the majority of which were famous historical one-offs.

The historical clout that this special selection of 911s hold is almost chilling – I stared, mesmerised, down the line at the entire collection. However, I wasn't there to stare at each motorsporting 911 great: I'd secured the chance to drive the formidable 1978 911 SC Safari, the famous Martini-liveried model that Björn Waldegård and Hans Thorselius took to fourth in the 1978 Safari Rally. I'd purposefully turned up too early for my drive up the famous Goodwood hillclimb, and chose not to immediately reveal my lucky status and step

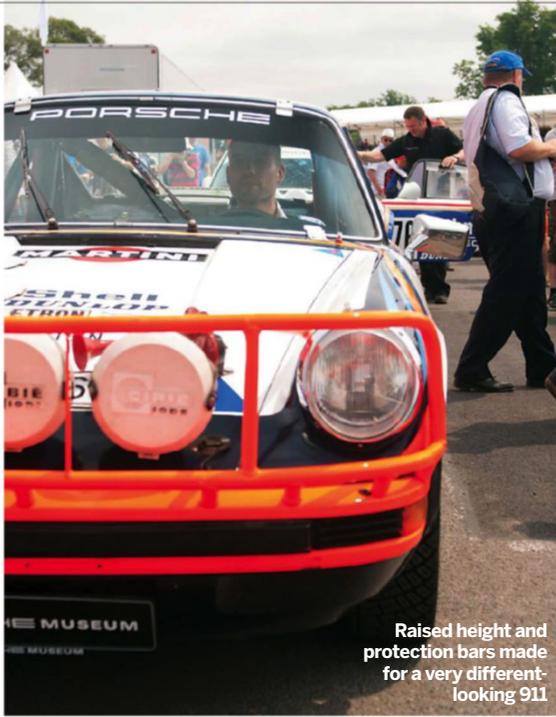
forward into the reserved drivers area; I was happy to stick with the crowds soaking up this 14-strong collection of Porsches, ranging from the 1967 2.0-litre 911 that's spending the year on a world tour from the Zuffenhausen museum, right up to the new 911 GT3. Seven generations in all, and for most people who stopped and stared it would have made for a Porsche enthusiast's dream garage.

Eventually I crossed over and milled about outside the Safari car, soaking up its impeccable condition, not quite believing I'd be driving it – and then getting daunted by the prospect of doing so. This feeling only grew as minutes ticked into hours: Goodwood was running late, the Porsche Museum engineers were looking everywhere trying to fettle recalcitrant racers, and our run was being delayed.

Eventually we got the call. Slightly dream-like and daunted, I climbed into a bare roll cage-laden

cockpit that was broadly 911-familiar, but slightly baffling because of both its age and racing heritage. Unmarked lights (often red), important-looking switches and mechanical levers were everywhere inside. I didn't dare touch any of it, so I sat back, conscious of the envious crowds staring at me and wondering why I wasn't joining the others in starting up the engine. The reason for this was because my SC encased such a priceless racing-honed engine that I was under strict instructions not to touch until an engineer had arrived to warm it through.

Now the gathered crowd really was staring at me and the 953 Rothmans Paris-Dakar car next to me, and as a friendly engineer did arrive to flick levers, press buttons (I'd have stood no chance) and eventually bark the motor into life it was, by all accounts, very loud.



Raised height and protection bars made for a very different-looking 911



35 years on, the SC still commands affection from adoring motoring enthusiasts

The SC was reluctant to run clean too, but because we were almost out of time there was no choice: I therefore had to continue the warm-up process en route to the holding paddock, working out how to keep the engine running without stalling while grappling with a razor-like racing clutch, temperamental fly-off handbrake and a general lack of familiarity. I also attempted to gently dodge the packed-tight crowd of hot and enthusiastic Goodwood visitors, all keen to see where this industrial-like noise was coming from, before getting as close to the car as possible to take that all-important photo. Tightrope walking across a pit of lions would have been less stressful.

To this day, I don't know how I made it without incident and with the barking, gnashing Safari car still running. I celebrated with a few throttle-blips – the flywheel effect means it revs like a livewire –

before my engineer suggested we turn the SC off. Far on the horizon, fingers were removed from ears.

After another wait, the green flag came: we could drive down to the Goodwood collecting area at the bottom of the hill. Driving lesson over, I zapped onto the hill with relish, following the wrong-way run down with a few squirts of pace as the SC burst to life. It seemed to go down well, and it certainly seemed to impress Emanuele Pirro, who took time at the bottom to check out my Martini car in detail.

The Safari SC had the obvious extended ride height which was uncharacteristic of a 911, and the normal silhouette from the driver's seat of those two protruding front quarters were interrupted by the luminous metal bars, a statement of bullish intent if ever I saw one.

To get back to the garage afterwards we still had to run from the start line and take in a couple

of corners, too. Here, I made sure to experience the roar in front of the adoring crowd – so I tried to make those few hundred yards of the festival hill run some of the noisiest and most cheery of the day. I was driving a fast and eager 911 legend at Goodwood to celebrate its 50th year, and as I pressed on, the car became more accommodating, gathering pace quickly and getting ever louder. To be at the wheel felt incredible, and I marvelled at how the SC Safari still possessed great appeal to the mass crowds in attendance at the Goodwood Festival of Speed.

Drive over, by now the engine was running fine. It didn't stop me blipping it as we pulled back in to the paddock, though. Crowd-pleaser? You bet. And however indifferent the car was to run, it was still an honour to have celebrated the 911 in an iconic 911. **911**



911 EVOLUTION: THE LEGENDS' PERSPECTIVE

Written and
photographed by **Glen Smale**

Vic Elford



During your racing heyday, could you foresee the longevity of the 911?

In 1966 I was driving for Ford in rallies, and I had only seen the 911 once or twice, but there was just something about the car and I said then that it was going to be a winner. In 1967 Porsche lent me a 911 on a rally-by-rally basis, and I finished third in my first Corsica rally and suddenly eyes were opened in Stuttgart. I then won the 1968 Monte Carlo, as well as several other rallies.

Why do you think the 911 has proved to be such a successful sports car?

It was already much more advanced than the competition. No one else knew how to drive it, but I discovered it wasn't tail-happy at all; you soon learned that everything revolved around balance and finesse. You had to gently seduce it, and it would do anything you liked.

Other than the '50 Jahre' milestone, what is Porsche's greatest achievement with the 911?

I am inclined to say that first year, because in 1967 Porsche didn't want to go rallying with the 911. Ferdinand Piech was only interested in long-distance racing, which included the 906, the 910 and ultimately the 908 and 917. The 911 screwed things up for him, because

that wasn't in his plans, and suddenly with what I was doing it became part of the plan. It couldn't be ignored.

Is the soul of the 911 still prevalent in modern examples?

Way back in 1988-89, I was running the Porsche Driving Experience in the US, and I asked the participants what they liked or didn't like about their cars. The consensus was that Porsche didn't make a car for the enthusiast anymore; they just made 'lovely super luxury cars for the lawyers with pony tails from Miami'. I was then tasked with drafting the spec for a no-frills model, and the result was the RS America. Cars today are so powerful and good that their limits can still be found by a driver who knows what he's doing.

Which 911 has given you the most satisfying driving experience?

During those early years – 1967 through 1969 – we had the short wheelbase 911, which was the most phenomenal car to drive on roads and rallies, especially rallies, because you could do everything you wanted to do. In '67 I drove a 911S with 185bhp. It was definitely the car to have, and after the first Monte Carlo I could almost make it do somersaults. The following year I drove a 911T to victory in Monte Carlo.

How do you see the 911's future?

I think it will go on forever, I honestly cannot see it being replaced because it has been such a phenomenal sales success. I think it has got to the limit now from a technical point of view, but I don't see any reason for it to get any bigger – it's got all the room it needs for everything they would want to pack under there, even with these hybrid developments. It's just going to get better and better.

“You had to gently seduce a 911, and then it would do anything you liked”

Richard Attwood



During your racing heyday, could you foresee the longevity of the 911?

No I don't think so, and I think even Porsche would not have done either – I mean, it is an evolution of the same basic car. Originally it was a two-seater, then it became a 2+2, and it has been the same format ever since. But no one could have forecast that success.

Why do you think the 911 has proved to be such a successful sports car?

The first 911 I drove was in 1969, and I was amazed at its performance. I had never raced one because at the time I was contracted to Porsche in 1969, 1970 and 1971, which was when they were trying to win the World Sportsscar Championship with the 908 and 917. We were provided with a 911 and Porsche wanted to see their drivers arriving at the track by road, not by air, to boost the image of racing drivers driving these sorts of cars. Actually it was quite appropriate, because the 911 was not an easy car to drive; it was a car that the driver had to balance.

Other than the '50 Jahre' milestone, what is Porsche's greatest achievement with the 911?

I have never been asked that and I have never followed the achievements of

the 911, but its rally successes would probably be considered greater than their race successes, although the 935 was based on the 911, and that won Le Mans. But with Vic Elford winning the Monte Carlo Rally when he did, I would say that it was quite significant.

Is the soul of the 911 still prevalent in modern examples?

Oh yes, but it is refined. When the 991 came out and the 997 before it, I said it was becoming a sophisticated car, which it never used to be; it used to be a raw car, as the early air-cooled cars were quite noisy. Now, the demand is for something swift and quiet, but still makes a nice exhaust noise, which is something that has been missing over the last 20 years. For me the exhaust noise wasn't musical, and I think cars like this should have a very pure sound, and the 991 has recaptured that.

Which 911 has given you the most satisfying driving experience?

The early ones, every time the early ones. I went to Le Mans with Piers Courage in 1967 and he had a carburettor 911. It was probably a 911 T, and I'll always remember the induction roar, the noise inside that car was absolutely fantastic. This was never replicated to the same extent in the injection cars. If I had a choice of being given a 911 [laughs], it would be an early car.

How do you see the 911's future?

I can see it lasting for 100 years – I can't see any reason why not. The 991 is bigger, but it is still lighter and, of course, the wheelbase makes a lot of difference to the handling, and with the wheels now further in the corners of the car this gives it greater stability, which makes all the difference.

“By the time the 991 and 997 came out, it was becoming a sophisticated car”

The 911 may be revered in road-going form, but how did it compare in competition? Total 911 put six questions to four Porsche racing legends at Goodwood to get their thoughts on Zuffenhausen's greatest sports car in the 50th year of its existence

Jochen Mass



Other than the '50 Jahre' milestone, what is Porsche's greatest achievement with the 911?

Well, the 911's greatest achievement really when you think about it can only be its heritage and the success it has been over the years. You knew it was inherently a good car that you could work on without changing it too radically, and the concept of it was right from the beginning. It coincided with what everybody wanted to do.

Is the soul of the 911 still prevalent in modern examples?

Yes sure, the original 911 is very successful at auctions, and even in sport because you see the original shape 911 still taking part. The various chiefs at Porsche have recognised that they cannot improve the core of the 911 with the new car, and they came to the conclusion to just work on the existing shape. That was born more out of a lack of knowing a better way.

Which 911 has given you the most satisfying driving experience?

My first one, a Carrera 2.7! The early 911s were light, and if you did a little bit of work on the setup you had a wonderful car. It was simple in a way, just uncomplicated. The only thing you might look to adjust was to set the suspension a bit lower, as the 911 had a tendency to dive under braking and acceleration.

How do you see the 911's future?

With the latest set of developments it has a great future. When I saw the new one and drove it for the first time last year, I couldn't believe it, and so I called some guys at Porsche and asked "Why did it take you so long?" It doesn't make the other ones terrible, but the 991 is just that much more advanced now.

During your racing heyday, could you foresee the longevity of the 911?

I think it was a very good shape to begin with, and one you could work on, but the early 911 was always a wonderful mature car. It's like you have a beautiful baby, and then they grow up and develop into the most beautiful girls, and the 911 is a bit like that – it grew over the years. The latest 911 is just fantastic, I couldn't believe it when I drove it how comfortable and well-behaved it was. You would never have been able to predict that so long ago.

Why do you think the 911 has proved to be such a successful sports car?

People recognised that this was a strong Porsche that offered the opportunities and possibilities to improve on its shape. That is what made Porsche's reputation special, because not many manufacturers would keep their original designs; they always wanted to introduce new shapes. The 911 was developed over the years and it became an icon because it remained a super-reliable, absolutely wonderful car. It is really annoying, because it is so good that you wonder what happened all those years before.

“With the latest set of developments, the 911 has a great future”

John Fitzpatrick



During your racing heyday, could you foresee the longevity of the 911?

No. I first raced a 911 in 1967 at the Nürburgring in the six-hour race, which I won, and that was the first time I had sat in a 911. I remember it being a little bit tail-happy, but at the time I thought it was just another racing car, and in two or three years time there would be something else. The next time I raced a 911 was in 1972 when I won the European Championship and Porsche Cup, and after that there was hardly a year when I wasn't in a 911-derivative car until the end of my career.

Why do you think the 911 has proved to be such a successful sports car?

It was available to people, wasn't outrageously expensive to go racing with and, of course, was ever so reliable. In 1972, when I won the championship, we had one engine rebuild in ten races (about 5,000 or 6,000 kilometres) and it was economical to run. It wasn't easy to handle, but it got better, and when they replaced the torsion bars with coil springs that transformed the car.

Other than the '50 Jahre' milestone, what is Porsche's greatest achievement with the 911?

Well, they won everything, didn't they? They won the Monte Carlo Rally, as well as races and championships all over the world. My most satisfying year with the 911 was with the 935 K3 with Dick Barbour Racing in 1980, we had a Kremer K3 and Garretson had done the engine, and we won the IMSA championship with eight victories.

Is the soul of the 911 still prevalent in modern examples?

Yes. I have driven some modern Porsches, and there is no question that it has a lot to do with the shape; it is classic. Everything is a lot better, but basically it's still the same car. Sure, the engine has moved forward a little over time, but not a lot really, so I see it as a family of cars over the years. It has evolved, but not beyond recognition, which is quite incredible.

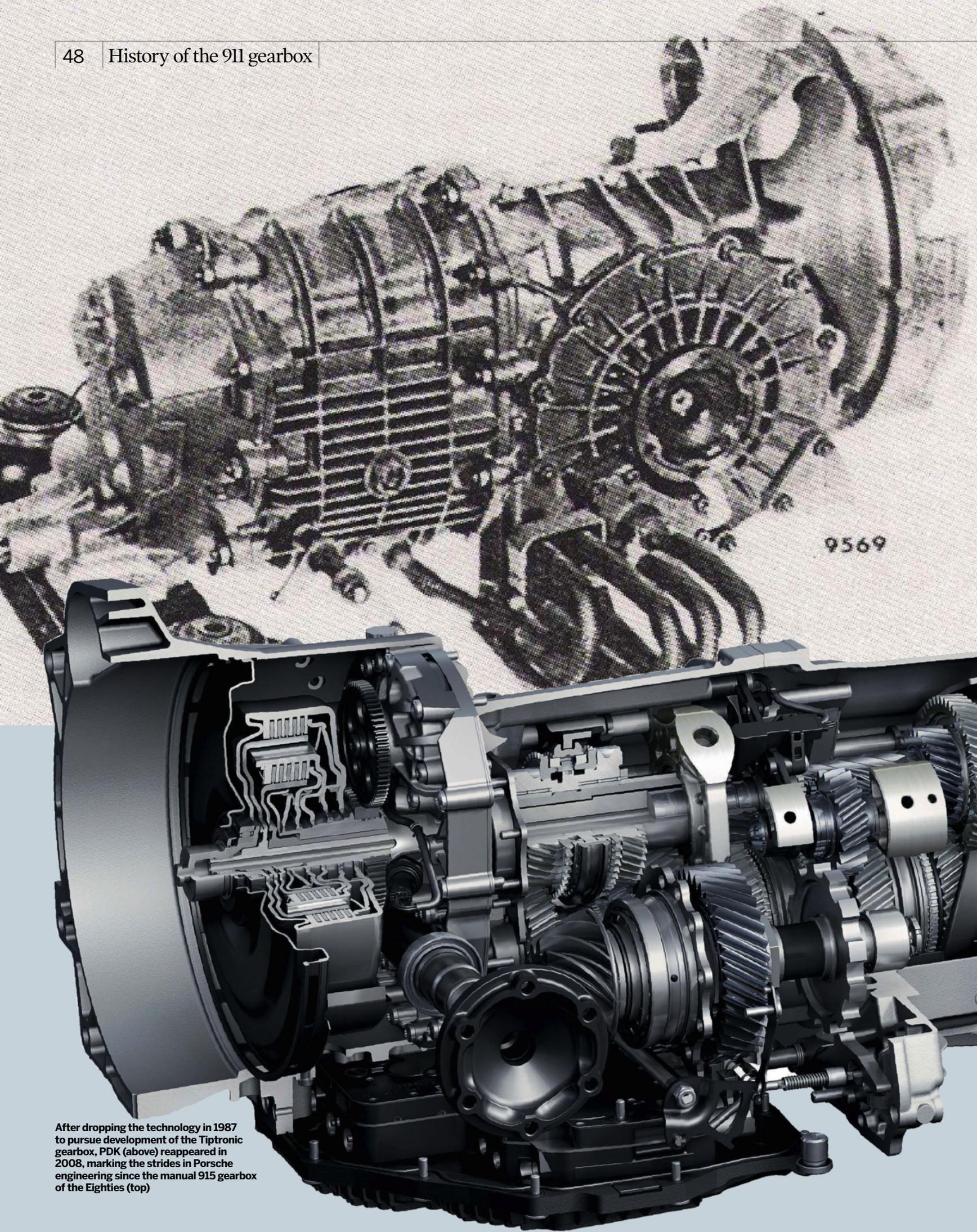
Which 911 has given you the most satisfying driving experience?

My first one was a 911E, then the S and Carrera RS 2.7, then I had about four or five Turbos. My last car in the US before I moved back to Europe was a 928 S. I never really understood why it didn't catch on more, but I suppose in a way it wasn't a classic Porsche.

How do you see the 911's future?

It has got such a massive following that it would be sorely missed, but that's what Porsche is known for. What I used to love when I had my first one was that you would get up in the morning to go somewhere, and if you felt a bit down then once you got in the car and started the engine that noise would lift you, and suddenly you were enjoying yourself. The new ones are almost too good, but this is what the young people of today are used to; they expect everything to work perfectly. **911**

“The 911 was available to people, wasn't expensive and was ever so reliable”



After dropping the technology in 1987 to pursue development of the Tiptronic gearbox, PDK (above) reappeared in 2008, marking the strides in Porsche engineering since the manual 915 gearbox of the Eighties (top)

PORSCHE GEARBOXES: IS THE FUTURE PDK?

With PDK the only transmission offered on the new GT3 and Turbo models, Total 911 looks back at the evolution of Porsche's gearbox in the last 50 years

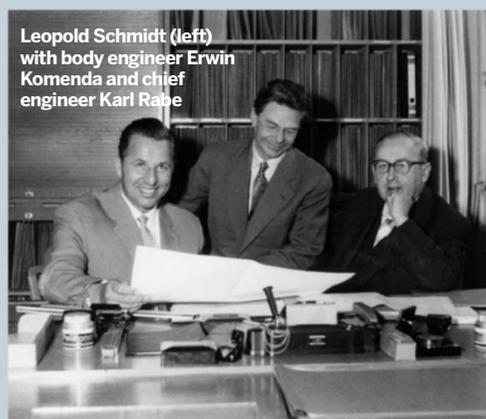
Written by **Kieron Fennelly**
Photography by **Porsche AG**

In the early days of the 356, Porsche obtained its engines and gearboxes, like much of its running gear, from VW. By 1951 though, the standard non-synchromesh VW unit was completely inadequate in a car with nearly three times the Beetle's power and torque, so Porsche developed its own gearbox from the transmission designed by Konstruktionsbüro engineer Leopold Schmidt for the 1947 Cisitalia Grand Prix car. For reasons of space and weight, this drivetrain was progressive: you had to go through second to reach third from first, and gear selection was made using a countershaft and featured the first application of self wrapping servo rings to provide the synchromesh. Initially, Porsche subcontracted this design to Getrag, but the truck gearbox maker proved incapable of building a unit to Porsche's standards of refinement, and Zuffenhausen gradually moved from having to recondition these Getrag transmissions to building its own. By 1959, Porsche was a recognised specialist, and had taken out 70 patents on its designs, as well as turning gearbox manufacture into a profitable side line, generating 10 million Deutschmarks (£4.4 million) a year. Schmidt's gearbox also enabled Porsche to change ratios quickly to meet competition requirements and allow racing drivers to shift very fast, anchoring the design in Porsche engineering for decades to come.

The first five-speed gearbox appeared on the RS 1500 in 1955, but a five-forward speed on a production Porsche had to wait until the 911 in 1963. The 901 unit was characterised by having first off on a dogleg, opposite reverse. Torque is the enemy of gearboxes, and as the 911 became more powerful the transmission had to keep up. So with the advent of the 911 2.4 in 1972, Porsche introduced the famous 915 'box, which was rated at 181lb ft and fitted with an oil cooler for RS models and racing applications. The 915 was derived from the unit, which had been built

for competition in the 908 racer, making it the first Porsche to feature a six-speed gearbox. Unlike the 901, the shift pattern was now grouped first to fourth in an 'H' pattern, with fifth opposite reverse on the far right. Although modified 915 units were used successfully in racing, a separate and significantly reinforced four-speed gearbox, the 930, was developed for the production Turbo.

Attached though Porsche was to the design of the 915, its torque capacity was ultimately to prove finite despite continuous upgrades – aluminium casings replacing lighter magnesium, stronger synchromesh and bearings and a more heavily ribbed all aluminium casing to aid cooling. In 1984, the 915 was fitted with an oil cooler – an expensive addition which still did not address the



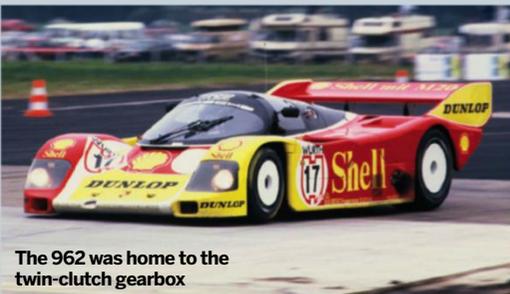
Leopold Schmidt (left) with body engineer Erwin Komenda and chief engineer Karl Rabe



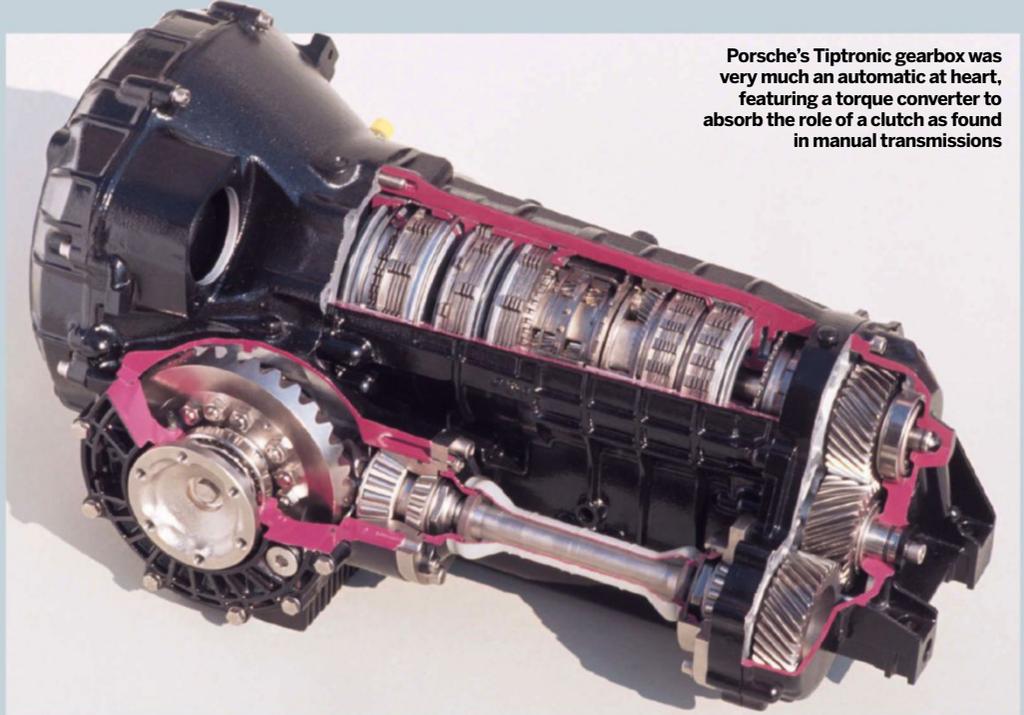
The Porsche 908 – the first to contain a six-speed gearbox



Sportomatic models ready for the 1968 Marathon de la Route at the Nürburgring



The 962 was home to the twin-clutch gearbox



Porsche's Tiptronic gearbox was very much an automatic at heart, featuring a torque converter to absorb the role of a clutch as found in manual transmissions

matter of shift quality, increasingly the subject of unfavourable comment in the motoring press; Porsche realised that its own synchromesh design could no longer cope with ever higher shifting forces involved as torque increased and cars got heavier. Rather than invest in tooling for a new gearbox casing for a larger capacity 915, Porsche turned instead to the cheaper solution represented by the Borg Warner synchromesh, which was already used in the Audi gearboxes fitted to the 924

and 944 models, leaving Schmidt's competition-orientated design abandoned. A new 911 gearbox, built by Getrag to Porsche's specification, was introduced from 1987. This unit was the 950, now better known as the G50, which has been used on the manual 911 ever since. 40 per cent heavier than the 915, the G50 also featured a hydraulic rather than cable-actuated clutch mechanism.

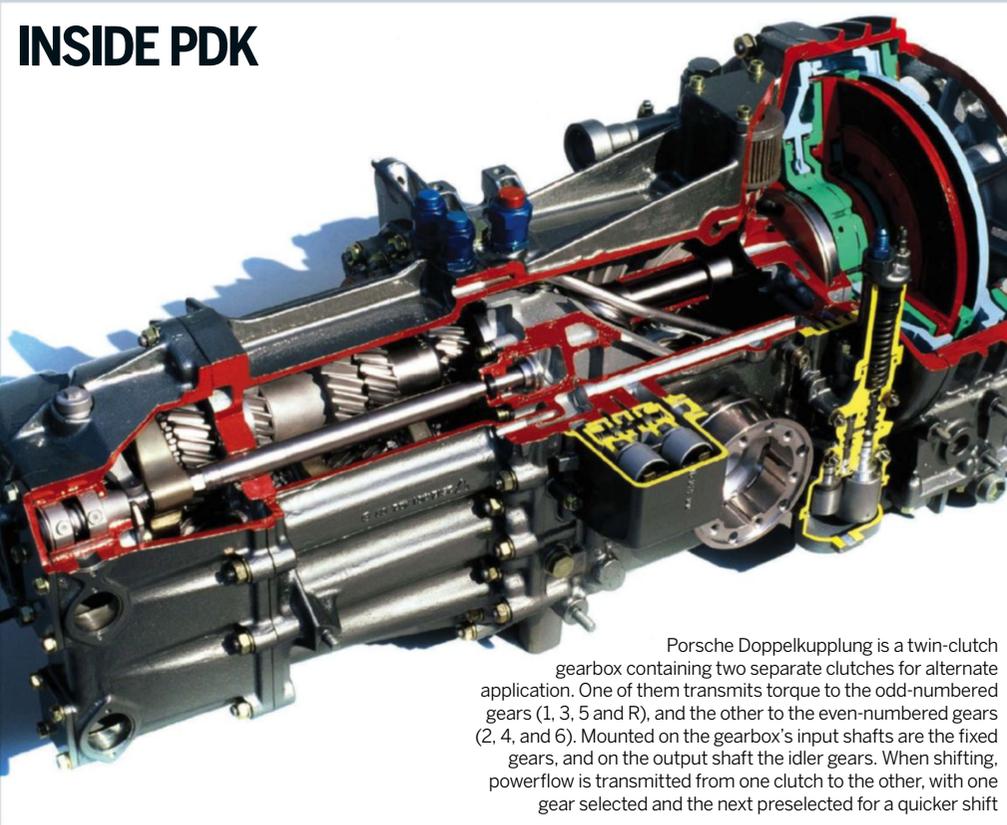
A version of the G50 was fitted to the final run of 930 Turbos, at last ending the top-of-the-

range Porsche with a five-speed gearbox, and the next major cog change to the G50 came in 1993 when a further cog was added to make a six forward-speed unit. This gearbox remains the basis of the manual units used today on the 991.

To widen the 911's appeal, in 1968 Porsche introduced the two-pedal Sportomatic option. This used a three-element torque converter, enabling the engine to idle with the clutch engaged; hydraulic oil pressure induced drive and transmission lock up at high rpm. The driver changed gear by nudging the gear lever to operate a switch actuating a vacuum-operated servo, which released the clutch and changed to the desired ratio. Porsche claimed the effect was quicker than conventional automatics, in keeping with the sporting nature of the 911. Few drivers agreed, however, and Sportomatic turned out to be more popular in Europe than in the US.

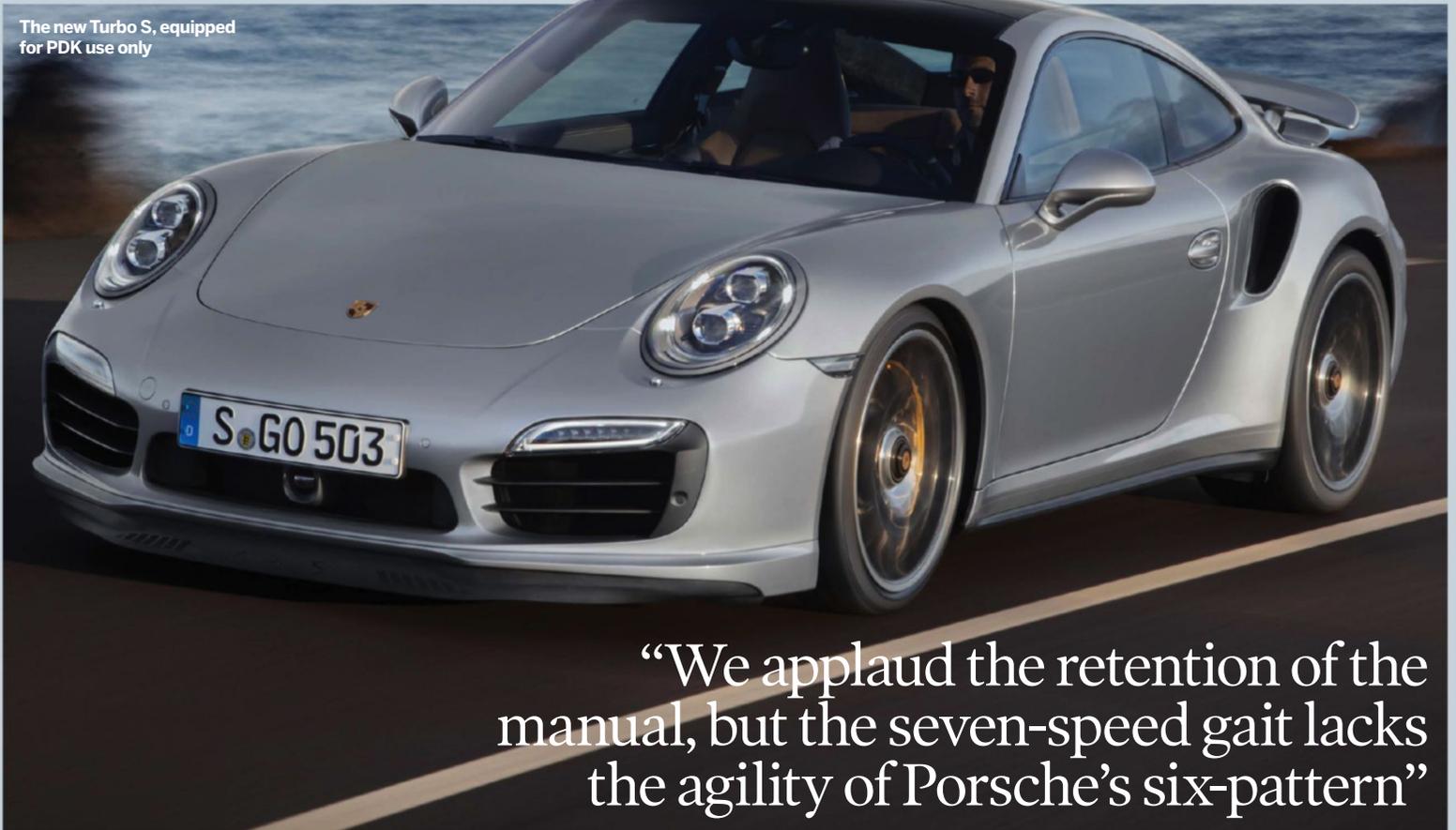
In its search for automatic options, Porsche considered a double-clutch gearbox, but in the late Sixties electro-mechanical technology could not provide fast enough switching. However, Zuffenhausen – or by now, Weissach – turned to double clutches again in the Eighties. In a racing context, the continuous drive offered by the double-clutch arrangement meant the engine was always 'on the cam'. The problem with turbocharging was in the time lost when changing gear with a conventional gearbox, the revs drop, causing the engine to fall off boost. R&D director Helmuth Bott was an advocate of PDK, but his dream of fitting it to the 959 was thwarted because the cost would have to be amortised over more cars than Porsche could produce. PDK, as it later became known, went on the back burner, and together with ZF Porsche developed a four-speed automatic, the Tiptronic, which was introduced on the 964 C2. Torque converter losses were minimal,

INSIDE PDK



Porsche Doppelkupplung is a twin-clutch gearbox containing two separate clutches for alternate application. One of them transmits torque to the odd-numbered gears (1, 3, 5 and R), and the other to the even-numbered gears (2, 4, and 6). Mounted on the gearbox's input shafts are the fixed gears, and on the output shaft the idler gears. When shifting, powerflow is transmitted from one clutch to the other, with one gear selected and the next preselected for a quicker shift

The new Turbo S, equipped for PDK use only



“We applaud the retention of the manual, but the seven-speed gait lacks the agility of Porsche’s six-pattern”

and Porsche claimed that seven out of ten drivers could accelerate faster than with the five-speed manual. Certainly, the ‘slushbox’ was shedding its reputation for tardiness: the new five-ratio design, developed with Mercedes-Benz, appeared on the 996. By this point the electronics had become so reactive that not even Porsche’s test drivers could out-accelerate the Tiptronic with the manual.

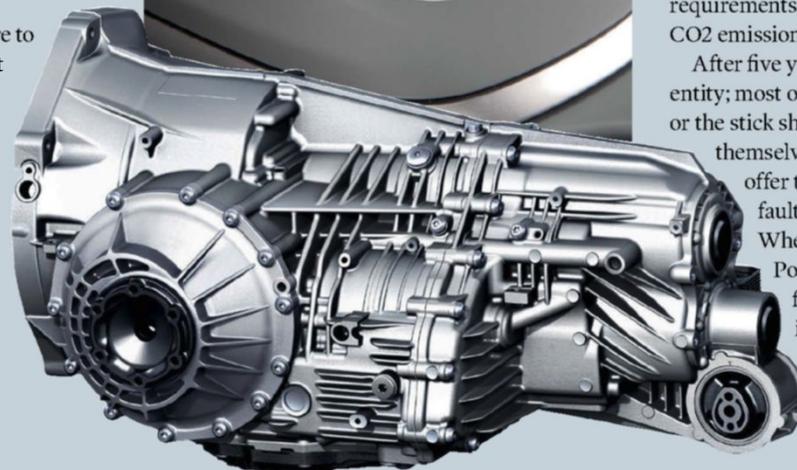
However, the Gen2 997 in 2008 saw the Tiptronic abandoned in favour of a seven-speed PDK, and since then there has been much speculation that Porsche would make a self shifter the only option. First, the manual option disappeared for the 997 Turbo S, then the 991 Turbo became PDK only. More unexpected was the advent of the 991 GT3 with a default double clutch. It was perhaps understandable for cars destined to be used predominantly on the track, but much less obvious for road driving. Of course, vehicle manufacturers are under pressure to meet environmental norms and the great advantage of PDK, even over Tiptronic, is that its constant search to keep absolutely optimum, ie low engine revs at all times, enables the manufacturer to claim lower CO2 output and better mpg.

Somewhat confusing the issue, Porsche has introduced the naturally aspirated 991 range with the choice of seven-speed PDK or a seven-speed manual, the latter being a world first.

Total 911 applauds the retention of the



PDK is revolutionary and will only get better. Could it be the default gearbox for the future 911?



manual gearbox, but has found that the seven-speed gait lacks the agility of Porsche’s six-pattern. Although we’re now used to the ‘five-across-the-top’ arrangement, it remains too easy to hit third instead of fifth. This is a shame, because one of the fundamental pleasures of a Porsche has always been its gearshift. Most people who’ve tried the manual 991 agree that with seven, there is one ratio too many, and that even with seven speeds the gearing is too high. The red line in third is not reached until almost 100mph, yet there are still four gears to go. Given today’s crowded roads, surely lower ratios would allow for more enjoyment? How often, after all, is maximum acceleration required from, say, 120-150mph? For the seven-speed 991, we thought five lower and closer ratios with a high sixth for cruising would have been more practical. We fear that again the problem is environmental requirements: the higher the gearing, the lower the CO2 emission figures, Porsche can claim.

After five years, PDK has become a familiar entity; most owners know whether they prefer this or the stick shift. For those who like to decide for themselves, it is a pity that Porsche does not offer the previous six-speed with its faultless mechanism on the latest 911.

When it arrives, the type of transmission Porsche decides to offer for the forthcoming GT3 RS may give some indication of whether the traditional manual has any long-term future on the 911. **911**

930 3.3

The 930's 'tea tray' rear wing adorned many a bedroom wall in the Eighties



The Turbo's widened rear arches provided an outlandish but purposeful stance on the road, later copied on many replica wannabes

“
THE CAPACITY
INCREASED FROM 3.0
TO 3.3 LITRES AND
POWER AND TORQUE
TO 300BHP AND 412NM
”

The 'click open' metal door handles stand in stark contrast to today's 'pull out' plastic handles

The launch of the 3.0-litre 930 was just the beginning of Porsche's enduring Turbo passion. Total 911 takes up the story with its more powerful successor

Written by **Chris Randall** Photography by **Phil Steinhardt**

The 930 is peppered with period manufacturing hallmarks such as the rubber fixings between most panels



Specification

930 3.3 (1978)

Engine

Capacity: 3,299cc turbocharged and air-cooled flat six

Compression ratio: 7.0:1

Maximum power: 300bhp @ 5,500rpm

Maximum torque: 412Nm @ 4,000rpm

Transmission:

Four/five-speed manual, rear-wheel drive

Suspension

Front: MacPherson strut with torsion bars

Rear: Trailing wishbones with telescopic dampers and torsion bars

Wheels & tyres

Front: 7x15-inch Fuchs alloys 185/70/15 tyres

Rear: 8.15-inch Fuchs alloys 215/60/15 tyres

Dimensions

Length: 4,491mm

Width: 1,775mm

Weight: 1,300 kg

Performance

0-60mph: 5.3 secs

Top speed: 160mph

Blink and you'll miss it: the Porsche crest is neatly printed in the centre of the 930's front splitter



Almost 40 years ago, Porsche set out to challenge the established supercar elite. Entering a market dominated by Italian carmakers, a turbocharged version of the 911 was launched with 260bhp at its disposal courtesy of a Kühnle Kopp & Kausch blower, and a legend was born. Performance was exceptional at the time, the iconic Coupe being capable of achieving 150mph and completing the 0-60mph dash in a mere six seconds. It was far from perfect, though, as marginal brakes, tricky handling and a hefty price tag conspired to make the original Turbo something of a specialist proposition, albeit a thrilling one. The lag-prone power delivery didn't go unnoticed either, but it mattered little – Porsche had proved their point, and three years later they decided to raise the bar yet again with the 3.3-litre 930.

The headline numbers were a capacity increase from 3.0 to 3.3 litres and a boost in power and torque to 300bhp and 412Nm respectively. There was a lot more to the changes than those figures alone, of

course – both bore and stroke were increased over the 3.0-litre unit to 97mm and 74.4mm respectively, and there was a higher compression ratio: 7.0:1. To cope with the extra power and deliver the reliability demanded by Porsche, the engine internals came in for attention too, including larger main and big-end bearings. Bosch K-Jetronic injection and the KKK turbo remained, but one of the biggest changes was the addition of an air-to-air intercooler mounted in the engine compartment. Capable of lowering the intake air temperature by around 60 degrees, the intercooler was one of the more obvious changes to the new engine, now codenamed M930/60. On the road those changes translated to a top speed of nigh-on 160mph and a sprint to 60mph that was dispatched in less than 5.5 seconds, not to mention 0-100mph in 12.3 seconds – a production car record back then and equally impressive today.

A further change was a new clutch design that not only required a bigger bellhousing, but also shifted the engine 30mm rearwards. This added around 30kg to an already substantial rearward

weight bias, requiring tweaks to the suspension and higher rear tyre pressures – neither of which helped an already firm ride, although they did go some way to taming the handling. What hadn't changed over the 3.0 litre model was the four-speed '915' gearbox, never considered the sweetest of transmissions, but reputedly the only one capable of handling the higher outputs.

As for the rest of the running gear, it was still the familiar combination of unassisted rack and pinion steering and independent torsion bar suspension that had always underpinned the 911. Brakes were another matter though, and thankfully they were to receive the highest level of attention. Those fitted to the 3.0 litre were deemed woefully inadequate for the performance on offer, their limitations often becoming clear to the driver in heart-stoppingly late fashion. Aware of criticism from owners and the motoring press, Porsche went all-out on the new model by fitting brakes derived from the 917 racer. In came cross-drilled discs that were not only much larger in diameter – those at the front measured ➔

TURBO TIMELINE

1974

The 3.0-litre 911 Turbo with 260bhp is revealed at the London Motor Show to huge acclaim.

1977

Porsche announce the revised version with power hiked to 300bhp courtesy of a bigger 3.3-litre engine and an intercooler.

1990

The 964 Turbo is launched, the Gen1 cars appearing with a modified version of the 3.3-litre engine and 320bhp.

1995

The 993 Turbo arrives with more power and now fitted with twin-turbochargers.

2001

Power rises to 420bhp with the arrival of the 996, the first of the water-cooled turbo engines.

2006

997 Turbo introduced with 480bhp. It would later spawn an 'S' variant with more power and a PDK gearbox.

SPECIALIST VIEW

"I have a great personal interest in the 930, as I previously owned one myself for three or four years. The beauty of these cars is that they boast high quality, reliability and longevity – they really are built to last, as shown by our 1978 model here. There are faster cars with better road holding and aesthetic appeal, but no car that I know of combines all features to such a high degree, and that's why hand-built 911s are such icons for the Porsche fraternity."

Anthony Pozner, Hendon Way Motors



The side-exit exhaust is a textbook 930 feature



turbo

Porsche's Turbo passion has lasted for 38 years and counting



“

THERE WAS ONE KEY CHANGE: THE 3.3 ADOPTED A NEW DESIGN OF REAR SPOILER THAT WAS TO ENDURE RIGHT THROUGH TO 1989

”

304mm, the rear 309mm – but were substantially thicker too, and now gripped by four-piston aluminium calipers fitted with larger pads. A bigger servo topped off the changes, and to the relief of many the Turbo now stopped as well as it went.

Externally, it was pretty much business as usual, which meant sensuously flared rear wings and the now iconic Fuchs forged-alloy wheels wrapped in Pirelli P7 tyres, but there was one key change: the adoption of a new design of rear spoiler that was to endure right through to 1989. The now familiar whaletail design was dropped, and in its place was a type that became known as the ‘tea tray’. It was still fitted with the flexible rubber lip that had marked out the previous design, but it now featured a single large grille on top and box-section beneath that left room in the engine bay for the intercooler.

The cabin would have been familiar to owners of the earlier model too. There was still something of a scattergun approach to the positioning of the minor controls, the three-spoke steering wheel and spindly gear lever were both present, and the five-dial instrument pack was unchanged, save for a boost gauge on the rev counter. With air conditioning, electric windows, tinted glass and leather trim all standard, owners didn’t want for kit, though few could resist raiding the options list for niceties like a sunroof and limited-slip differential. Over time, Porsche would add central locking, headlamp washers and electric seats to the kit-count.

But as impressive as the standard car was, a steady program of improvements focused on tweaks to the mechanicals that aimed to improve reliability and efficiency. In fact, the latter proved



The four-speed gearbox is a remarkably simple yet effective piece of engineering by today's standards, giving the driver a delightfully long throw between gears and feeling incredibly solid. The cassette player is dated now, as is the never-ending aerial that arises from the nearside front wing when turning the cassette player on. The tape deck in the centre console is a charming feature in our opinion, however



SLANTNOSE: UNDER THE HOOD

The Slantnose model is worth a closer look, not least because of the eye-watering price. Joining the UK range in 1986, designated as the Turbo SE, it cost barely £74,000 – almost twice as much as a standard model. Apart from the restyled bodywork and a raft of extra interior kit, the power output was now a healthy 330bhp. Elevating the top speed to 170mph, this came courtesy of mechanical changes that included a larger intercooler, increased boost, greater valve lift and a freer-flowing exhaust. For those who could afford it, this was the pinnacle of the 930 Turbo.



The Slantnose 930 immediately stands out thanks to its restyled front end and skirts



The 930's seats suitably bolstered the driver's seating position at the time. Other interior luxuries included electric sunroof and windows, plus air conditioning



to be something of a bugbear for owners, as they discovered economy that struggled to rise above the mid-teens, and ever-more stringent emissions legislation led to the withdrawal of the 3.3 Turbo from the US and Japanese markets in 1979 (the addition of LE-Jetronic injection and a catalytic converter saw it return to the US in 1985).

Minor changes included the fitment of dual tailpipes for the exhaust and a more effective tubular brass oil cooler, followed later by changes to the exhaust and fuel injection system that improved economy further still and boosted torque to a substantial 432Nm. But by far the biggest development – and one welcomed by potential Turbo owners – was the adoption in 1988 of the ‘G50’ five-speed gearbox. Already available in 3.2 Carrera models since the previous year, the new transmission and accompanying hydraulic clutch transformed the driveability of the Turbo. Gone was the irritatingly vague gear change of the four-speeder, the revised ratios not only allowing drivers to make the most of the performance on offer, but also doing much to reduce the turbo lag that blighted the model. At the same time, the

Turbo benefitted from upgrades to the suspension that included firmer dampers and fatter antiroll bars bringing a marked reduction in body roll and less pitch and dive under acceleration and braking.

By the mid Eighties, buoyed by the success of the Coupe, Porsche were keen to expand the range of Turbo models, the first of which was the Slantnose. Covered in more detail in the separate section, its design was inspired by the successful 935 race cars and consisted of a new front end featuring flattened wings and a set of 944-style pop-up headlamps. The new nose was accompanied by sill extensions, even more heavily flared rear wings covering wider wheels and substantial air intakes in the rear wheel arches. Interestingly, the slantnose shape was first seen in 1981 when it was made available by special order, although it was 1986 before it joined the range full time. Not everyone was a fan, but it made a statement, not least of which being that the buyer had deep pockets!

There was time for one last hurrah for the Turbo, Porsche providing buyers with a taste for fresh air motoring with an opportunity to sample that turbocharged shove in both Targa and Cabriolet flavours. The Targa roof wasn’t new of course, the arrangement having been available on 911s since 1967, and the Turbo utilised the same lift-out roof panel as its naturally

BUYING TIPS

Despite a reputation for superb build quality and engineering, buying an older 911 always needs a degree of care, and the 3.3 Turbo is no different. Originality and an unimpeachable maintenance record is the holy grail with these cars, and with the newest example being almost 25 years old it pays to be cautious.

- **Corrosion:** Rot can affect a number of areas, including the wings and the boot floor. Inspecting the car on a ramp is recommended.
- **Engines:** The flat six can suffer from broken cylinder head studs and oil leaks, both of which can be costly to fix.
- **Heating:** Corroded heat exchangers are a common issue, and renewing a complete system including exhaust will leave little change from £2,000.
- **Low mileage:** Lack of use can cause various issues, including binding brake calipers. A specialist overhaul will be needed, so budget accordingly.
- **Interiors:** Condition is everything, and buyers value originality. Watch out for non-functioning electrics and broken air conditioning, which are costly to put right.

“
A STEADY PROGRAM
OF IMPROVEMENTS
FOCUSED ON TWEAKS
TO THE MECHANICALS
THAT AIMED TO
IMPROVE RELIABILITY
AND EFFICIENCY
”



Power in the 3.3-litre motor was upped to 300bhp, considered astronomical in the late Seventies and still quick today

OWNING A 3.3 TURBO

- **Current price:** £26,249 (1979)
- **Total numbers sold:** 1,034
- **Service intervals:** 1 year/12,000 miles
- **Service costs minor:** £359 minor
- **Service costs major:** £1,035 major (Figures courtesy of Porsche Guildford)

Thanks

Thanks to Hendon Way Motors for the use of their 3.3 930, which is currently for sale. Details of the car and all other stock can be found by visiting www.racecar.co.uk/hwmnet or calling 020 8202 8011.

aspirated brethren. The Cabriolet wasn't exactly unexpected either, having been introduced to the 911 range for 1983, but the combination of an electrically operated cloth hood and turbo power was appealing, and it remained a popular addition to the range right through to the end of production. And that end wasn't far away, the launch of the '964' model in August 1989 being a sign that Porsche was ready to take the 911 in a new direction. A month later the 3.3 Turbo bowed out, and after more than a decade that saw almost 17,000 cars leave the production line, it was time for the company to focus on the next generation. **911**

"I'VE GOT ONE"

"The 930 has always been a dream car for me, and I bought mine in May last year. Living in Rio de Janeiro, I had to import the car to Brazil. The motor was completely rebuilt, and I got new tyres, new headliner and new AC. It finally arrived in Rio in December, due to the local bureaucracy... I drive the car at the weekend, and it gives me the ultimate pleasure. I suggest everybody who wants to buy a 930 to do the PPI. The motor is the most important part in the car, but the only bad point in my opinion is the AC. In 1979 it wasn't as efficient as the new ones, so I decided to change the old AC for a new one."

Richard Klevenhausen





DB

Derek Bell

A five-time winner of Le Mans, Derek Bell is a true racing legend who can claim a remarkable history with Porsche. Total 911 spent an afternoon with the man himself to discuss titles, teammates and the perils of competition

Written by **Johnny Tipler**
Photography by **Steve Hall** and
Porsche Archive



Derek Bell has never really stopped racing. His frontline competition career spans over two decades, including an F1 stint at Ferrari, and five Le Mans wins culminating twice in the World Sportscar Championship title. Derek is a legend, and certainly one of the most successful drivers in history – with much of that achieved in Porsches. Away from his numerous sprints in exotic cars up the hill at the Goodwood Festival of Speed, we reminisced with the man himself about his glittering racing career.

Derek, you've raced many spectacular 911s, including a 934 and 935. Did you ever try an RSR?

I once raced a 934 and an RSR for Max Moritz Racing in the same race at the Nürburgring in 1976, which was exciting because I got out of one and they stuck me in the other. I was happy enough in the 934, which was turbocharged, and then they put me in a regular Group 5 RSR, and a normally aspirated 911 is much more fun to drive than the

ESSENTIAL FACTS

- Five time Le Mans winner: 1975, 1981 and 1982 with Jacky Ickx, and with Hans Stuck and Al Holbert in 1986 and 1987.
- As a reward for his success, Porsche gave Derek a 924 Carrera GTS in 1981 and 928 Clubsport in 1987.
- Came third at Le Mans in 1993 in the McLaren F1 GTR with his son, Justin, as co-driver.
- Won the Daytona 24 Hours in '86 (with Holbert and Al Unser Jr), '87 (Holbert, Unser and Chip Robinson) and '89 (John Andretti and Bob Wollek).
- After getting started in F3 and F2 in '66 and '67, he dabbled in F1 from '68 to '74, driving six races for Ferrari, McLaren, Wheatcroft, Tecno and Surtees.
- Driving a Ferrari 512 during the filming of Steve McQueen's *Le Mans* in 1970. Derek was lucky to escape with light burns when the car caught fire.

934 Turbo because it's such a handful when all the power comes in. The following year I drove a 935 for Georg Loos (GELo Racing) – and it's safe to say with that one that the power doesn't come in gently!

Even though you've got big wheels and tyres?

Yep, at the Nürburgring with 160 corners you spend so much time leaping and jumping over the crests, and when you touch the ground you want it to be progressive and not suddenly go up from 350 to 550 horsepower during that split second you're in the air. And also the 934 was never built to be a proper race car, though you'll probably think it was, but it's not like a 935 that was built from the ground up as a race car and really was right for the job. Oh yes, it was certainly a racing car, the 935; it's a car you get in and get hold of the gear lever which sticks up like a mast, and you say, "It's either you or me, but today it's me," and you would have to convince yourself that you're going to beat the hell out of it, or it will beat the hell out of you. You are actually fighting it, saying, "I'm in charge today, not you," and that has to be your attitude; you have to be ahead of it the whole time. It wasn't scary, it was just magnificent.

Your first race in a Porsche was in a 917 at the 1971 Buenos Aires 1,000km with Jo Siffert.

Which I won! 🏆



Plenty of famous works cars from yesteryear, including those driven by Derek, were present at this year's Goodwood Festival of Speed



Bell was again victorious at Le Mans, this time in 1987, behind the wheel of the 962



Bell behind the wheel of the 917 at Spa, 1971

That's quite incredible. But you were trying out longtail bodywork on the 917 for them at Hockenheim during the preceding winter...

That came about after John Wyer Automotive tested at Goodwood with me, Ronnie Peterson and Peter Gethin in the 917, and for some reason I got the contract to drive for them, probably because Ronnie had his eyes on Formula 1 and I'd had my couple of years in Formula 1 with Ferrari. Of course, Pete was getting in there as well, but I always thought I was as good as Peter, though Ronnie was a star. I did the test at Hockenheim in the rain at Christmas in the dark, and went straight to Buenos Aires in January.

Wasn't there an incident involving a cyclist?

That was unbelievable! I was driving all afternoon, and of course by 4pm in late December it's nearly pitch black. I had this contraption on the passenger seat, and I went through two points on the track where I had to flick the switch as I went in and press the button as I came out. By 5pm I couldn't see the marker point because it was so foggy and dark, so they put spotlights on the two places. I came flying down the back straight into what we called the East Curve, and then headed back towards the stadium, and just before I got to what we now call the Senna Curves I suddenly saw this guy on a bicycle pedalling like hell, looking at me with the biggest eyes I've ever seen in my life, and my thought was, "I'm going to take him off the road!" I never hit him, but he must have got home for tea and said to his wife, "You know, I don't think I'll go that way again anymore!" It was an amazing experience, but thank God we survived.

Absolutely, but a lot of your contemporaries from that year in particular didn't.

I lost both my teammates in 1971. Pedro Rodriguez died at the Norisring, and I replaced him as number one in his car. Jackie Oliver had left because he had a bit of a falling out with David Yorke, and I didn't know 'Olly' that well, though we'd raced in Formula 3 together, so he sort of disappeared from Pedro's car and that left Jo, me and Pedro, and of course when Pedro died, which was an absolute tragedy, they put me with Dickie Attwood. Jo was number 1 in our car, and he was joined by Gijs van Lennep. Then Jo died in October at the Brands Hatch Victory race. That was tragic, but at the time you didn't think it was out of the ordinary; in Formula 3 and Formula 2 people got killed all the time, so although you didn't take it for granted you didn't get too worked up about it. Today if three or four people got killed in a year we would all retire, but in those days it was like going to war.

In 1985 you also lost Stefan Bellof.

He was an amazing talent, but I don't think he was managed correctly. I always thought Ken [Tyrrell] would guide him more, and then he was driving for Walter Brun. They should have said to get steady before you go so fast.

To go back to Porsches, you drove the 924 Carrera GTR at Le Mans in 1980.

With Al Holbert, yes; we qualified in 35th and ran as high as fifth but then it burned a piston going down Mulsanne, though we still managed 13th overall. We'd have been the best-placed 924 if it wasn't for that.



Let me steer you into the 936, which you drove in 1981. It's a mid-engined car, and it must have been nice to drive after a 935?

I sat in the car for the first time at Le Mans, and in my first practice session I did the fastest lap that I had ever done in my life. We never had to lift a body panel up; we just drove the whole way in the lead. It's so easy to drive, it's beautiful; you just go faster and faster. 🏁



“Today if three or four people got killed we would all retire, but in those days racing was like going to war”

te



Derek Bell and Jacky Ickx came second at the 1983 Le Mans in the 956



You did well in the 956 at Brands Hatch in 1982. What was the transition like from the 936?

It was a lot better, and we went faster. It was the same basic engine as the 936, the Indycar engine that was configured to run on petrol rather than methanol, and that engine we then used in 1983. The ground effect during braking and cornering made such a difference.

Was the 962 especially different from the 956?

Yes. The wheelbase was 2.5-3 inches longer, but it did make a difference. The driver's feet were behind the front axle, and the difference between the two cars used in the WSC and IMSA was that the Group C car was twin turbo, and sounded different to what we had in the US. The IMSA 962 was a little higher off the ground for American regulations, so it didn't have as much ground effect, but it was an amazing car.

Your co-driver in 1985, the year of your first World Sportscar Championship victory, was Hans Stuck, and you jointly won the world title. In 1986 you had Al Holbert with you as well as Stuck.

Yes, in '86 I was world champion without Stucky because of Porsche and leaving me out of a couple of races, so I didn't get the points. I thought I'd lost the title to Jaguar and Derek Warwick, but in the last race at the Norisring somehow they didn't do as many laps as they had recorded. John Fitzpatrick lent me his old

962 because he spotted that Porsche were entering just one car, and said, "It is pretty obvious they want Stuck to be world champion on his own." It was the only round that had one driver, and he was doing it in a rocket ship of a car. He had problems and came 13th, and I was driving around slowly in 11th or 12th place, and beat him to the title by one position, which seemed like poetic justice.

Is there an event that stands out as the best?

In IMSA at the Miami Grand Prix when I was leading with Al Holbert with 12 laps to go, I was in the Lowenbrau 962 and David Hobbs and Darren Bradfield were in the Budweiser car, a Lola-Chevy, which is perfect for a street circuit. The organisers wanted the American muscle cars to win, and there was a full course yellow flag. When I went to restart the car was firing on four cylinders instead of eight, and I got overtaken by the works and Budweiser car – it took me two laps for the engine to clear. When it did I went on to win the race. You could really drive the 962 hard, and they were three to four-hour races as opposed to five or six hours. You could drive the pants off it because of the tracks you were on, like around the streets of San Antonio, where you're drifting it through the corners and missing the walls by inches.

I think the most memorable WSC race that I didn't win was coming second at Le Mans in 1983

with Jacky. He got hit on the first lap, and there was big pressure on fuel economy so we had to really economise, yet we managed to take a lap off the whole field to get back into the lead without more fuel, which was pretty remarkable. Then at 6am we had a fusebox problem, so I had to change the electronics at Mulsanne, and then Jacky took over and we had to work our way back up through the field, and we finished second by about 26 seconds.

Who has been your favourite co-driver?

I always think of Jacky as the ultimate teammate and racing driver, and I have the greatest respect for him. That's why I always wanted him as a teammate, because if he got it right then he got it right for me too. Stuck has to come next because of his amazing speed and humour. He told me a couple of years ago, "The reason I was put with you was because you were going to straighten me out." And Al, who was an amazing engineer and very good at building and developing a car, running the team and driving the car, and his race strategy was second to none. The rest of us were just drivers, but Al was a technical guy. It was a tragedy he got killed in a plane crash in 1988; he'd just shown me the scale model of a car he hoped to build for Porsche to replace the 962, and afterwards Norbert Singer asked me to pick up the reins, but I said no, as I'm based in Florida now. **911**

THE SPEED OF EXCELLENCE

Total 911 takes a ride in a ferocious 996 Turbo, boasting 950bhp and capable of over 200mph – still driven daily by its speed-hunting owner

Written and photographed by **Steve Hall**

As memorable lines from films go, 'I feel the need, the need for speed' is right up there. And while these immortal words were spoken by Tom Cruise's Maverick in *Top Gun* before another Mach2 adventure at the sharp end of his Grumman F14 Tomcat, it's a line that sums up today's subject pretty much perfectly.

Not so long ago, 200mph was a big deal. If your new supercar boasted a top speed on the other side of the magic number then it was something to crow about, representing as it did the ultimate one-upmanship over the competition. With 200mph-plus top speeds now commonplace and everything from a luxury limousine to a Japanese Supercoupe capable of reaching the double ton, we've become desensitised to the sheer engineering achievement of hitting such speeds. Of course, in the tuning world it was ever thus, with the legendary RUF CTR 'Yellowbird' hitting 211mph as far back as 1987, comfortably trumping the 201mph top speed of the then fastest production car, the Ferrari F40. Nowadays, 200mph is no longer an ultimate top speed goal, but merely a marker on the way to bigger numbers. 0-200mph, however, is a very special club, which brings us neatly to the 9E17...

Nine Excellence (the '9E' part of the name, the '17' we will come to later) has been in the business of tuning 911s for just two years, the company having formed in late 2010 before opening their doors in March 2011. The brainchild of Ken Napier – an IT expert turned automotive engineer – 9E has quietly built a reputation as one of the best in the business for those in the know. You won't find a 9E car on every street corner, but with 700 customers on the books already and 50 per cent of the business devoted to tuning and restorations, the chances of running into one are increasing by the month. Impressive growth for a company specialising in tuning turbocharged 911s, but then 9E have a different approach to tuning.

Browsing the 9E website, the distinct lack of claimed power outputs is striking, but it nonetheless represents an effective looking glass into their philosophy. While it's clear that a 9E tuned car delivers huge power and torque increases, these are a by-product of tuning for actual performance gains. In the words of Napier, 9E are in the business of delivering "verifiable real world performance figures that are customer repeatable." So while 



there are tuners that claim impressive headline power figures on paper, some questions could be asked of the durability and driveability; figures extracted on a dyno don't mean much if the car retards ignition and reduces boost to protect the engine under hard use. Nine Excellence have stuck their flag firmly in the ground, differentiating their packages by 0-300kph acceleration times, tuned and verified at Bruntingthorpe proving ground. By now, the significance of the '17' part of the '9E17' moniker should be crystallising nicely.

The development path of 9E17 started when Henrick Hoeffner bought his Techart tuned 996TT back in 2008. With 550bhp, it ran as a £5,000 per annum toy for a couple of years before that need for speed kicked in again. When the first stage of modifications began, Henrick visited a Dutch tuner with 800bhp in mind. But before adding power came a GT2 aerokit – Henrick had always loved the GT2 aesthetic, but the 996TT's usability appealed more. Unsatisfied with just the cosmetic tweaks, it was back to the drawing board as the search for a company to deliver the big power boost continued. 18 months passed as Henrick's work got in the way of the serious business of tuning his Turbo – such is life – before the chance discovery of an article on the internet brought the then new Nine Excellence into the frame. Impressed by their approach, the decision was made to go ahead, with 9E managing all the technical work on the car. However, some negotiations were necessary along the way.

As Napier explains, Henrick originally came with the desire to go down the big turbo/big power route, but after much discussions – and data to back up their stance – they convinced him that smaller

With a host of modifications and reworked internals, the 9E17 is now limited by gearing alone



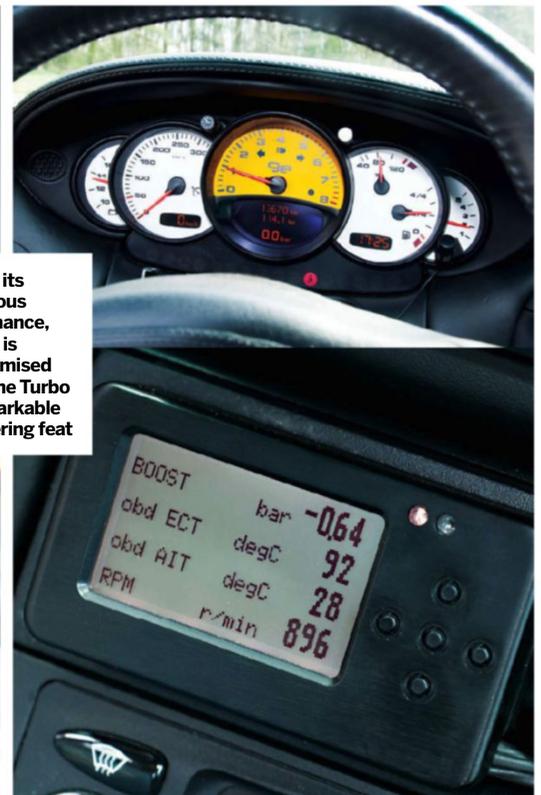
turbos would spool up better and still deliver the desired performance levels. With bhp removed from the equation and the target now to deliver these real world performance gains, work began on the 9E25 package – named after the target sub-25 second 0-300kph time – consisting of hybrid 9E K16 turbos, a custom exhaust, increased fuel delivery, redesigned intake and new intercoolers – all on standard internals. Adding a full Bilstein PSS10 upgraded suspension package, RSS Tarmac Suspension components and Cup Motorsport brakes to manage the newfound levels of performance was something of a no-brainer, and the results spoke for themselves: the first time out at the popular VMAX Top Speed event, Henrick posted 206mph within the confines

of Bruntingthorpe's 1.9-mile runway. Furthermore, the car was running 0-300kph in a breathtaking 23 seconds – two under 9E's claim, and almost six seconds faster than a GT2 RS. With power levels estimated at around the 750bhp mark and superb driveability, the job looked to be done.

Alas, it was not to be. It took just three months for the speed bug to bite again, and Henrick set 9E the task of taking his car to the next level; a new package dubbed 9E20 was thus devised. Comprising improved 9EK16 hybrid turbos, a twin plate clutch, redesigned fuelling that future-proofed for further power requirements (Ken correctly guessing that this probably wouldn't be the last round of tuning!) and a few other tweaks, the



Despite its monstrous performance, nothing is compromised inside the Turbo – a remarkable engineering feat





The 200mph club

Although it came close, the stock 996 Turbo didn't quite reach the magical 200mph mark when it rolled out of Zuffenhausen, the 3.6-litre supercar instead managing to rocket all the way to 189mph. Its GT2 counterpart came even closer to the two-ton figure, hitting 195mph, but the first mass-produced 911 to reach 200mph was the 997 GT2 and GT2 RS, maxing out at 204 and 205mph respectively.

“950bhp in a 996 Turbo feels like a controlled explosion”

externals were effectively sorted, but it was time to upgrade the internals. A fully forged 3.8-litre unit built by 9E delivered the desired performance levels, and 9E20 ran 213.7mph GPS at VMAX just under the 20-second barrier to 300kph.

By now the 9E20 was closing in on the VMAX record of 222mph, and with perhaps a sniff of glory in the air a new target was set and the 9E17 package developed. K24 hybrid Turbos and a revised exhaust for greater air flow provided the extra push, but now the car was running into traction issues with all four wheels spinning up in third gear, such is the utter madness of this machine. Working closely with a European supplier, a 9E revised boost controller was integrated to maximise traction in the lower gears, and the 9E17 ran a maximum 215mph at VMAX in May with mind-boggling acceleration to match, but now top speed was being dictated by gearing rather than power.

The story is incredible, but **Total 911** needed to experience the velocity of the 9E17 and experience what over 900bhp feels like in a 996 Turbo, so we accepted an invite back to Bruntingthorpe to see the car in action.

The sheer speed – predictably – is something akin to a controlled explosion. With Henrik behind the wheel and the variable boost controller set to maximum attack, the first 50 yards or so are dispatched in a brisk fashion before unleashing

the lot on the run down to the first corner. Despite the time loss over an automatic setup, I'm pleased for the interruption that each manual gear change brings; it's a momentary chance to gather my thoughts before the next onslaught of longitudinal G-force punches me in the kidneys. It's borderline uncomfortable, and sits in a dimension beyond the normal rules of fast cars.

With the main straight being almost 200 feet wide, even fast road cars feel strangely mundane at Bruntingthorpe, the lack of scenery rushing past the side windows at close proximity robbing you of a crucial indicator of velocity. But the 9E17 reels in the scenery with such pace that it quickly starts to feel fast, even when shorn of visual cues. It's the combination of wind noise (now taking on a low roar similar to the background hum of a cruising 737) and the frequency of the 9E17's vertical motions as the firm suspension absorbs imperfections hitting the Michelin Pilot Sports beyond 200mph. We hit 210mph before cresting the brow halfway down the runway and go on to 214mph, sitting just off the rev limiter for the last few hundred metres before leaning on the deep reserves of stopping power the Cup brakes deliver for a quick blast back to the makeshift 'pits'. After this, it's my turn behind the wheel.

I'm driving on the third preset boost level, good for a 'mere' 850bhp instead of the full fat 900bhp+, ➡



but as that delivers a power-to-weight ratio north of a Bugatti Veyron it provides a flavour of the 9E17 experience. The first issue is getting going – my usual method doesn't meld well with the aggressive locking of the dual plate clutch, so a more positive clutch action is advised. Once mastered, though, the drivetrain is perfectly in tune with the tough, no-nonsense reactions of the immense flat six. Starting low down in the rev range demonstrates impressive tractability, the engine delivering solid shove from 2,500rpm in third without hesitation; but with revs comes boost, noise and power. Lots of power. There's a change in character as the engine hardens at around 4,500rpm and you really want to have the steering pointing straight now as you feel the seat pushing ever harder into the base of your spine.

By 6,500rpm, the flat six blare fights the boosty workings of the turbos for aural dominance. A fast, positive shift into fourth at 7,500rpm is met by a huge 'choof' as wastegates dump excess boost and the relentless acceleration

chews up the next two gears in short order; we peak at 208mph before I chicken out and exercise the superb brakes. A quick loop of the track illustrates the effectiveness of the chassis updates with the kind of taut, accurate responses you'd expect of a Porsche sporting a 'GT' badge. In terms of twinning road usability with cut-throat motorsporting edge, it hits the spot perfectly.

That usability leaves a deep impression. All the way through the project, the goals have been to create an ultra-fast road car. And while the thought of deploying that power away from a track boggles the mind, the fact that this was driven here and back from the Netherlands in air conditioned comfort is the mark of a thoroughly developed car. But with an owner like Henrick and the engineering nous of 9E, we suspect it won't stay this way for long; when the need for speed kicks in, it's hard to ignore. Watch this space... **911**

Specification

996 Turbo

(2002)

Build carried out by Adam Reardon, 9E Engine and Turbo Technician

Engine

Capacity: 3.8-litres
Compression ratio: 9.4:1
Maximum power: 950bhp approx on 99 octane fuel
Maximum torque: 756lb ft
Transmission: Six-speed manual, dual mass flywheel

Suspension

Front: Bilstein dampers & RSS coilovers
Rear: Bilstein dampers & RSS coilovers

Wheels & tyres

Front: Standard with Michelin Pilot Sport 2 225/40/18 tyres
Rear: Standard with Michelin Pilot Sport 2 295/30/18 tyres

Breaks

Front: Porsche Cup Motorsport six-pot calipers, Girodiscs and Pagid 29 pads
Rear: Porsche Cup Motorsport four-pot calipers, Girodiscs, Pagid 29 pads

Dimensions

Length: 4,435mm
Width: 1,770mm
Weight: 1,550kg

Performance

0-60mph: 3.5 secs
0-100mph: 6.5 secs
0-186mph: 17 secs
Top speed: 215mph (gearing limited)



Give Your Car The Best

The Original Cotton
Performance Air Filter by K&N

Designed to Improve Engine Power



Cotton – brought to you by Mother Nature and used for filtration by K&N, the leader in washable performance air filters. Cotton breathes easier than paper and that can help improve engine performance by reducing airflow restriction. Another natural feature of cotton is its durability. It can be washed again and again. That means a K&N stock replacement air filter can last for the life of your car, reducing waste and saving money.



OVER 40 YEARS OF EXPERIENCE

MILLION MILE LIMITED WARRANTY

WWW.KNFILTERS.CO.UK



 **fearnSPORT**

Home of the Über Porsche

Race/Track Car Preparation

Servicing & M.O.Ts

Performance Upgrades

Diagnostics

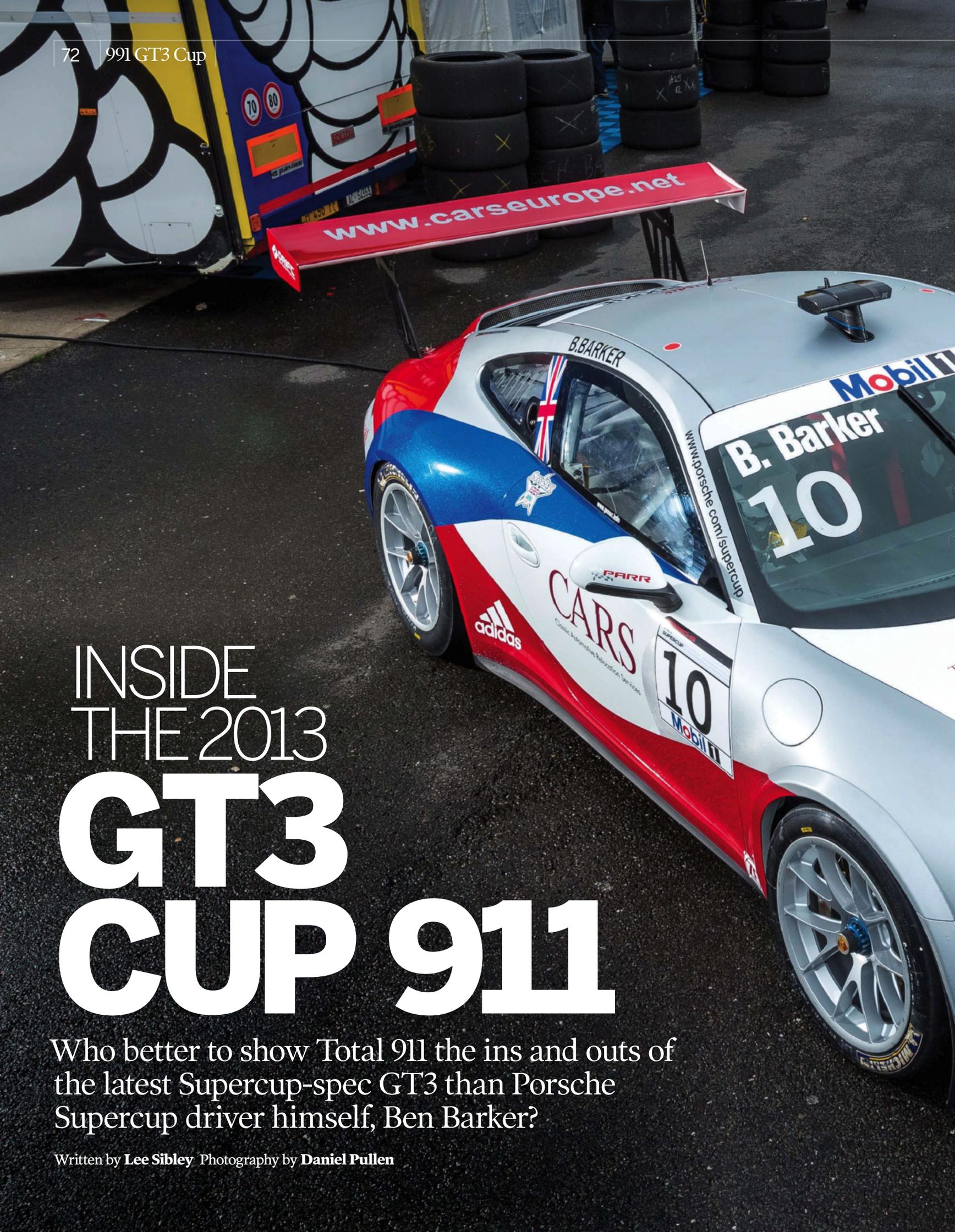
Vehicle Storage

Unit 22, Silverstone Technology Park
Silverstone Circuit,
Northants. NN12 8TN.

Email: info@fearnSPORT.co.uk

Tel: 01327 856 993 Fax: 01327 856 994

www.fearnSPORT.co.uk



INSIDE THE 2013 GT3 CUP 911

Who better to show Total 911 the ins and outs of the latest Supercup-spec GT3 than Porsche Supercup driver himself, Ben Barker?

Written by Lee Sibley Photography by Daniel Pullen



The unveiling of the new GT3 Cup at the beginning of the 2013 motor racing season raised eyebrows as much as it did expectations for the continued evolution of the 911 as a successful race car. A peerless 28,000 competitive victories and counting have come in the cockpit of a 911, and the latest iteration from the Type 991 is well placed to see that immeasurable success continue. However, the new 991 Cup sported some focal changes when rolled out exclusively for the Mobil 1 Supercup this year, as the competitive 911 attempts to be faster than ever.

That the new car is longer, lighter and faster than the outgoing Type 997 still used in domestic Carrera Cup competitions is common knowledge. But behind the new figures, how does the Type 991 GT3 Cup actually drive? To find out, we met up with Mobil 1 Supercup driver and **Total 911**'s 'one to watch' for 2013, Ben Barker, at the British leg of the globetrotting championship for a comprehensive verdict on significant changes to the new car and, most importantly, what these signify when out on the racetrack.

Powertrain

The Type 991 eeks 10 extra horsepower from its naturally aspirated 3.8-litre rear-mounted boxer engine than the 997, in the process providing the drivers with another 911 machine capable of propelling a team to victory.

Ben says: "The power is the same as the 997 in that it's brutal. At 450bhp you'll never notice that extra 10bhp of the 991, though you do feel Porsche have modernised the car. It's a good base and has crucially kept its reliability thus far. Obviously, Supercup is the car's first year, so we're guinea pigs really and will provide feedback to Porsche on what works with the car and what doesn't. Power, though, is faultless."

Electrics

A big change in the new GT3 Cup lies right in front of the driver. The Type 997 used the universally deployed Motec electrics unit, although this has been replaced in the Type 991 with a Cosworth system.

Ben explains: "The major change here is that the new electronics system has a colour display, so drivers have extra clarity in race situations about how the car is performing. It's such a reliable car that you rarely need to refer to the dash, but the colour display ensures you can remain focused on what's happening outside that windscreen more easily."



Dimensions

As well as being longer and wider than the Type 997, the Type 991 GT3 Cup's wheelbase is longer by a whole 100mm. Although on paper this means that the Porsche benefits from a greater balance, the new dimensions take some time to adjust to out on track. Ben explains: "The old car is shorter, so it was easy to get the front going exactly where you'd like, but we're working hard to get the front the right way quicker here."

Stability through fast corners is good with the 991, but in slower corners the car takes longer to change direction as it's longer. It has a good turn in capability as it's more naturally balanced with a much more rigid front end, but has a looser back end that hinders. I personally like a pointy car."

New body revisions with the Type 991 have seen the GT3 Cup get wing mirrors from its road-going brother, which although at face value appear to be a minimalist change from the DTM-esque items on the Type 997, have actually provided drivers with a canny aid as the furthest point of reference to the width of the car. Ben explains: "Again at Monaco with the tight street circuit, drivers were using the full width of the track, and as the wing mirrors are the widest reference point of the car (on the Type 997 it was the rear fenders), we could push our luck that little bit more, as if we did find the wall at any stage, it would be the mirror that would take the damage and not the main body of the car as in previous years."



Safety

Safety has been improved inside the new GT3 Cup, with a redesigned safety cage accompanying an innovative driver's seat, which is now distinctively shaped around the head and shoulders. A rescue hatch in the roof provides easy access to and from the car for the driver and medical teams. "The door bars are noticeably higher too," says Ben, "which makes me feel better in the event of a side hit!"



A rescue hatch in the roof of the 2013 Supercup GT3 is a noticeable improvement on driver safety



Transmission

Much was made of the lack of a physical gear shifter from the transmission tunnel running down the middle of the Type 991s cockpit at the car's launch, but drivers like Ben have in the main relished the drive with electro-pneumatic paddle shift behind the steering wheel. "My first impressions of the car was just how effortless it is to drive, largely thanks to that paddle shift. You can now focus more on what's ahead of you and getting your line right, as the car's controls are all immediately in front of you.

"The basics to the technology are great: on the way up through the gears it's quick, with no

delay. On the way down with preselect, you can tap down three times, for example (to change down three gears on the sequential 'box) and it'll change when the revs are right, though this can unsettle the car when going into a corner – it happened to me during round five at the Nürburgring when I locked up and it cost me fifth place. It's inconsistent, but it can be worked on.

"Overall, I'd say paddle shift is good in that you can change gear with your fingertips and focus on your driving, though I do miss the manual shift, as you have to put effort into getting the car right."



Ben shows the editor the ins and outs of paddle shift



Chassis

The GT3 Cup has overseen a completely revamped chassis as a result of the 991 format, and while Ben says it's good, there is room for improvement: "There's still some work to do with the suspension, particularly at the rear where it needs to be settled in my opinion (see dimensions). It can be quite snappy at times and there's perhaps a little bit of flex, though generally it's settled on turn in."



Steel rear brake discs are enlarged to 380mm all round

Ben Barker: a season in Supercup so far

How is the 2013 season going for you?

It's gone very well overall. I'd like to be on the podium after such a strong Carrera Cup campaign last year, so I'm not getting my own way, but it's a hard championship. The initial plan was for consistent top ten finishes and to stay out of trouble, then have a good crack in the second half of the season. I'm on course for that, so a podium would be nice before the end!

How are you finding the step up to Supercup?

It's exciting and challenging. You're up against the best and putting yourself in front of the right people, so it's a great place for a young driver like me.

What have you learnt from your Supercup experience so far?

Time management in the sense of getting the best out of the tyres at the right pace in qualifying. On these longer, faster flowing tracks it takes a bit more planning to get the best out of the car. The aim in racing is obviously to go as fast as you can for the whole time, but here you need to approach each round with more of a game plan. You can't make mistakes here – it's so tight, with the top seven consistently qualifying within one second of each other.

Aside from the travelling, what are the main differences between competing at national and international levels of Motorsport?

I'm very independent and I love to get away, so I relish the travelling. For some races all you see is airport, track and hotel, so you don't see much, but it is all about the racing after all! Although the Carrera Cup is a great competition, you can get away with some mistakes ever so slightly from time to time, while in Supercup every mistake costs you dearly.

You're Total 911's 'one to watch' in motor racing for 2013. Is there a plan for next year at this stage?

Not yet. I'd love to do Supercup for the next 2-3 years, and I don't see why I shouldn't have a crack at the title next year, as I'll know the circuits more. There's an ambition for Parr Motorsports (who manage Ben and part run his 991) to independently compete, but they'll need a second car. If they come in I'll drive with them.

*Ben is an ambassador for SUIXTIL racing, a menswear brand with a vintage racing feel. For more information, visit the website: www.suixtil.co.uk.

Living the Legend

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

Tony McGuinness

• San Diego, USA

2011 997 GT3 RS



Date acquired:

February 2011

Last report:

Issue 101

Total miles:

16,855

Costs:

Plenty of fuel!

San Diego plays a big part in Southern California's thriving car culture. Summer in this part of the Golden State has so many car events on offer that it can often be difficult to choose which one to attend.

However, the decision to head to the recent HRE Wheels open house in North County, San Diego was a no-brainer. This annual event continues to grow in size every year, and is a must-attend for Porsche enthusiasts. It was therefore with unanimous agreement that four members of the San Diego region of the Porsche Club of America – including myself – decided to meet early one Saturday morning and drive to the HRE event together. We each had four very different 911s: these very special cars included Keith Verlaque in his very limited production FLY Yellow RS America (a very special car indeed created only for the North American car market); Mike Brown in his 2001 white 996 911 Turbo; Rich Richardson in his Aegean blue 1987 930 Turbo, and my 2011 GT3 RS.

We gathered at Brigantine restaurant in east San Diego for an early morning breakfast and quick photo opportunity before heading up the famous Pacific Coast Highway and inland to the event location. Rich in his stunning 930 would be coming in from the north, and would meet us at HRE headquarters. After lining up the cars in the restaurant car park for photos and the obligatory questions from passers by that always come when a group of very special 911s come together, we did some pre-drive checks, fired up the engines and plotted our course for the coast, the beautiful yellow RS America leading out the multi-generation 911s.

The drive up the Pacific Coast Highway in San Diego is nothing short of spectacular. Heading towards the popular destination of La Jolla with its breathtaking cliffs and multi-million dollar homes, we drove past Torrey Pines, which as sports fans will know is frequently home to the US Open golf tournament. Keeping under the

This month: HRE meet, San Diego



Tony took his GT3 RS to the meet, with Keith Verlaque accompanying in a rare fly yellow 964 RSA



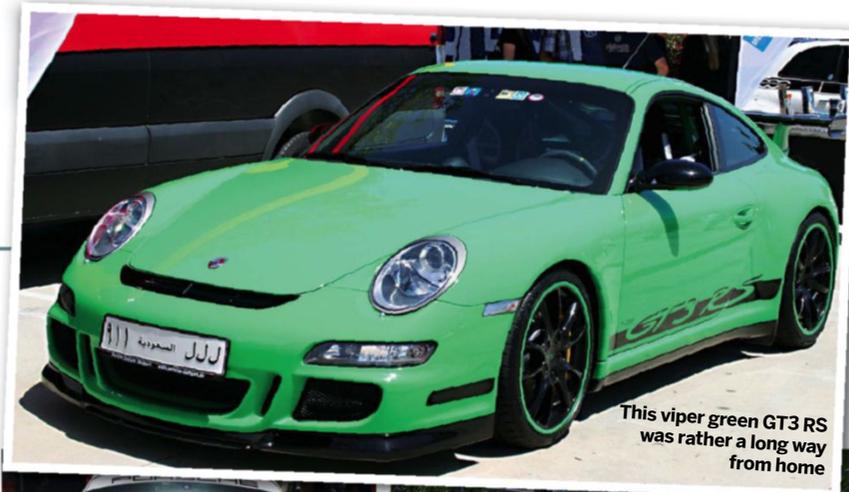
strict California speed limit, the three 911s remained in tight formation lest we raise the ire of the ever vigilant California Highway Patrol.

Continuing our trip up the coast, we decided that a stop in Del Mar was in order. Del Mar is a small affluent seaside town which is home to horse racing in the summer and high-end sports cars all year round! It was the perfect place to pull the 911s in and view the loud crashing waves of the Pacific Ocean. With the picturesque shops in the background and a small crowd gathering around to chat and take photos, it gave Keith the opportunity to tell the story of his unique RS America. Keith is a great storyteller, and his love of Porsche is infectious. He is very involved in the San Diego Porsche Club, and along with Mike is one of the top driving instructors in the club. Both Keith and Mike often lead club tours and host Porsche Club events at their homes, and their driving skills and knowledge of Porsche is of the highest

level. They truly are Porsche fanatics that all 911 owners would enjoy conversing with, their sense of humour making this drive even more enjoyable.

It was during this brief stop that I was alerted to the Tyre Pressure Monitoring System of my GT3 RS. The warning light was indicating 4lbs of air on the rear tyre on the driver's side. This was a concerning revelation, as I run nitrogen in the tyres, and they had only recently been replaced. The tyres themselves barely had 925 miles on them. Upon inspection, we could not see any obvious damage or foreign objects in the very sticky Michelin Sport Cup tyres. All seemed well, and collectively we made the decision to carry on with the short trip to the HRE headquarters.

Arriving at the HRE event, it was clear this was no small party, as well over 500 cars were in attendance. In addition to Porsche, there were Ferraris, Lamborghinis, Audis and even Bugatti Veyrons on display! This



This viper green GT3 RS was rather a long way from home



San Diego's HRE meet unearthed striking custom 911 projects as well as some stunning factory examples

was truly supercar nirvana. A plethora of high-quality companies including ones that partner closely with HRE were in attendance to show off their aftermarket products.

One of the vendors was Porsche of San Diego. They brought a beautiful 2013 911S along with a Panamera and a Cayenne to display. Porsche of San Diego participates in more Porsche events and general car events than any other dealer in Southern California. Their well-respected team were represented by service manager Larry Suarez, in addition to Talena Handley, who was busy helping customers with Porsche Driving Selection gear.

As we navigated through the crowd and the cars on display, the California sun was pulsating down with an ever so slight breeze coming in from the Pacific. The smell of fuel was in the air, and you could hear the throbbing engine from a nearby American muscle car. With all the supercars on show,

it was evident that the 911 was very well represented, including a Gen1 997 green GT3 RS with foreign licence plates and several other modified race-ready 911s. Throughout the day, HRE was providing tours of their facility, as well as raffling a set of wheels and tyres.

This was truly an event that epitomised Southern California: beautiful people and beautiful cars. It was a perfect day indeed... well, almost perfect, except for one small detail: that 4lbs of lost tyre pressure we noticed in Del Mar. As we were leaving, we found the culprit: a nail protruding at an angle in the tread, which was causing a slow leak. The tyre cannot be saved, and will need to be replaced. The tyres on the GT3 RS are not your run-of-the mill tyres; then again, nothing is on a street-legal GT3 RS race car! It was a costly day without doubt, but one I would drive all over again – that is, of course, without collecting an unwanted passenger in the tyre! **911**



Chris Wallbank

2005 997S Cabriolet

Date acquired: November 2012 Total miles: 24,970

Costs this month: Fuel

Lowlights: The recent remap I had done at Quantum Tuning means the Porsche is doing even less miles per gallon.

Highlights: Despite this, the remap has had its benefits, as the car is now potent as well as sounding great!



Ray Chandler

2003 996 Turbo

Date acquired: August 2011 Total miles: 140 this month

Costs this month: Fuel

Lowlights: OPC telling me that, among other things, I had a front diff seal leaking and it needed two new rear tyres "very soon".

Highlights: The OPC inspection went smoothly other than the leak and tyres, and I was told what a lovely car I had!



Maxie Islam

2006 997 Carrera 4S

Date acquired: August 2010 Total miles: 38,466

Costs this month: £50 (Fuel)

Lowlights: The car has been tucked away in the garage while I have been abroad, so I haven't done a lot of driving.

Highlights: I'm looking forward to some decent runs this summer – the weather's certainly the right temperature for it!



Gina Purcell

1989 964 Carrera 4

Date acquired: December 2012 Total miles: 119,602

Costs this month: Rising, due to the restoration.

Lowlights: I hope the weather keeps up its impressive form for when 'Wolfi' finally does make it back to my drive.

Highlights: The restoration process on the car has nearly been finished, and it's due back on the road imminently!



Kris Clewell

1972 911T

Date acquired: November 2012 Total miles: 0 this month

Costs this month: £1,600

Lowlights: Having to take my car apart during driving season. Not great timing, but it has to be done unfortunately.

Highlights: Tearing down the motor to the bare case. It's an oddly satisfying feeling, funnily enough.



Maurice Tillaard

1972 911T/RS Hot Rod

Date acquired: February 2012 Total miles: 3,000

Cost this month: £170

Lowlights: None.

Highlights: Got a free RS rear bumper from Speedservice. I'm also making plans to build my engine to RS spec.



Ben James

996 GT3

Date acquired: March 2012 Total miles: 50,400

Costs this month: Fuel

Lowlights: A noise has appeared after a Sunday run with the car, some sort of suspension knock from the rear.

Highlights: The new Guards LSD plates and geo mean the car is much more stable under braking and acceleration than before.



A full inspection and geometry check ensured the car was primed for trackdays

Ben Przekop

• Georgia, USA

2007 997 GT3



This month: The GT3 makes its long awaited return to the track

Date acquired:

July 2012

Last report:

Issue 100

Total miles:

14,000

Costs:

£1,050

My GT3 is screaming like a race car through the GMG open exhaust as I accelerate through third and into fourth gear approaching turn eight at Barber Motorsports Park. I am keeping the accelerator firmly pinned to the floor for maximum speed before I have to hit the Pagid RS 29 brakes hard and turn into the tight right downhill section nicknamed 'the Corkscrew'. Although it is a brilliantly sunny day, my brain keeps alternating what my eyes see through the windscreen with flashes of memory from

December: a cold, rainy track, a slower car on the normal left-hand line telling me to pass on the tighter line to the right, a sudden loss of traction, a spin and a sickening bang against the Armco. But as I finish braking, heel and toe downshifting to third and turning sharply right, my focus is again totally on this hot dry track at this very moment, my senses alert to what my car is telling me about how fast I can go through this tricky right/left/right downhill turn. As I pass the apex at the bottom of the hill I floor the accelerator onto the back straight, upshifting near redline from third into fourth, flat six exhaust ripping the soft June air. "Not bad," I say to myself

with a smile, not bad at all. It's good to be back.

The Driver's Ed weekend of 15-16 June spent driving and instructing at Barber went exceedingly well, even better than the DE two weeks earlier at Road Atlanta, when I noticed some rear end shimmy when braking at the end of the back straight from 145mph into the tight left-hand turn

10A, which was the final confirmation that my limited-slip differential was worn out. I therefore spent that weekend being very careful when braking for 10A, but otherwise the car performed flawlessly. And when the skies opened up on Sunday afternoon with a torrential downpour, I followed my own advice and decided to forsake my final two sessions and head home on my Pilot Sport Cup tyres. Some lessons learned the hard way are best not forgotten.

Before I headed over to Barber for the next DE, I took the GT3 to Goldcrest Motorsports, who recommended replacing the OE rear diff with the GT3 Cup Car unit. In addition, we upgraded the brake pads with Pagid RS 29 racing pads and installed braided steel brake fluid lines on all four corners, and filled the system with SRF high-temperature fluid to handle the extra heat I would be generating. I also had them check every nut and bolt in a thorough pre-track inspection, and lastly do a full track alignment (the kind done 'with strings', like with professional race cars). Goldcrest was founded by two of the former crew chiefs of the championship-winning Farnbacher Loles GT3 race team,



Ben relished his return to the track at the Driver's Ed weekend



Ben was delighted with the acquisition of a GMG exhaust system for his GT3



my friends Bob Sanderson and Steve Cosgrove. They specialise in maintenance and support of Porsche race cars, and there is no one who knows more about GT3s than these guys; I literally trust them with my life.

Although I figured my car was now totally ready for the weekend at Barber, I was in for a delightful surprise. Jeff Daniel, my tech at Hennessy Porsche, called me the day before I was to leave for Barber to alert me that he was about to replace a customer's GMG centre exhaust on his GT3 with another muffler system, as the GMG was too loud for his local track's tough noise restrictions (the GMG unit replaces the rear centre muffler with a bypass pipe). I had asked Jeff to let me know when he was servicing a GT3 with the GMG piece, as I wanted to hear it before I buy it, which I have found is important with an aftermarket sports exhaust! Not only did I love

it at first sight (it is a truly beautiful piece of craftsmanship), but the sound was totally intoxicating! In addition, the owner was interested in selling it, so we quickly struck a deal and the next day Jeff was able to install it on my car before I began my drive to Alabama.

On the 160-mile trip to Barber, I found the sound level slightly higher at highway cruising speed in 'normal' mode, but definitely with no annoying resonance or painful droning that you can get with many after-market systems. But when the sport button is pressed, which causes the exhaust to bypass the two remaining side mufflers under full acceleration, this thing just roars! A perfect soundtrack for 250 very gratifying miles that glorious summer weekend on a deceptively dangerous track I have come to respect, and may some day come to master. For one thing, I can definitely carry more speed through that turn eight... **911**



Nine Excellence
Porsche Performance Specialists

Home Of The 9e Porsche Cars

- 9e Performance Packages
- 9e Performance Exhausts
- 9e Suspension & Brakes
- 9e Engine Builds
- 9e Custom Builds

Contact us for more details

Unit 3, Axiom Business Park,
41 Balcombe Road, Horley,
(Nr Gatwick) Surrey, RH6 7HF

www.nineexcellence.com
01293 226 911
service@nineexcellence.com

Machine Mart

WHERE QUALITY COSTS LESS

NOW 62 SUPERSTORES NATIONWIDE

Clarke HEAVY DUTY INSTANT GARAGES UP TO 24' (7.3M) LONG

MODEL SHOWN
CIG1220
(20'x12'3")



FROM ONLY
£299.00
EX.VAT
£358.80
INC.VAT



INSTANT GARAGES

ZIP CLOSE DOOR

MODEL	SIZE (LxWxH)	EX VAT	INC VAT
CIG1216	4.9 x 3.7 x 2.6M	£299.00	£358.80
CIG1220	6.1 x 3.7 x 2.5M	£349.00	£418.80
CIG1224	7.3 x 3.7 x 2.5M	£399.00	£478.80

24' (7.3M) LONG GARAGE bricks not included

FROM ONLY
£159.98
EX.VAT
£191.98
INC.VAT

INSTANT SHEDS

MODEL	SIZE (LxWxH)	INC.VAT	EXC.VAT
CIS88	2.4 x 2.4 x 2.4M	£159.98	£191.98
CIS612	1.8 x 3.7 x 2.4M	£189.98	£227.98
CIS1212	3.7 x 3.7 x 2.6M	£229.98	£275.98



SHED - ZIP CLOSE DOOR



CIS88

Great for temporary or permanent use as a garage/workshop for vehicles and general storage

- Extra tough, triple layer waterproof cover. Fully UV treated and manufactured to provide long term protection against rain, wind and sun
- Heavy duty powder coated steel tubing, for stability in all weathers
- Ratchet tight cover tensioning keeps cover tight - no need for guy ropes



CIS1212

3 EASY WAYS TO BUY...

OPEN 7 DAYS

IN-STORE
62 SUPERSTORES
Call 0844 880 1250 to find your nearest store

ONLINE
machinemart.co.uk

MAIL ORDER
0115 956 5555

All offers subject to availability, E&OE.



For gaining some advanced driving skills, Andy Walsh comes highly recommended



Andy successfully opened Joel's eyes to what his Carrera 4 is really capable of, though new tyres are now a must

Joel Newman

London, UK



1999 996 Carrera 4

Date acquired:
December 2011

Last report:
Issue 102

Total miles:
97,450

Costs:
£695

In the last update, I mentioned that I would be attending an Advanced Driver Training day, led by respected F1 development coach and multi championship-winning Andy Walsh at North Wield Airfield to test my skills properly.

The day began with Andy watching my technique. We started with the high-speed corner, where I pulled onto the slip road and hit 55mph. At the end I was instructed to take a sharp left; I had simply to make the corner without spinning and going over the long drain that ran the length of the open expanse.

Try as I might, I struggled to take control of the rear, the end result being either a full spin or huge overcompensation, resulting in a tank slapper that sent me hurtling round the other way! On further runs I attempted to input throttle, which only made things worse.

Andy explained that I should hit the same speed again, only this time he would take control of the wheel during the manoeuvre. At the same speed and with just one finger, he reached over as we hit the exit at 55mph and sent the car at an almost 90-degree angle left, but this time the car held its line.

This month: Car Limits Advanced Driver Training with Andy Walsh

One thing was clear: the seeming lack of effort was a more effective tool. Andy had demonstrated that the car was more than capable of this cornering feat, and that instead of fighting the steering wheel, I needed to let it do the hard work.

Andy explained where my hands needed to be and why. I have always held the wheel in the ten-to-two position, but he asked me to reach full lock on the course. I found the process awkward, with my hands working furiously to dial in the required steering angle and never achieving it smoothly.

By dropping my hands to nine-to-three, I not only had somewhere to rest my thumbs, but a way of knowing how far I had turned the wheel at any given point. Although it's counter-intuitive at first, being able to reach full lock in just two movements makes life far easier, and because it's so fast and effective you have a lot more time to concentrate.

Andy then took me back to the fast corner. "Hold the wheel very gently, allow it to move, don't try to counter steer and just let the car do the work. You need to pick a point of reference in line with your exit"

So at 55mph, I allowed the wheel to move about a quarter of a turn, guiding the front end as it brought itself in line. "The car wants to keep you in line, and a tight grip stops that natural instinct. Remove this and you'll be surprised at how easily the car handles the turn." It did, and so we increased the speed.

At 70mph, Andy informed me that with sharp steering the rear would come away, and to regain control I needed to concentrate on my steering. The car did start to slide, but with the correct hand position, inputting the necessary degree of lock was simple. Eventually I built up confidence and was able to hold the car through the turn at 82mph.

What I took most from the day was how Andy's guidance afforded me the knowledge of what my car was about to do before it did it. Advanced training not only let you explore what happens when you reach your car's limits, but how to deal with that reaction.

One of his four-person days costs £220, and with constant advice and guidance from a real professional, an Advanced Training Day leads to constant improvement, and that can only be a good thing. **911**

CALLING ALL USA READERS

Pay just \$6 an issue

If you are reading **Total 911** in the USA, we've got a special offer just for you!
Take out a subscription today and pay just **\$78 for 13 issues** – that's a saving of **40%** on the in-store price



Offer also available to
Canadian residents

CELEBRATING 50 YEARS OF PORSCHE 911 • NOTHING ELSE MATTERS
Total 911
THE PORSCHE MAGAZINE
www.total911.com

THE NEXT ICON?
Why this 2.7 Carrera will be the next 911 to rocket in value

NEW 991 GT3
FIRST DRIVE
The only verdict that matters on the revolutionary GT3

997 GT3 RS
Up close with Porsche's latest and greatest Rennsport model

TITANS
driving thrills for £60k?

SAVE 40%
On the shop price
Get the next 13 issues for just \$78

930 R
The beginning of a passion revisited

991 GT2 SPIED
First pictures inside from Porsche's Nürburgring test

PLUS
The safety myth
Golden Legends reprise
Behind the scenes at top-spyware specialists E-bus

ISSUE 303
\$ 964
ISSN 1040-6184



TOLL FREE

1-800-428-3003

QUOTE CODE IMST104



ORDER ONLINE

www.imsnews.com/total911

ENTER CODE IMST104

Total 911's magazine subscriptions are now handled in North America by IMS News.
Call at local rates, in your hours and pay in US dollars.

KW competition

"The technology has convinced me."



OLAF MANTHEY

CEO Manthey Racing, 5-times overall winner
24h race Nürburgring

BECAUSE ON THE
NORDSCHLEIFE, THE
RIGHT SUSPENSION
IS THE KEY

FOR EVERY DEMAND THE PERFECT SUSPENSION.

KW automotive UK Ltd
Telephone: 0870 990 7536
Telefax: 0845 021 2548
eMail: info@KWautomotive.co.uk



www.KWautomotive.co.uk

911 PREMIER PORSCHE

“80 per cent of GT3 customers regularly take their cars to the track”

Everything you need for your 911



ALL GT3 SPECS REVEALED
Full details of the 996, 997 & 991 GT3s can be found in our Data File beginning on page 88

Find what you're looking for

Our Premier Porsche section contains advertisements from top Porsche suppliers around the world. To help you navigate through the section, we've colour-coded the tabs below

COMPANY PROFILE 84



DATA FILE 88



ALSO INSIDE >>>

SHOWROOM 96

SERVICING & TUNING 98

INSURANCE & FINANCE 109

PORSCHE LIFESTYLE 111



MAPPING THE FUTURE

Specialist tuners DMS Automotive foresee an ECU that will rule every dynamic parameter of the future car, and intend to lead the way in the aftermarket modification of this exciting technology

Written by **Kieron Fennelly** Photography by **Daniel Pullen**

The interior of the light industrial unit that houses DMS looks very much the race car and specialist tuning workshop that it is. A couple of 996 and 997 Turbos sit on hoists undergoing brake and suspension refurbishment, and in one corner an imposing four-wheel dynamometer suggests that DMS Automotive is a serious enterprise. An unpainted, fierce-looking 997 RSR racer belonging jointly to proprietor Rob Young and co-drivers KC Cico and Alex MacGregor also occupies the centre of the extensive floor

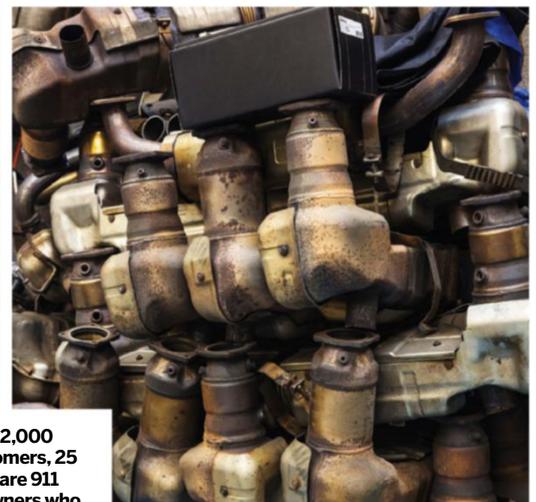
space. “That’s an ex-Far East Super Cup car which we’ve recently bought from our Singapore-based business partner,” says Rob. “It’s extremely loud as there are no noise limits in the Far East, so we had to put a silencer on it before we took it to Donington for a shake down. We’re going to race it here in endurance events. We’ll do some driving ourselves, but will also employ a pro race driver to do the longer stints.”

Rob is a certified Porsche fanatic, and has come a long way since utility power distribution, where he began as a software engineer in the days when

this branch was still called electronics and he was a micro-electronics specialist. Always into cars, there was a point for Rob about 20 years ago when electronics and cars converged. By the late Nineties he was already operating independently, and in 1997 he set up DMS Automotive: for an engineer who knew his stuff, manufacturers’ standard ECUs were full of untapped potential. Today, the company undertakes most upgrade work on prestige marques, but Porsche is its real speciality. “We’ll do nearly everything except panel and body work,” says Rob, “but I like to try and keep it simple: with



Of DMS' 2,000 UK customers, 25 per cent are 911 Turbo owners who enjoy extensive power gains from a simple ECU remap alone



a Turbo you can get a 120bhp gain straightaway with a remap and a 200-cell catalyst. We have lots of customers who aren't necessarily petrolheads at all, but are interested in efficiency and performance enhancement. All it takes is some ECU and exhaust work, and the car can be noticeably better to drive."

Rob explains that half of DMS's output is pure remapping, with the rest involving hardware upgrades too: "There's nothing that can be done in an OPC do that we can't do here," he says. The company has a machine shop on site that undertakes any mechanical rebuilds necessary,

while DMS uses Porsche parts as a matter of principle and fits the usual heavier duty aftermarket brake and suspension kits. As well as representing Akrapovic, DMS also fabricates its own exhausts. But its real strength, and the core of DMS, is in diagnostics and mapping – and premium bespoke, at that: "We develop all our own software," emphasises Rob, which is where DMS differ from other tuners.

Remapping is not, however, just about achieving higher rpm and terminal velocity. "ECUs no longer control just the engine; increasingly they

are managing suspension, traction – the whole running gear. On a Mercedes-Benz we can already reprogram the suspension and gearbox; Porsche is going this way too, with the 991 GT3's rear wheel steering, for example. At DMS we can reconfigure the base Carrera (like the GT3) if the demand is there." This is a bold assertion, but he goes on: "Look at Porsche's Active Engine Mounts: a brilliant idea, so simple. You just magnetise the particles when you want the suspension to firm up. We retrofit these mounts with a bit of work, it's quite straightforward as it's all ECU-controlled." Rob



Rob has been privileged to own many 911s himself, using these as test beds for new DMS products to be passed on to Porsche customers



“DMS is no mere provincial tuner, but a business with as much turnover overseas as it has in Britain”

has the commitment of a man who has a much deeper understanding than most of us.

“Look at the 918: this application of technology fascinates me. I believe the future is about hybrids like this and the P1 and seamless transition between power sources. I think the 918 will surprise a lot of people.” He thinks emissions legislation will push manufacturers from natural aspiration increasingly towards turbocharging and smaller engines, citing the new Maserati Quattroporte, which is a blown V6, and wonders aloud how long Porsche will be able to resist turbocharging the Cayman/Boxster.

From a tuning standpoint, the medium term is simpler, though. The engineer – as well as the businessman – in Rob means that he is also interested the potential of turbo diesels, and has fettled various top end makes from Jaguar to Audi in his workshop. DMS’s development has the latest 4.2 V8 diesel Cayenne delivering 450bhp, not far short of the petrol version, revving to 5,500rpm and

remarkably even sounding decent! The firm has also worked on many of the later 997 Turbos, but for the Gen2 997T, Rob sees “easy” power gains of 100bhp-plus by virtue of larger catalysts instead of the factory pair (“which stifle it”) and a remap.

For a 911, the benefits of Rob’s work means better response, improved acceleration and an increase in driveability due to higher mid-range torque. But can remapping and tuning go too far? “Yes it can,” Rob says, “but this is something we are well aware of and never tune any car to the point where it negatively affects longevity and reliability.”

Rob continues: “The 911 often needs much less aftermarket tuning than a BMW for example, as it’s designed as a sports car from the ground up, meaning a power upgrade works very well with the rest of the car in standard spec. There is so much tolerance in the engines that big power increases can be had without sacrificing its original qualities.”

This is the work that’s the essence of DMS; no mere provincial tuner either, but a business with

Company profile

- **Owner:** Robert Young
- **Location:** Totton, Hampshire
- **Founded:** 2000
- **Number of Porsche clients:** 2,000+ (in the UK)
- **Rarest/most unusual 911:** 997 RSR Supercup
- **Workshop capacity:** 6-10 cars at any one time
- **Most unusual assignment:** To upgrade performance and operation of 200 BMW X5s belonging to a Middle East country’s military

Contact

- **Website:** www.dmsautomotive.com
- **Telephone:** 0845 850 1845

as much turnover overseas as it has in Britain. The firm is strongly implanted in the Middle East and Far East with an office and workshop facilities in Singapore, representatives in Hong Kong, Australia, Indonesia and Thailand, South Africa and a growing customer base in South America.

ECU wizards they may be, but DMS’s main output is enhanced 911s, and 500 satisfied 996 and 997T owners around Britain would no doubt attest to that. **911**

HENDON WAY MOTORS

porsche ferrari and classic car retailers since 1952

www.hendonwaymotors.com

THIS IS YOUR GALLERY
for collectors of modern art

Hendon Way Motors was established in 1952, and is now one of Europe's leading Ferrari and Porsche specialists. Please visit our website at www.hwm.biz for more information on the company and our stock.

PORSCHE 997 - TURBO, C4S, C2S, C2

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 - 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.

2006 - 997 C4S COUPE MANUAL (ARCTIC SILVER) 38,000 Miles
Black Leather Interior, Sports Chrono, PSM, PCM, Sat Nav, BOSE Sound System, CD Changer, 19" Alloy Wheels, Xenon Headlights, Full Service History.

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

2005/54 - 997 C2S COUPE TIP (ARCTIC SILVER) 59,000 Miles
Grey Leather Interior, PSM, PCM, BOSE Sound System, CD Changer, Sunroof, 19" Carrera S Alloy Wheels, Rear Park Assist, 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 MANUAL (CARRERA WHITE) 57,000 Miles
Cocoa Leather Interior, Colour-coded Soft-top, Carrera Decals on Doors (removable), PSM, PCM, Sat Nav, Xenon Headlights, 19" Alloy Wheels, Original Toolkit, Only 2 Previous Owners, Full Porsche Service History with Recent Service.

PORSCHE 996 - GT2, GT3, TURBO, C4S

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

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

2004/54 - 996 TURBO 'S' MANUAL (BASALT BLACK) 19,000 Miles
Full Black Leather Interior, Bilstein 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, BOSE, CD Changer, Cruise Control, Heated Sports Seats, Alcantara Headlining, Sunroof, Xenon Headlights, Rear Wiper, Rain Sensor, Full Porsche Service History.

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

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

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

PORSCHE 993 - TURBO, C2S, C2, TARGA

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

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

1995 - 993 TURBO COUPE MANUAL (ARENA RED) 31,000 Miles
Grey Leather Interior, Wood Package, Cruise Control, Upgraded Becker CD Player, Bluetooth, Speakers, Sat Nav Compatibility, Climate Control, 18" Turbo Alloys, Official Porsche Centre Service History.

1996 - 993 C2 COUPE TIPTRONIC 'VARIORAM' (IRIS BLUE) 73,000 Miles
Black Leather Interior, On-Board Computer, Upgraded Stereo and CD Changer, Climate Control, 16" Carrera Alloy Wheels, Official Porsche Centre and Specialist Service History.

1996 - 993 C2 TARGA TIPTRONIC (TURQUOISE) 83,000 Miles
Marble Grey Leather Interior, Varioram, Electric Glass Targa Roof, Porsche Stereo, On-Board Computer, 17" Targa Alloy Wheels, Full Specialist Service History.

1995 - 993 C2 COUPE MANUAL (GRAND PRIX WHITE) 92,000 Miles
Dark Grey Full Leather Interior, 6 Speed Manual, Upgraded Kenwood Soundsystem, External Audio Connector (iPod, MP3 etc), Sunroof, 17" Targa Alloy Wheels, New Tyres Fitted, Full Porsche and Specialist Service History.

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

1994 - 993 CARRERA COUPE TIPTRONIC (BLACK) 99,000 Miles
Marble Grey Leather Interior, Sunroof, Becker Radio, Electric Seats, 17" Alloy Wheels, Full Porsche and Specialist Service History with Recent Service.

1989 - 911 CARRERA 3.2 CABRIOLET (G50 GEARBOX) 124,000 Miles
Iris Blue Metallic, Full Beige Interior, Manual, Matching Numbers Example, Matching Dark Blue Hood, Fully Electric Soft Top, Period Correct Fuchs Alloy Wheels, Comprehensive Service History, 10 Years With The Same Owner.

1989 - 911 CARRERA 3.2 CABRIOLET (G50 GEARBOX) 92,000 Miles
Black Metallic, Full Black Interior, Manual, Matching Numbers Example, Matching Black Hood, Fully Electric Soft Top, Electric Windows and Mirrors, Period Correct Fuchs Alloy Wheels, 21 Years With The Same Owner, Full Service History.

PORSCHE CAYMAN S

2007 - CAYMAN S 3.4 MANUAL (ARCTIC SILVER) 54,000 Miles
Metropole Blue Leather Interior, PSM, Telephone, Heated Sports Seats, BOSE, CD Changer, White Dials, 18" Alloy Wheels, One Previous Owner, Full Service History.

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

PORSCHE BOXSTER S

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

FERRARI - MODELS FROM 1967 +

2002 FERRARI 360 MODENA (MANUAL) TDF BLU 25,000 Miles
Creme Leather Interior, Stainless Steel Gated Shifter, Scuderia Shields, Challenge Stradale Grill, Stainless Steel Entry Door Guards, CD/DVD Player, Ferrari Crested Seats, 18" Modena Alloys with Ferrari Crests, Full Detailed Service History.

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

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

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

1967 - 275 GTB 4 MANUAL LHD (ARGENTO SILVER) 59,000 Miles
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 Repair and Work Done By Ferrari.

CLASSICS - AC, PORSCHE, JAGUAR, BENTLEY

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

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

1962 - JAGUAR 3.8 MARK II AUTOMATIC LHD (BLACK) 16,478 Miles
Black Coachwork, Red Leather Interior, Power Assisted Steering, Wire Wheels, Recent Restoration To Virtually Concours Standard.

1936 - BENTLEY 4 1/4 PILLARLESS COUPE (MIDNIGHT BLUE)
Gurney Nutting Coachwork, 40 Years Extensive History, A True Classic, Original Throughout, Exhibited At Louis Vuitton Concours D'Elegance in Paris 2003. Full Mid-Grey Leather Interior, Sunroof.

1935 - BENTLEY DERBY 3.8L SALOON

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

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

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

393-395 Hendon Way London NW4 3LP

tel +44 (0)20 8202 8011 fax +44 (0)20 8202 8013 email hwm@btconnect.com

www.hendonwaymotors.com

established 1952



911 PREMIER PORSCHE

[NEW FOR 2013]

Data file

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

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

Ratings: ★★★★★

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

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

VERY FAST All 911s are fast, this one particularly so.

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

Sales debate: the value of customised 911s

The idea that nobody wants to buy a heavily personalised automobile is an age-old adage, but has the glorification of custom 911s in recent times changed this perception at all?

Certainly, the rise to prominence of the work of Magnus Walker has changed the landscape of bespoke Porsches somewhat, having sold his first '72 STR to an enthusiast in France. The success of Singer Vehicle Design should also be noted, with the company now enjoying worldwide admiration.

Paul Stephens, Porsche specialist and proprietor of PS Autoart in the UK, believes the rise to prominence of the likes of Singer has had a positive effect on the custom-build market: "The Singer is without doubt a quality product and has raised customer awareness to



bespoke 911s. Ultimately, like original cars made by Porsche that have been restored, it is the execution and quality of the build that will determine the true residual values of a bespoke 911.

"An example of what I am saying is that in 2011 we sold one of our used PS Classic Touring models built in 2007 for £85,000. At Goodwood this year we sold the very same car for £85,000 again – try achieving those residuals with a current 911!"

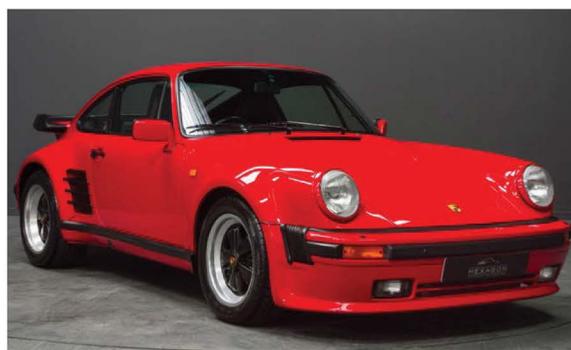
Car of the month

1989 Turbo 930 LE

POA

Location: **Essex, UK**
Website: www.hexagonmodernclassics.com

Few things are better than a 930, as showcased in this month's Ultimate Guide, but a 930 LE is an exception to the rule. Built to mark the last year of 930 Turbo production in 1989, 50 Coupe chassis were designated as LEs as part of Zuffenhausen's 'Exclusive' line. This Guards red example is in stunning condition, having covered only 19,500 miles.



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



The 911 that started it all off exactly 50 years ago when the prototype appeared in 1963, this is the car that set the style for all 911s to follow. Developed to eventually replace the 356, the 911 was an all-new design that was undoubtedly a better all-round drive than its predecessor.

Capacity: 1,991cc
Compression ratio: 9.8:1
Maximum power: 130bhp @ 6,100rpm
Maximum torque: 149Nm @ 5,200rpm
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 15x4.5J, 165HR (15x5.5J, 185HR from 1967); Rear: 15x4.5J, 165HR
Length: 4,163mm
Width: 1,610mm
Weight: 1,075kg
0-60mph: 7.9 sec
Top speed: 152mph

RATING:
★★★★★

911S (B series) 1968-69



The 911S was updated to B series specification in line with the 911E. Like the E, the more sporty S gained a fuel injection, boosting power to a useful 170bhp. To help cope with the extra demands this put on the engine, an additional oil cooler was fitted in the front right-hand wing.

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

RATING:
★★★★★

911T (E series) 1972



The entry-level 911T received a boost in engine size to 2,341cc in 1972 to compensate for its increased power. However, a lower compression ratio and the inclusion of Zenith 40 T1N triple-choke carburettors led to the relatively lower power output of 130bhp.

Capacity: 2,341cc
Compression ratio: 7.5:1
Maximum power: 130bhp @ 6,200rpm
Maximum torque: 196Nm @ 4,000rpm
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 15x5.5J, 165VR; Rear: 15x5.5J, 165VR
Length: 4,163mm
Width: 1,610mm
Weight: 1,050kg
0-60mph: 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 mid-range model comparable to the previous 911E. It had the same body changes as the base model, and came as standard with 15-inch ATS 'cookie cutter' wheels.

Capacity: 2,687cc
Compression ratio: 8.5:1
Maximum power: 175bhp @ 5,800rpm
Maximum torque: 235Nm @ 4,000rpm
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 15x6J, 185VR; Rear: 15x6J, 185VR
Length: 4,291mm
Width: 1,610mm
Weight: 1,075kg
0-60mph: 7.0 sec
Top speed: 142mph

RATING:
★★★★★

911S**(O and A series)**
1966-68

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

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

RATING:
★★★★★**911L****(A series)**
1967-68

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

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

RATING:
★★★★★**911T****(A & B series)**
1967-68

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

Capacity: 1.991cc
Compression ratio: 8.6:1
Maximum power: 110bhp @ 5,800rpm
Maximum torque: 156Nm @ 4,200rpm
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 15x5.5J, 165HR; Rear: 15x5.5J, 165HR
Length: 4,163mm
Width: 1,610mm
Weight: 1,020kg
0-60mph: 8.8 sec (est)
Top speed: 124mph

RATING:
★★★★★**911E****(B series)**
1968-69

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

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

RATING:
★★★★★**911E****(C & D series)**
1969-71

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

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

RATING:
★★★★★**911S****(C & D series)**
1969-71

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

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

RATING:
★★★★★**911T****(C & D series)**
1969-71

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

Capacity: 2,195cc
Compression ratio: 8.6:1
Maximum power: 125bhp @ 5,800rpm
Maximum torque: 177Nm @ 4,200rpm
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 15x5.5J, 165HR; Rear: 15x5.5J, 165HR
Length: 4,163mm
Width: 1,610mm
Weight: 1,020kg
0-60mph: 7.0 sec (est)
Top speed: 123mph

RATING:
★★★★★**911E****(E series)**
1972

An increase in engine capacity to 2,341cc was achieved by increasing the stroke from 66mm to 70.4mm while at the same time leaving the bore unchanged. The new 915 transmission was a stronger unit, making it better suited to the extra power.

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

RATING:
★★★★★**911E****(F series)**
1973

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

Capacity: 2,341cc
Compression ratio: 7.5:1
Maximum power: 130bhp @ 6,200rpm
Maximum torque: 196Nm @ 4,000rpm
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 15x5.5J, 165VR; Rear: 15x5.5J, 165VR
Length: 4,163mm
Width: 1,610mm
Weight: 1,050kg
0-60mph: 7.6 sec (est)
Top speed: 140mph (est)

RATING:
★★★★★**911S****(F series)**
1973

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

Capacity: 2,341cc
Compression ratio: 8.5:1
Maximum power: 190bhp @ 6,500rpm
Maximum torque: 216Nm @ 5,200rpm
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 15x6J, 185VR; Rear: 15x6J, 185VR
Length: 4,163mm
Width: 1,610mm
Weight: 1,050kg
0-60mph: 6.6 sec
Top speed: 144mph

RATING:
★★★★★**911T****(F series)**
1973

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

Capacity: 2,341cc
Compression ratio: 8.0:1
Maximum power: 165bhp @ 6,200rpm
Maximum torque: 206Nm @ 4,500rpm
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 15x6J, 185VR; Rear: 15x6J, 185VR
Length: 4,163mm
Width: 1,610mm
Weight: 1,050kg
0-60mph: 7.0 sec (est)
Top speed: 140 mph (est)

RATING:
★★★★★**911****(G, H, I, J series)**
1974-77

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

Capacity: 2,687cc
Compression ratio: 8.0:1
Maximum power: 150bhp @ 5,700rpm (165bhp @ 5,800rpm from 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
Top speed: 130mph

RATING:
★★★★★**ULTRA-RARE MODEL****ULTRA RARE****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

RATING:
★★★★★**911 Carrera****(G & H series)**
1974-75

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

Capacity: 2,687cc
Compression ratio: 8.5:1
Maximum power: 210bhp @ 6,300rpm
Maximum torque: 255Nm @ 5,100rpm
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 15x6J, 185VR; Rear: 15x7J, 215VR
Length: 4,291mm
Width: 1,610mm
Weight: 1,075kg
0-60mph: 6.1 sec
Top speed: 149mph

RATING:
★★★★★**911 Carrera 3.0****(I & J series)**
1976-77

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

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

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

RATING:
★★★★★

BRAUNTON ENGINEERING



- menu servicing
- cost-effective repair
- MOT testing station
- 4 wheel alignment
- restoration/rebuild
- full diagnostics



www.brantonengineering.co.uk
01271 814144



Porsche Specialist
DEVON
EX33 2JP



Porsche Torque

Porsche Specialist

We carry out a full range of Porsche servicing and Porsche repair projects on all popular and classic models including diagnostics and body repair work. Based in Uxbridge and serving the entire West London area, Porsche Torque are able to undertake all types of mechanical, cosmetic and restoration work to your complete satisfaction.

Fully equipped Porsche workshop
Bodywork and restorations
Diagnostics and Porsche tuning
Free estimates

Engine & gearbox rebuild specialists
Collection & delivery service
Pop in for a free mechanical assessment
Audio & alarm fitting

50 YEARS COMBINED EXPERIENCE FROM EX OPC MASTER TECHNICIANS (AFN, HATFIELD)



01895 814446 / 07507 623997

www.porschespecialistsheathrow.co.uk

Unit C2, Arun Buildings, Arundel Road, Uxbridge. UB8 2RP



all major credit cards are accepted



Find us on Facebook

930 3.0

1975-77



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

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

RATING:
★★★★★

930 3.3

1978-83



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

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

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

RATING:
★★★★★

930 SE

ULTRA RARE

1986-89



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

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

RATING:
★★★★★

3.2 Clubsport

1987-89



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

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

RATING:
★★★★★

964 RS

1991-92



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

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

Capacity: 3,600cc
Compression ratio: 10.3:1
Maximum power: 260bhp @ 6,100rpm
Maximum torque: 310Nm @ 4,800rpm
Brakes: Front: 322mm discs; Rear: 299mm discs
Wheels & tyres: Front: 17x7.5J, 205/50ZR17; Rear: 17x9J, 255/40ZR17
Length: 4,250mm
Width: 1,650mm
Weight: 1,230kg (Sport)
0-62mph: 5.2 sec
Top speed: 162mph

RATING:
★★★★★

964 C2 Speedster 1993-94



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

Capacity: 3,600cc
Compression ratio: 10.3:1
Maximum power: 250bhp @ 6,100rpm
Maximum torque: 310Nm @ 4,800rpm
Brakes: Front: 298mm discs; Rear: 299mm discs
Wheels & tyres: Front: 16x6J, 205/55ZR16; Rear: 16x8J, 225/50ZR16 (17-inch rims optional)
Length: 4,250mm
Width: 1,650mm
Weight: 1,340kg
0-62mph: 5.5 sec
Top speed: 164mph

RATING:
★★★★★

993 Carrera

1993-97



Restyled bodywork had swept-back headlamps, curvaceous wings and blended-in bumpers. The engine was revised with hydraulic tappets and hot-film air flow sensor, plus VarioRam from 1996. All-new multilink rear suspension gave improved handling.

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

RATING:
★★★★★

993 Carrera 4

1994-97



As per the 993-model Carrera, but with four-wheel-drive. Transmission was half the weight of the previous Carrera 4, and was designed to give the driving experience a more rear-drive-esque feel. Automatic Brake Differential (ABD) compensated for wheelspin.

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

RATING:
★★★★★

911 SC INTRO 911

1978-83



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

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

RATING:
★★★★★

930 3.3

1984-89



A revised engine added more power and torque in 1984, while in 1987 Motronic engine management improved efficiency and emissions when the car returned to the US market. Perforated brake discs later appeared in 1988, while a five-speed gearbox arrived in 1989.

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

RATING:
★★★★★

Carrera 3.2 INTRO 911

1984-89



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

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

RATING:
★★★★★

930 LE ULTRA RARE

1989



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

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

RATING:
★★★★★

Speedster

1989



Essentially a Carrera 3.2 with a chopped, more steeply raked windscreen and hood and stripped-out interior. Most had wide Turbo bodies. Porsche insisted that the

simple hood was not designed to be 100 per cent watertight. 2,065 examples of this model were built.

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

RATING:
★★★★★

964 Carrera 4

1989-93



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

per cent new. The 3.6-litre engine featured two spark plugs per cylinder and ceramic exhaust port liners.

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

RATING:
★★★★★

964 Carrera 2

1990-93



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

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

RATING:
★★★★★

964 Turbo

1990-92



This used the revised 964 body shell, extended arches and 'teartray' 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:
★★★★★

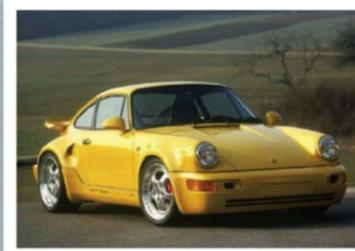
ULTRA RARE MODEL ULTRA RARE

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 upgraded as per the RS. Just 80 examples were built.

Capacity: 3,299cc
Compression ratio: 7.0:1
Maximum power: 381bhp @ 6,000rpm
Maximum torque: 490Nm @ 4,800rpm
Brakes: Front: 322mm discs; Rear: 299mm discs
Wheels & tyres: Front: 18x8J, 235/40ZR18; Rear: 18x89J, 265/35ZR18
Length: 4,250mm
Width: 1,775mm
Weight: 1,290kg
0-62mph: 4.6 sec
Top speed: 180mph

RATING:
★★★★★



964 Turbo 3.6

1993-94



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

Capacity: 3,600cc
Compression ratio: 7.5:1
Maximum power: 360bhp @ 5,500rpm
Maximum torque: 520Nm @ 4,200rpm
Brakes: Front: 322mm discs; Rear: 299mm discs.
Wheels & tyres: Front: 18x8J with 225/40ZR18 tyres; Rear: 18x10J with 265/35ZR18 tyres
Length: 4,250mm
Width: 1,775mm
Weight: 1,470kg
0-62mph: 4.8 sec
Top speed: 174mph

RATING:
★★★★★

964 3.8 RS

1993



Identified by a lightweight Turbo bodyshell, large rear spoiler and 18-inch Speedline wheels. Power came from a new 3.8-litre unit with hot-film air sensor and twin exhaust. Suspension was RS-derived, while brakes were a mix of RS and Turbo 3.6 items.

Capacity: 3,746cc
Compression ratio: 11.6:1
Maximum power: 300bhp @ 6,500rpm
Maximum torque: 359Nm @ 5,250rpm
Brakes: Front: 322mm discs; Rear: 299mm discs.
Wheels & tyres: Front: 18x9J, 235/40ZR18; Rear: 18x11J, 285/35ZR18
Length: 4,250mm
Width: 1,775mm
Weight: 1,210kg
0-62mph: 4.9 sec
Top speed: 169mph

RATING:
★★★★★

993 Carrera RS

1995-96



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

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

RATING:
★★★★★

993 Carrera 4S

1995-96



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

Capacity: 3,600cc
Compression ratio: 11.3:1
Maximum power: 285bhp @ 6,100rpm
Maximum torque: 340Nm @ 5,250rpm
Brakes: Front: 322mm discs; Rear: 322mm discs
Wheels & tyres: Front: 18x8J, 225/40ZR18; Rear: 18x10J, 285/30ZR18
Length: 4,245mm
Width: 1,795mm
Weight: 1,520kg
0-62mph: 5.3 sec
Top speed: 168mph

RATING:
★★★★★

993 Turbo

1996-98



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: 4.3 sec
Top speed: 180mph

RATING:
★★★★★

993 GT2

1995-96



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

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

RATING:
★★★★★

911s under the hammer

No matter which 911 you own or dream of owning, there are plenty of spectacular models on the market at present. Total 911 looks at some of the best auctioned examples across the globe this month:

1980 911 SC

Mileage: **82,000** Where: **Brooklands Museum**
Sold for: **£15,680** Auctioneer: **Historics at Brooklands**

For many years, the 911 SC was looked upon as the everyman's 911. Today, interest is starting to pick up as it offers one of the most pure 911 experiences, although some may argue that it lacks some shove in the power stakes. This 1980 model received serious work in 1997, while more than £10,000 was spent on it at Porsche specialist Charles Ivey during last year.

A full report followed, leading to a front and rear suspension overhaul. The brakes were attended to and a new exhaust was fitted. The 'cookie cutter' wheels were also refurbished, while it received a full service only a few hundred miles ago. The period partially chequered seats must surely have been a draw for its new owner.



1991 964 Turbo

Mileage: **82,000** Where: **Brooklands Museum**
Sold for: **£34,700** Auctioneer: **Historics at Brooklands**

With the launch of the new 991 Turbo, now is a good time to have a look at previous generations of forced induction 911s. Values of air-cooled Turbos have slowly started to increase over the past year. The newer 993 still overshadows 964 values, which makes the latter the current pick of the air-cooled era.

This 964 Turbo came with a full, verifiable service history and respectable mileage, and has an inviting and colourful red leather interior to boot.

Highlights include the optional split-rim wheels, a comprehensive history folder and paintwork in prime condition, while the brakes, tyres and wheels were given the all clear. Apart from the 3.6-litre 964 Turbo that followed, these 3.3-litre Turbos were, to many, the last true 911 Turbos, as they were the last to offer only rear-wheel drive.



1968 911T 2.0 Targa

Mileage: **n/a** Where: **Spa Francorchamps**
Sold for: **£15,680** Auctioneer: **Bonhams**

The new 991 Targa is likely to be unveiled in the next few months, almost two years after the Coupe's launch. Porsche used the same recipe in the Sixties when it launched the Targa version a few years after the 911's introduction in 1963. This model formed part of a private collection, and was described as being in a good condition, even though it was restored four years ago and requires some attention. The green exterior is a strong contrast to the lovely magnolia interior.

This 911T features the base 2.0-litre engine, developing 110bhp, while the high-profile tyres on Fuchs wheels add to the car's appeal. Although not the first word in performance, it still offers a good level of classic car ownership and open-air fun.



993 Carrera S 1997-98



The features that come with the Carrera S are similar to the Carrera 4S's, only in rear-wheel-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
Top speed: 168mph

RATING:
★★★★★

996 Carrera 4 1998-2001



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

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

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

RATING:
★★★★★

996 GT3 1998-2000



Commonly called the Gen1 GT3, this was a lightweight 996 with a 3.6-litre engine driving the rear wheels. Suspension was lowered by 30mm and brakes upgraded.

Available in Clubsport and Comfort guises, 1,890 were built, of which 103 were right-hand-drive.

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

RATING:
★★★★★

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

RATING:
★★★★★

996 GT2 2001-03



A lightweight, Turbo-bodied 996 with updated turbocharged engine that produced 460bhp and drove the rear wheels. The suspension was upgraded,

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

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

RATING:
★★★★★

Gen2 996 C4 2001-04



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

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

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

RATING:
★★★★★

996 Turbo S 2004-05



A 911 Turbo with the previously optional 30bhp power upgrade, consisting of larger turbochargers, updated intercoolers and revised ECU. The ceramic brakes were

standard, and 18-inch alloys finished in GT Metallic Silver paint, in addition to the highly specced interior.

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

RATING:
★★★★★

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

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

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

RATING:
★★★★★

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

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

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

RATING:
 ★★☆☆☆

**996 Carrera 4S** 2001-05

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

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

Capacity: 3,596cc
Compression ratio: 11.3:1
Maximum power: 320bhp @ 6,800rpm
Maximum torque: 370Nm @ 4,250rpm
Brakes: Front: 330mm discs; Rear: 330mm discs
Wheels & tyres: Front: 18x8J, 225/40ZR18; Rear: 18x11J, 295/30ZR18
Length: 4,435mm
Width: 1,830mm
Weight: 1,495kg
0-62mph: 5.0 sec
Top speed: 175mph

RATING:
 ★★★★★

Gen2 996 C2 2001-04

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

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

RATING:
 ★★★★★

Gen2 996 GT3 2003-05

Also known as the GT3 Gen2, it was based on the facelifted 996 Carrera, but with new spoilers. The 3.6-litre engine produced 381bhp. Suspension was lowered and updated, and ceramic brakes optional. The interior was full-spec unless you opted for the Clubsport.

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

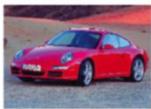
RATING:
 ★★★★★

996 GT3 RS 2004-05

Same 3,600cc engine as in GT3, but with excessive weight saving, offering 280bhp per ton – an improvement of four per cent over the Clubsport version of the 996 GT3. Moreover, it also came with PCCB included as standard. White with side inscriptions in blue or red.

Capacity: 3,600cc
Compression ratio: 11.7:1
Maximum power: 381bhp @ 7,400rpm
Maximum torque: 385Nm @ 3,500 to 5,000rpm
Brakes: Six piston calipers front, four piston rear
Wheels & tyres: Front: 18x8.5J, 235/40ZR18; Rear: 18x11J, 295/30ZR18
Length: 4,435mm
Width: 1,770mm
Weight: 1,360kg
0-62mph: 4.4 sec
Top speed: 190mph

RATING:
 ★★★★★

997 Carrera S 2004-08

As per the 997 Carrera, but with the more powerful 3.8-litre engine and PASM. 19-inch wheels 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
Length: 4,427mm
Width: 1,808mm
Weight: 1,495kg
0-62mph: 4.7 sec
Top speed: 182mph

RATING:
 ★★★★★

997 Carrera 4 2005-08

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

Capacity: 3,596cc
Compression ratio: 11.8:1
Maximum power: 325bhp @ 6,800rpm
Maximum torque: 370Nm @ 4,250rpm
Brakes: Front: 318mm discs; Rear: 299mm discs
Wheels & tyres: Front: 18x8J, 235/40ZR18; Rear: 18x11J, 295/35ZR18
Length: 4,427mm
Width: 1,852mm
Weight: 1,495kg
0-62mph: 5.1 sec
Top speed: 174mph

RATING:
 ★★★★★

Gears, differentials, and components for racing

WEEKEND TRACK TOY OR PROFESSIONAL RACECAR, WE'VE GOT THE GEARBOX COMPONENTS TO GET YOU TO THE CHECKERED FLAG.

New Product!

Guard Transmission is pleased to present our new LSD for PDK and 991 applications. Available exclusively through BGB Motorsports!



BGB Motorsports
 Grand Am CTSCC
 GS Class driver's champion.



GT Guard Transmission LLC
 (303) 530-1094 www.guardtransmission.com

AUTO2000 PORSCHE SPECIALISTS

Porsche excellence since 1985

Two top Porsche specialists team up to give you competitive insurance and high quality services for your Porsche



20% OFF SERVICING
 With every performance policy taken*

We provide a personal, high quality, guaranteed service.

- Servicing and repairs
- Free summer check
- Free PPI and pre MOT checks
- Upgrades and modifications
- Engine and gearbox rebuilds
- Restoration and special projects

01234 210 012
<http://porsche-repairs.co.uk>
 24 College Street Kempston, Bedford MK42 8LU

*We have teamed up with Performance Insurance (Porsche Insurance specialists) to offer our customers a 20% discount on servicing when you take out a motor insurance policy with them. See www.mayfaironline.co.uk or call 08444 93 57 67 for a quote. To redeem this offer just bring in your insurance certificate. Valid until end 2013.

- ALL SERVICING REQUIREMENTS
- MAJOR OR MINOR MECHANICAL REPAIRS
- ELECTRONIC DIAGNOSTIC SPECIALISTS FOR ENGINE, ABS, PSM ETC
- AIR CONDITIONING SERVICE AND REPAIR (LICENSED OPERATOR)

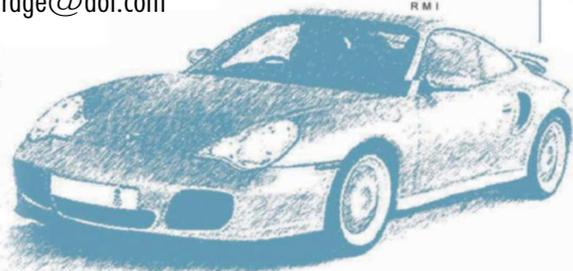
TEL: 0208 993 7318

"Servicing Porsche since 1976"

UNIT 1, 46 COLVILLE ROAD ACTON, LONDON, W3 8BL

www.no5garage.co.uk

email: no5garage@aol.com



At JMG we are dedicated to helping you get the best experience from your Porsche.

We service, diagnose, repair and improve Porsche Vehicles in our **South of England** workshops.

JMG Porsche are a family-run business built on a foundation of three generations of Porsche experience stretching back to the early 1970s.

JMG Porsche
98 Cobham Road,
Ferndown Ind Est.
Wimborne
Dorset
BH21 7RE

Tel: 01202 488800 or 07000 996911

Email: service@jmggarage.co.uk
mailorder@jmggarage.co.uk

www.jmggarage.co.uk



997 Carrera 4S 2005-08



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

Capacity: 3,824cc
Compression ratio: 11.8:1
Maximum power: 355bhp @ 6,800rpm
Maximum torque: 400Nm @ 4,250rpm
Brakes: Front: 330mm discs; Rear: 330mm discs
Wheels & tyres: Front: 19x8J, 235/35ZR19; Rear: 19x11J, 295/30ZR19
Length: 4,427mm
Width: 1,852mm
Weight: 1,550kg
0-62mph: 4.8sec
Top speed: 179mph

RATING:
★★★★★

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
0-62mph: 3.9sec
Top speed: 193mph

RATING:
★★★★★

Gen2 997 C2 S 2008-12



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

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

RATING:
★★★★★

Gen2 997 C4 2008-12



There were numerous engine and body changes as per the Carrera, but with a wider rear end plus the welcome return of the full-width rear reflector, situated between the light clusters. The new all-wheel drive was appropriated from the 997 Turbo.

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

RATING:
★★★★★

997 Turbo S 2011-13



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: 1,852mm
Weight: 1,585kg
0-62mph: 3.3sec
Top speed: 195mph

RATING:
★★★★★

997 Sport Classic ULTRA RARE 2010



Based on a 3.8-litre, rear wheel-drive Carrera S, but with 44mm wider rear arches. Several instances of retro styling including iconic ducktail spoiler and large Fuchs wheels. 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:
★★★★★

991 Carrera 2011-



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

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

RATING:
★★★★★

991 Carrera S 2011-



Same as Carrera, including 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

RATING:
★★★★★

997 GT3

2006-07



Track-focused car based on narrow-bodied Carrera and with reworked 996 GT3 engine. PASM was standard, but reworked to suit the sporting traits. Revs to 8,400rpm, 200rpm higher than 996 GT3. VarioCam was used on the 997 GT3 to improve torque.

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

RATING:
★★★★★

997 GT3 RS

2006-07



The RS was similar to GT3, but with the inclusion of the wider rear bodyshell of the Carrera S. 20kg of weight was saved from the original model thanks to carbon fibre engine cover and rear wing and plastic rear window, not to mention the relatively lightweight interior.

Capacity: 3,600cc
Compression ratio: 12.0:1
Maximum power: 415bhp @ 7,600rpm
Maximum torque: 405Nm @ 5,500rpm
Brakes: Front: 380mm discs; Rear: 340mm discs
Wheels & tyres: Front: 19x8.5J, 235/35ZR19; Rear: 19x12J, 305/30ZR19
Length: 4,445mm
Width: 1,852mm
Weight: 1,375kg
0-62mph: 4.2 sec
Top speed: 187mph

RATING:
★★★★★

997 GT2

2007-08



Essentially the 997 Turbo, but with rear-wheel-drive only. Also enjoyed a more track-orientated suspension and brake setup, with GT3-style interior and extra power at 523bhp. Porsche Stability Management and Porsche Active Suspension Management used.

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

RATING:
★★★★★

Gen2 997 C2

2008-12



Revised with restyled LED rear lights and front driving lights. M97 engine replaced with a 91 DFI unit, using fewer parts (with no problematic Intermediate Shaft) and direct-fuel injection to give much-improved economy. Seven-speed PDK transmission was a new option.

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

RATING:
★★★★★

Gen2 997 C4S

2008-12



The bodywork was as per the Carrera 4, but with the larger 3.8-litre engine. Utilised the 997 Turbo's four-wheel-drive, and Porsche Traction Management. Viscous coupling gives way to electromagnetically controlled multi-plate clutch.

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

RATING:
★★★★★

Gen2 997 GT3

2009-2012



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

Problems with rear hubs led to a recall for model year 2010 GT3s.
Capacity: 3,800cc
Compression ratio: 12.2:1
Maximum power: 435bhp @ 7,900rpm
Maximum torque: 430Nm @ 3,250rpm
Brakes: Front: 380mm discs; Rear: 350mm discs
Wheels & tyres: Front: 8.5Jx19, 235/35 ZR19; Rear: 12x19J 305/30 ZR19
Length: 4,460mm
Width: 1,808mm
Weight: 1,395kg
0-62mph: 4.1sec
Top speed: 194mph

RATING:
★★★★★

Gen2 997 Turbo

2009-13



Basically the same as the original 997 Turbo, but with new LED taillights and driver lights up front. Features larger tailpipes, plus a larger 3.8-litre engine with direct fuel injection. PDK transmission is optional. Fuel consumption cut by 16 per cent.

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

RATING:
★★★★★

Gen2 997 GT3 RS

2009-



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

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

RATING:
★★★★★

997 C2 GTS

2010-



Features the C4's wider rear body and is powered by the 3.8-litre Carrera S engine with a powerkit producing 25bhp extra. The GTS is laden with Porsche options, including PASM, sports exhaust and centre-locking alloys.

Capacity: 3,800cc
Compression ratio: 12.5:1
Maximum power: 420bhp
Maximum torque: 420Nm
Brakes: Front: 330mm discs; Rear: 330mm discs
Wheels & tyres: Front: 8.5x19, 235/35/19; Rear: 11x19, 305/30/19
Length: 4,435mm
Width: 1,852mm
Weight: 1,420kg
0-60mph: 4.6 sec
Top speed: 190mph

RATING:
★★★★★

997 C4 GTS

2010-



As Carrera 2 997 GTS but slightly heavier with four-wheel drive. In either C2 or C4 form, the 997 GTS represented a great saving over optioning up a 997 Carrera counterpart.

Capacity: 3,800cc
Compression ratio: 12.5:1
Maximum power: 402bhp @ 7,300rpm
Maximum torque: 402Nm
Brakes: Front: 330mm discs; rear: 330mm discs
Wheels & tyres: Front: 8.5Jx19, 235/35/ZR19; Rear: 11Jx19, 305/30/ZR19
Length: 4,435mm
Width: 1,852mm
Weight: 1,555kg
0-62mph: 4.6 sec
Top speed: 188mph

RATING:
★★★★★

997 GT2 RS

2010-



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

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

RATING:
★★★★★

997 GT3 RS 4.0

2010



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

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

RATING:
★★★★★

991 Carrera 4

2012-



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 tail light that comes as standard. Also features a torque distribution indicator, which keeps you informed on where the car is distributing torque.

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

RATING:
★★★★★

991 Carrera 4S

2012-



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

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

RATING:
★★★★★

991 GT3

2013-



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

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

RATING:
★★★★★

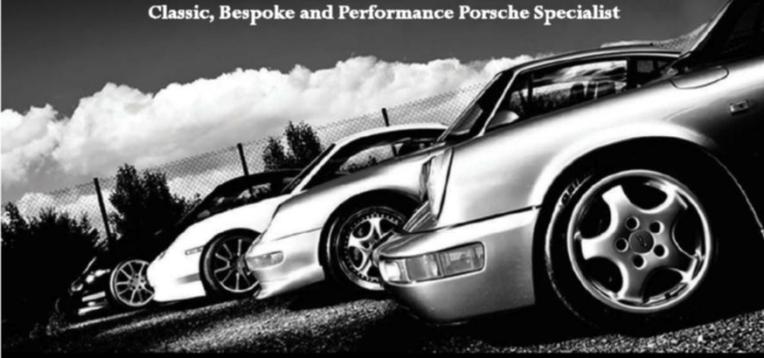
991 Turbo

2013-



RATING:
UNKNOWN

PAUL STEPHENS
 Classic, Bespoke and Performance Porsche Specialist



- 30 hand-picked Porsche currently for sale
 - All models of Air-cooled Porsche WANTED

01440 714 884
 www.paul-stephens.com

PS AUTOART



Classic style with modern features and performance
 Bespoke Porsche hand-built to your specification

01440 714 884
 www.psautoart.com

Yorkshire Classic Porsche
classic to modern Porsche

Please call us on 08434 996 911



www.yorkshireclassicporsche.co.uk
 Leeds Road, Collingham, nr Wetherby, West Yorkshire LS22 5AA

Hillcrest Specialist Cars

SPECIALIST IN PORSCHE
 Whitehouse Garage, High Street, Nettlebed,
 Henley on Thames RG9 5DB
Service, Repair and Sales
 by factory-trained technicians



www.hillcrestspecialistcars.com
01491 642911

Read anything good lately?

Shop for quality magazines, books and DVDs from Imagine Publishing



imagineshop.co.uk

MAGAZINES BOOKS
 DVDS DOWNLOADS

RSJ SPORTS CARS
 Specialising in Porsche Cars www.rsjsportscars.com



997 Turbo Cab 3.8 PDK (2010 - 10)
 White with Black Leather, Sat Nav, 16k miles.....**£75,000**



997 Turbo 3.6 (2008 - 08)
 Cobalt Blue with Ocean Blue Leather, Sat Nav, 23k miles.....**£52,000**



997 Turbo 3.6 Tip (2007 - 07)
 Basalt Black with Black Leather, Sat Nav, 53k miles.....**£45,000**



997 "2S" 3.8 Gen 2 (2009 - 09)
 Midnight Blue with Black Leather, Sat Nav, 28k miles.....**£44,000**



997 "2S" 3.8 Gen 2 PDK (2008 - 08)
 Basalt Black with Black Leather, Sat Nav, 37k miles.....**£43,000**



997 "2S" 3.8 (2008 - 08)
 Basalt Black with Black /Stone Leather, Sat Nav, 28k miles.....**£37,000**



997 "4S" 3.8 (2008 - 07)
 Slate Grey with Black Leather, Sat Nav, 42k miles.....**£37,000**



997 "2S" 3.8 (2008 - 08)
 Silver with Black Leather, Sat Nav, 27k miles.....**£37,000**



997 "2S" 3.8 (2007 - 07)
 Meteor Grey with Black Leather, Sat Nav, 19k miles.....**£35,000**



997 "4S" 3.8 (2006 - 06)
 Slate Grey with Black Leather, Sat Nav, 44k miles.....**£34,000**



997 "2S" 3.8 (2006 - 06)
 Silver with Black Leather, Sat Nav, 18k miles.....**£33,000**



997 "4S" 3.8 Tip (2006 - 06)
 Atlas Grey with Ocean Blue Leather, Sat Nav, 38k miles.....**£33,000**



997 "2S" 3.8 (2006 - 06)
 Silver with Black Leather, Sat Nav, 32k miles.....**£32,000**



996 Turbo 3.6 Tip (2003 - 03)
 Silver with Black Leather, Sat Nav, 46k miles.....**£31,000**



997 "2S" 3.8 (2006 - 05)
 Basalt Black with Black Leather, Sat Nav, 29k miles.....**£30,000**



997 "2S" 3.8 Tip (2005 - 05)
 Silver with Black Leather, Sat Nav, 32k miles.....**£30,000**

SERVICE DEPT
 All Porsches serviced from 924s to 997s.
 All work performed by factory trained technicians using Mobil oil and Porsche PIWIS diagnostics

ALL CARS SOLD WITH 1 YEAR IN-HOUSE RSJ WARRANTY

STS HOUSE,
 BRISTOL WAY,
 SLOUGH,
 BERKSHIRE,
 SL1 3QA
T: 01753 553 969

PORSCHE WANTED (2003 TO 2010)

PARAGON

The Natural Choice for Porsche



911 Carrera 4 S Cabriolet (997 GEN II)
7-Speed PDK • Arctic Silver • Black Leather Seats
Sport Chrono Pack with Sport Plus • Touchscreen
Satellite Navigation • 23,000 miles • 2009 (59)
£52,995



911 Turbo (997, Tiptronic S)
Basalt Black • Black Leather Seats • 19" Turbo
Wheels • Satellite Navigation • 29,000 miles
2008 (08)
£52,995



911 Turbo (997, Tiptronic S)
Arctic Silver • Black Leather Seats
Sport Chrono Pack Plus • Satellite Navigation
19,000 miles • 2007 (07)
£50,995



911 Carrera 4 S Cabriolet (997 GEN II)
6-Speed • Atlas Grey • Black Leather Seats
Touchscreen Satellite Navigation • 19" Carrera
Classic Wheels • 26,000 miles • 2009 (09)
£49,995



911 Carrera 2 S (993, Tiptronic S)
Arctic Silver • Black Leather Sport Seats
18" Turbo Wheels • Air Conditioning • 88,000
miles • 1996 (P)
£34,995



911 Carrera 2 (993, 6-Speed)
Arena Red • Classic Grey Leather Seats • 17"
Cup Wheels • Air Conditioning • 67,000 miles
1996 (N)
£31,995



Cayman S (GEN II, 6-Speed)
Guards Red • Black Leather Sports Seats • 19"
Sport Design Wheels • Switchable Sports Exhaust
14,000 miles • 2009 (59)
£31,995



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 Cabriolet (Tiptronic S)
Arctic Silver • Black Leather Seats • 18" Carrera
II Wheels • Satellite Navigation • 46,000 miles
2005 (05)
£27,995



Cayman S (6-Speed)
Seal Grey • Black Leather Sports Seats
18" Cayman S Wheels • Air Conditioning
18,000 miles • 2005 (55)
£20,995



911 Carrera 2 (1996, Facelift, 6-Speed)
Basalt Black • Black Leather Seats • Switchable
Sports Exhaust • 18" Carrera Wheels • 34,000 miles
2003 (53)
£19,995



911 Carrera 2 (1996, Facelift, 6-Speed)
Meridian Silver • Black Leather Seats • 19" Turbo
Wheels • Satellite Navigation • 78,000 miles
2002 (02)
£15,995

The Natural Choice for Porsche Service, Repairs & Upgrades



Why Choose Paragon Service?

We've been offering expert Porsche Servicing since 1993 and our vastly experienced technicians provide real value without compromise.

With transparent fixed pricing, clear communication, free courtesy cars and free local collection and delivery, we are the natural choice for Porsche service.



Our Capabilities & Experience

With a full range of facilities onsite including MOT testing and a tyre bay, we have everything for your Porsche under one roof.

We have 'Dealer level' diagnostic equipment and special tools, and our Porsche trained technicians have vast experience across all models and ages of Porsche.



Beyond the Conventional

We offer a wide range of enhanced services ranging from engine and gearbox rebuilds, performance tuning, upgrades and modifications through to track day preparation and support - even race car building.

With a hugely successful racing heritage our technicians are expert in laser four wheel alignment and corner weighting. We can offer settings from standard road to fast track.



The Natural Choice

We have thrived because of our focus on building long term relationships with our customers.

Our ability to offer independent advice and high quality parts choices sets us apart - as does our commitment to offering value and exemplary customer service.

The next time your Porsche needs attention, call us on 01825 830424 - we will be delighted to help you.

At Paragon, we have superb in-house service and preparation facilities, and each car is supplied with a new MOT, a 12-month/12,000-mile comprehensive parts and labour warranty, and we also include the next due service.

See more of our current stock at www.paragon.gb.com 01825 830424

PARAGON GB LTD FIVE ASHES EAST SUSSEX TN20 6HY

**FINLAY GORHAM**

PORSCHE SPECIALISTS

Established 1972

sales | service | aftersales


**2007 997 CS2 X51
FACTORY POWER
UPGRADE £33,995**

Black metallic with Sand Leather interior 53,000 miles

SatNav & Phone	Sport Chrono Package Plus	Switchable Sports Exhaust	19" Alloys
Bose Upgrade	Park Assist	Viso Stage 2	GT3 Braking System
Litronic Lights	Ceramic Brakes	Remap	Lots of extras


**2005 CARRERA 4S
WIDEBODIED CAB
MANUAL £23,995**

Seal Grey with Black Leather interior 40,000 miles

PSM	Heated Seats	Cruise Control	18" Turbo Alloys
Multichanger & Bose Upgrade	AirCon & Climate Control	Switchable Sports Exhaust	


**2002 996 CARRERA
CABRIOLET MANUAL
£13,995**

Arctic Silver with Black Leather interior 74,000 miles

Facelift Model	CD Player	Side Skirts	Hardtop
PSM	AirCon & Heated Seats	Onboard Computer	18" Alloys


**2005 997 C2
MANUAL CABRIOLET
£26,995**

Seal Grey metallic with Extended Black Leather interior, matching black hood 51,000 miles

Heated Seats	CD and Bose	Switchable Sports Chrono	19" Carrera Alloys
AirCon & Climate Control	SatNav & Phone	Home Light	19" Carrera Alloys
Litronic Lights	PSM & PASM	One Owner	


**2006 997 CARRERA
C2 MANUAL COUPE
£21,995**

Basalt Black metallic with Black Leather interior 91,000 miles

Heated Seats	SatNav & Phone	PSM	19" Multispoke Porsche Design Alloys
AirCon & Climate Control	6 Speed	Home Light	Multichanger


**2006 (55) BOXSTER
2.7 MANUAL £12,995**

Basalt Black metallic with Black Leather interior 46,000 miles

5 Speed Manual	Heated Comfort Seats	Rear Park Assist	AirCon & Climate Control
CD and Bose	PSM	Litronic Lights	18" S Alloys


**2005 997 C2S 3.8
MANUAL £24,995**

Cobalt Blue metallic with Terracotta Leather interior 34,000 miles

Heated Comfort Seats	Litronic Lights	PSM & PASM	Rear Park Assist
SatNav & Phone	AirCon & Climate Control	Sports Chrono Pack	Rain Sensors
	Home Light	19" Alloys	


**2005 997 C2
TIPTRONIC £22,995**

Seal Grey metallic with Black Leather interior 50,000 miles

Comfort Seats	SatNav & Phone	Multifunctional Steering Wheel	Sports Chrono Plus
AirCon & Climate Control	PSM	Home Light	19" Alloys


**1997 BOXSTER 2.5
MANUAL £4,995**

Arena Red with Black Leather interior 95,000 miles

5 Speed Onboard Computer	Comfort Seats	CD Player	17" Carrera Twist Alloys
	AirCon & Climate Control	Litronic Lights	

We always consider part exchange - please ask.

All our vehicles have Full Service History, MOT and a minimum of 6 months warranty.

Viewing by appointment only | Telephone: 01284 827427 | Mobile: 07831 444100 | www.finlaygorham.com
**SPECIALIST CARS
OF MALTON LTD**
APPROVED MOTOR CARS

WANTED

356 Speedster
2.7 RS
2.8 RS
3.0 RS
3.2 Speedster
959
964 RS
964 Turbo
964 Cup Car
964 Speedster

993 Carrera 2
993 Carrera 4
993 Carrera S
993 Carrera 4S
993 Turbo
993 GT2
993 GT2 Evo
993 RS
993 Cup Car
GT1

996 GT3
996 GT3 RS
996 Cup Car
996 RSR
996 GT3R
997 Cup Car
997 GT3
997 GT3 RS
Carrera GT
Le Mans cars

**Any other interesting or rare Porsches
RHD OR LHD**

Telephone: 0844 7000 997 • 0844 7000 993 • 07794 911 911 (after hours) Fax: 0844 7000 959

Visit our award winning site – www.specialistcarsltd.co.uk

22 York Road Business Park, Malton YO17 6AX

Part of Specialist Car Group of companies

TYRES • EXHAUSTS • BRAKES • SUSPENSION • ALIGNMENT • WHEELS



Centre Lock
Wheel Specialists
For All Newer
Models!

We cater for all marques

PERFORMANCE
IS OUR PASSION

- TOUCHLESS TYRE MACHINES •
- NITROGEN TYRE INFLATION •
- ANTIVIBRATION SYSTEMS •
- DYNAMIC WHEEL BALANCING •

The centre of excellence for chassis dynamics, tracking, alignment, ride height and race car set up

blackb  **ts.co.uk**

33 Chess Business Park, Moor Road, Chesham, Bucks

call us now on **01494 797820**

TOTAL TYRE TECHNOLOGY

EuroCupGT.COM

PERFORMANCE & STYLING

Carbon Fibre Exterior	Carbon Fibre Interior	Exhaust Systems	Interior Trim	LED Lights	Performance Brake Rotors	Steering & Suspension	Turbo Upgrades	Wheel Spacers & Accessories
-----------------------	-----------------------	-----------------	---------------	------------	--------------------------	-----------------------	----------------	-----------------------------



82mm Throttle Plenum Kits



996 / 997 Turbo Intercooler Kits



Highflow Induction Kits



Billet Re-Circ Valves & Silicon Hoses

Performance Brake Kits

LED Light Kits

Intake & Induction Kits

Carbon Fibre Parts

Performance Exhausts

EuroCupGT Product Showcase



DISTRIBUTORS / TUNING AGENTS

Please go to EuroCupGT.com for your local distributor and fitting agent. All EuroCupGT distributors are established tuners in their own right and can advise on upgrade options and the compatibility of items available for your vehicle.

WEBSITE & CONTACT

www.eurocupgt.com
enquiries@eurocupgt.com

Engineered for Fun. On the road and track.



From the Vintage 911 to the 997 GT3 RSR

We specialise in and carry a full line of competition suspension components for your Porsche

Count on our proven track record for providing our customers with superior engineered performance products. Our professional and personal customer service is 2nd to none. Tarett Engineering is also a stocking distributor for some of the best Porsche performance products available.

- Competition Swaybars
- Monoball Suspension Bushings
- Adjustable Drop Links
- Competition Control Arm Kits
- Shocks and Springs
- Monoball Shock Mounts
- Roll Bars
- Shifters and Stands
- Solid and Semi-Solid Engine Mounts
- Billet Aluminium Valve Covers

DEALER ENQUIRIES WELCOME

TARETT
ENGINEERING
Competition Suspension Components
13000 Danielson St., Unit K
Poway, CA 92064
858-674-5573
www.Tarett.com

Swift
Sports

REBEL
RACING PRODUCTS.COM

ELEPHANT
RACING

IPD
INNOVATIVE PRO DESIGN



JRZ

WEVO
RACING EVOLUTION

PRENNLINE
Performance Parts and Accessories

E.R.P. SUSPENSION
ENGINEERING

call now 0121 5577 911

www.ramusporsha.com

independent centre for

RAMUS PORSCHE

Porsche Advanced Fault Diagnosis

High Definition Digital Imaging Wheel Alignment

Alloy Wheels and Tyre Fitting

Suspension Package Upgrades

Performance Exhaust Upgrades

Brake Upgrades inc. Ceramics

Full Body Repair Shop

Chassis Alignment Centre



Fixed Price Menu Servicing for all Models

PERFORMANCE STYLING SERVICE PARTS

EVERY PART FOR every PORSCHE

Call our Sales Team on +44 (0) 20 8500 8811

OR
Visit our Online Catalogue at www.design911.com

PARTS FOR:
356, 944, 928, 968, 964, 993,
912 & 911's from 1965 to 2012

NOT ONLY PARTS, BUT ALSO:

- BODY SHOP & FITTING FACILITIES
- SERVICE & FITTING CENTRE
- BODY STYLING & CONVERSIONS
- WHEEL & TYRE FITTING
- DAMAGE REPAIR & RESTORATION
- ENGINE & GEARBOX REBUILDS
- SUSPENSION & EXHAUST UPGRADES
- PARTS DEPARTMENT
- WORLDWIDE DELIVERIES
- PERFORMANCE UPGRADES



WAYS TO BUY



IN PERSON



PHONE



MOBILE SHOP



WWW



E-MAIL



EASY TO USE
RIGHT PRODUCTS
AT THE RIGHT PRICE

WWW.DESIGN911.COM

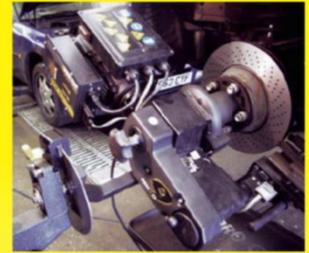


UNIT 5 • BRACKEN INDUSTRIAL ESTATE
185 FOREST ROAD • HAINAULT • ESSEX IG6 3HX

DESIGN 911
Centre for Porsche

ENGINE REBUILDS - ALL MODELS
GENERAL REPAIRS & SERVICINGGEARBOX REBUILDS
ALL MODELS

AIR CONDITIONING



DISC RE-FACING

TYRE SUPPLY & FITTING
WHEEL ALIGNMENT

RGA

LONDON'S MAJOR PORSCHE SPECIALIST

UNITS 32-34 MILES ST, VAUXHALL SW8 1RY
WWW.RGAPORSCHELONDON.CO.UK

EMAIL BOB@RGAPORSCHE.CO.UK
ALL WORK TO THE HIGHEST STANDARD AND CARRIED OUT IN HOUSE
MON-FRI 7AM-7PM, SAT 9AM-6PM, SUN - CALL
TEL: 0207 793 1447 - ASK FOR BOB FOR BOOKING ADVICE

WHEEL BALANCING,
WHEEL STRAIGHTENING &
RE-FURBISHMENT

JIG REPAIRS



RESTORATION & RESPRAYS

DAMAGE REPAIR INCLUDING
FOR ALL INSURANCE COMPANIESTORQUE TUBE OVERHAUL
924,944,968,928

LN ENGINEERING
Aircooled Precision Performance



Nickies™ The Original & Genuine Solid
Aluminium CNC Billet NSC-
Plated Cylinders



66% Stronger & Twice the Cooling - 80-105mm
Lifetime Warranty on Plating • 356, 911 & 914
PRICES STARTING AT \$4199 6CYL \$2999 4 CYL
INC. FORGED JE PISTONS ALL MODELS 1948-1998



The first line of defense against IMS Bearing failure.

Blown engine? Want more power?
We have your 'D' chunk or slipped sleeve
Cylinder repair solution!



Nickies™ for 986/987 & 996/997 models
\$4299 INC. FSR ULTRA-LIGHT JE PISTONS
STOCK OR BIG BORE SIZES UP TO 4.0 LITERS
UPGRADE TO TRIPLE CERAMIC IMS BEARING \$995
9A1 DF | CAYENNE V8 | 924/944/968 ALSO AVAILABLE



IMS Retrofit™
MY97-05 M96 MODELS
CERAMIC BEARING
STRONGER DESIGN
SINGLE & DUAL ROW \$650
IMS PRO TOOLKIT \$250
IMS SOLUTION \$1400



R&R Pro Connecting Rods
Manufactured exclusively for LN Engineering
CRYO-TREATED BILLET 4340 CHROMOLY
MOST SIZES IN-STOCK THRU 997 MODEL
6 CYL \$1699 | 100% MADE IN THE USA



MY97-13 M96/M97/9A1 UPGRADES

Improve your engine's reliability and longevity
Low-Temp Thermostat \$99+
Spin-On Filter Adapter \$150
Magnetic Drain Plug \$25.75
Oil Change Bundles Available
Billet Racing Oil Filter \$250
.5 & 2 qt Deep Sump \$349+
HPDE Accusump \$1400
"X51" Dual Oil Scavenge Pump Kits \$2000+
Power Steering Cooler Kit \$250
External Oil Cooler Adapter (Heat Exchanger Delete) \$300
Billet Tensioner Paddle \$300
Chromoly Oil Pump Drive \$25
ARP Rod Bolts \$250
ARP Carrier Bolts \$250

MOTUL



815-472-2939
www.LNEngineering.com



dealer enquiries welcome | prices subject to change | please mention this ad when calling

MENTION PROMO CODE
TTL911104
FOR SPECIAL SAVINGS

Excellence, improved.



SERVICING & TUNING



Center Muffler Bypass



Side Muffler Bypass



Sport Headers



Carbon Fiber Competition Intake

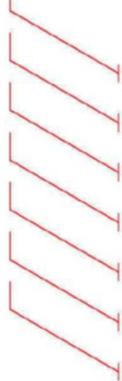


FABSPEED
MOTORSPORT
EXOTIC CAR PERFORMANCE SPECIALISTS

— THE WORLD'S BEST
EXHAUST SYSTEMS & INTAKE UPGRADES

For over 20 years, Fabspeed Motorsport has been engineering and producing the highest-quality performance exhaust and intake systems for the Porsche 911.

Fabspeed's unique Performance Packages provide proven performance increases; resulting in the ultimate 911. Performance Packages are now available for the GT3 and GT3RS, along with most other Porsche models.



- HIGH PERFORMANCE MUFFLERS & TIPS
- SPORT CATALYTIC CONVERTERS
- MUFFLER-BYPASS PIPES
- SPORT/RACE HEADERS
- ECU TUNING SOFTWARE
- COMPETITION AIR INTAKE SYSTEMS
- CARBON FIBER ACCESSORIES

Product videos and dyno results available at www.fabspeed.com!



Independent Garage Services

Independent Garage Services is an independent garage specialising in VW, Audi Group, Chrysler Jeep and Porsche. Based in Southampton, we undertake all aspects of maintenance.

Porsche Servicing – With the acquisition of the latest Porsche diagnostic equipment, we can offer menu servicing to factory specifications. Whether you own the latest 911 Turbo, Boxster or Cayenne, we offer a real alternative to main dealers. With considerable experience gained from racing our 996 GT3 in endurance racing we are comprehensively equipped to cater for all.

With little choice in the Southampton area and main dealers over an hour away, give Jim a ring today to discuss your requirements and find out how competitive we can be.

For more details on the services we offer and our pricing range – please visit our website.

www.independentgarageservices.co.uk

**Unit 5, Stanstead Road, Boyatt Wood Industrial Estate, Eastleigh, Southampton, SO50 4RZ
Tel: 02380 629606 Fax: 02380 629329**



ZIMS
AUTOTECHNIK
PORSCHE SPECIALISTS

ORDER ONLINE
www.allzim.com

PARTS FOR ALL PORSCHEs • LOW PRICES • FAST SHIPPING

1804 RELIANCE PKWY. BEDFORD, TX 76021 USA

FedEx

Fax: 001-817-545-2002
Phone: 001-817-267-4451

Nine Excellence

Independent Porsche Specialist

- Servicing, repairs & MOTs
- Engine & transmission rebuilds
- Complete restorations including bodywork & interior
- 9e Packages, exhausts, suspension & performance upgrades
- Pre-purchase inspections
- Detailing & aftercare
- Tyre fitting & Wheel refurb
- Alignment & Geo
- Fully trained Porsche technicians
- All Porsche models covered
- Fixed price servicing with genuine Porsche parts
- Collection & Delivery service
- Comfortable reception area with WiFi & refreshments

Unit 3, Axiom Business Park,
41 Balcombe Road, Horley,
(Nr Gatwick) Surrey, RH6 7HF

www.nineexcellence.com
01293 226 911
service@nineexcellence.com

- Sales • Service • Repairs
- Monthly paid maintenance package
- Re-con suspension parts

986 996 987 997 & Cayman engine repair specialists

From this...

... to this

Exchange cylinder blocks coming soon!

Tel: 01204 302809 Web: www.hartech.org
Email: auto@hartech.org

Suspension Science, Made Easy.

www.ElephantRacing.com

- High tech suspension systems
- Elephant Racing engineered, in Silicon Valley
- Restoration to full-race
- Easy to configure packages at ElephantRacing.com

The science of suspension is daunting. So many options and complex interactions. Choose complementing parts balanced as a system and your suspension will sing. Choose the wrong mix and the song falls flat.

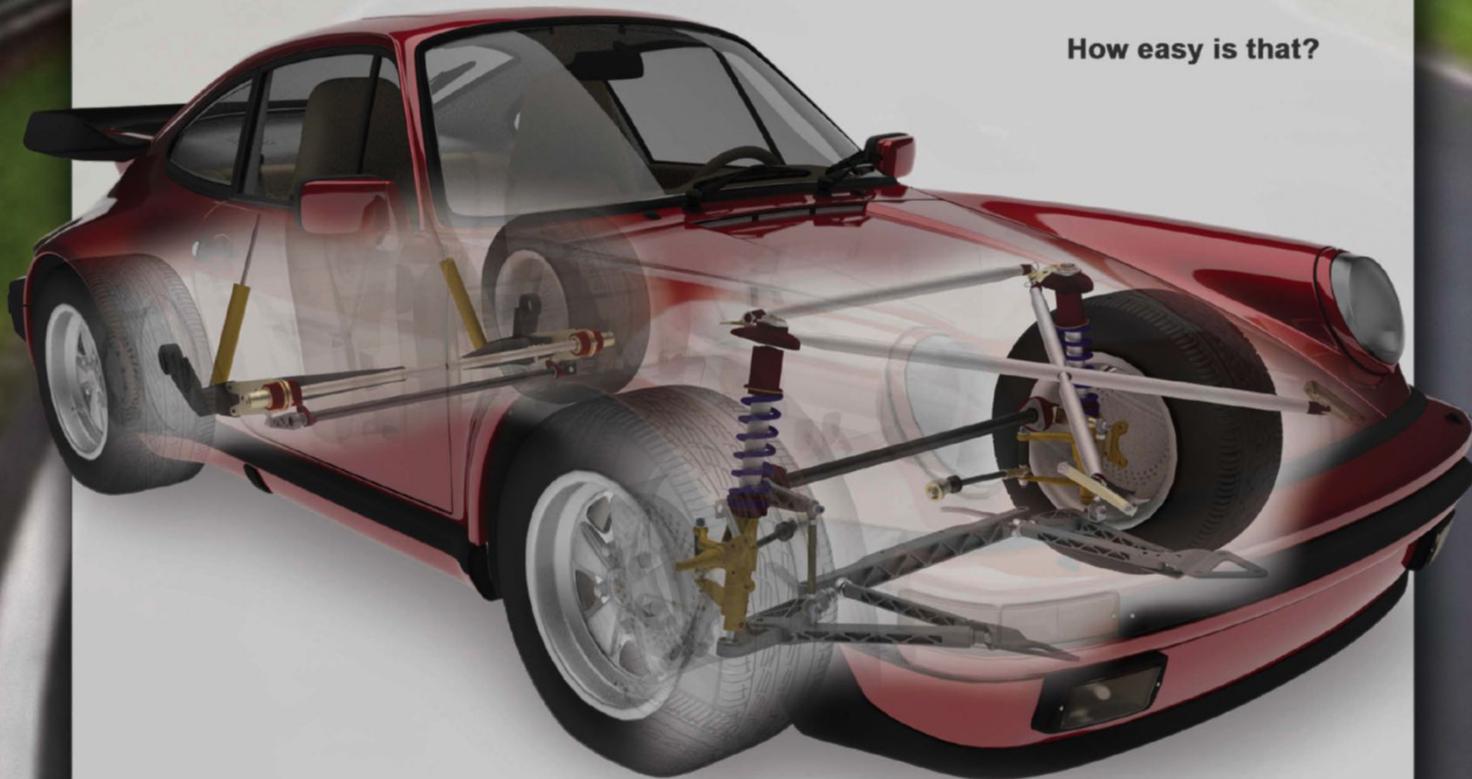
We are performance-obsessed Silicon Valley engineers who live for this challenge. We've done the hard work so you don't have to.

Using sophisticated development tools, modern materials, and innovation we've re-engineered every component of the suspension. We make it work as a balanced system. Better, faster, smarter.

Best of all, we make it easy.

We have packages to meet your objective - from restoration to full-race. Online tools let you choose and customize your suspension at www.ElephantRacing.com. Or call and we'll customize a solution for you.

How easy is that?



+1 408.297.2789

www.ElephantRacing.com

Santa Clara, California

Fast Worldwide Shipping, Low Rates.



Choose by Model >

Classic 911 964 993 996 997 991 924 944 968 928 Boxster Cayman Cayenne Panamera

WORLD LEADERS IN PARTS DIRECT

SPECIALIST

Web/Mail Order

Accessories & Gifts
 Body & Trim Parts
 Body Styling
 Books & DVDs
 Car Care & Touring
 Clothing & Shoes
 Interior Trim
 Mechanical Parts
 Motorsport Related
 Performance Parts
 Pre 74 Classics Parts
 Seats & Belts
 Sports Exhausts
 Steering Wheels
 Wheels & Accessories
 Zymol Products

Onsite Services

Porsche Car Sales
 Retail Shop
 Workshop Services

Map



Address

Unit 4 Block 2,
 Shenstone Trading Est,
 Halesowen, West Mids,
 B63 3XB, UK

Phone Number

0121 585 6088
 +44 (0) 121 585 6088

Opening Hours

Mon-Fri: 9-5:30pm
 Sat: 10-2pm

INDEPENDENT SPECIALIST RETAIL CENTRE



EuroCupGT "Best 911 of 2010"



2011 German Carrera Cup Champions



WORKSHOP SERVICES

- Porsche trained • Free vehicle diagnostics
- Specialist independent servicing does not affect your manufacturer warranty
- Full menu pricing of all Porsche models [e.g. Boxster/911 10,000 Service £199+VAT]



INTERIOR & BODY STYLING

- Carbon fibre trim
- Mesh grills
- 997 Aero & Gen2
- Aero/GT3 kits
- LED & DRL updates
- Alloy wheels & tyres
- Full fitting service
- Exhausts & tailpipes
- Competitive pricing
- Spoilers & skirts



PERFORMANCE & TUNING

- Free fitting on complete exhaust systems
- EuroCup GT Tuning & Remapping
- Track day & Fast road Preparation
- Suspension, geometry & wheel alignments
- Carbon intake kits & Cold air intakes



WEBSITE & MAIL ORDER

- All parts for all models, 1965 to Present Day
- **15,000** lines including Famous Name Brands
- Secure Online Payment Systems
- All UK Deliveries now **£9.99 Inclusive!**
- Worldwide shipping with favourable rates



We're on the same team.

If we were not in the parts business we would be someone else's customer.

When we're not selling Porsche parts we're working on and driving our own Porsches.

- 996 daily driver
- Boxster street/track car
- 964 Euro RS conversion street/track car
- 1973 911 RS conversion with 3.6 engine
- 944 Turbo track car
- 944 race car
- 944 street car
- 1973 911 restoration
- 924 Turbo restoration
- 914 driver

Join Team EBS Racing at ebsracing.com. Receive our monthly newsletter, Team EBS Racing Nurburgring decals, and a free 200-page Porsche Tool Catalog PDF.



EBSracing.com

email ebsracing@aol.com

toll-free **800-462-3774**

international **775-673-1300**

international fax **775-673-2088**

4068 S. McCarran Blvd. | Unit B
Reno, Nevada 89502



- After Market Tuning Parts
- All Porsche Parts Supplied
- Comprehensive Service Facilities
- Cayenne, Cayman, Boxster & 996/997
- Geometry & Tracking
- Guaranteed Power Packages
- Performance Upgrades
- Race & Track Car Preparation
- A/C Repairs and Gas Replenishment
- Wheel & Tyre Supply and Fitting
- Wheel Refurbishment
- Bilstein & KW Suspension Kits

Tel: 01296 714856

service@promaxmotorsport.com
parts@promaxmotorsport.com
www.promaxmotorsport.co.uk

LEATHERCAR RENOVATIONS

Connolly Leather

*Trained & Approved
Professional Leather
Upholstery Renovation
Specialists.*

- Leather upholstery to car & aircraft seating, suites & contract seating refinished using genuine tannery lacquers.

- Professional DIY kits made to order.

- Genuine Connolly Hide Care Cream, professional leather cleaner & care products available from www.leathercaredirect.com

from this

to this

Tel: 01925 851621

www.leathercaredirect.com

Unit 2 & 3 Aston Court, Kingsland Grange, Warrington, Cheshire WA1 4SG
Fax: 01925 456331

Direct Line Together. Our way of rewarding customers.



direct line

Underwritten by UK Insurance Limited

We'll give you, or anyone else in your home, **10% off** every extra product you buy – on top of any other offer that's running. **Call or visit directline.com**

Car Insurance

10% off with our multi-car discount

10% off your first car, plus 20% off every additional car insured at the same address.

Call **0845 246 3769**

(Based on Direct Line data 07/01/13 to 11/05/13. Based on 92% and 87% getting 10% and 20% introductory discount respectively)

Van Insurance

20% off

Van Insurance

Call **0845 605 9323**

(introductory discount. Offer runs from 01/08/13 to 09/12/13)

Breakdown Cover

From **£29** when you buy online

In partnership with **GreenFlag** No Member Since

Call **0845 246 0007**

(0% of online Rescue Cover customers achieve this price or lower)

Home Insurance
0845 246 3997

Travel Insurance
0845 246 3393

Pet Insurance
0845 300 7859

Landlord Insurance
0845 604 2287

Small Business Insurance
0845 301 5096

take the direct line

(Direct Line Together offer excludes Single Trip Travel Insurance, Discoverer Travel Insurance, Home Response 24 and SELECT. Only applied to Breakdown Cover when purchased by phone. Direct Line Together saving not applicable to Breakdown Cover only customers when purchasing Car Insurance or Van Insurance. Discounts applied consecutively.)

Porsche motorInsurance

New & exclusive scheme
at reduced rates
guaranteed!

10%* discount for
**Porsche Club
Members**

With every New Policy
20% off your next service at
AUTO 2000
PORSCHE SPECIALISTS



mayfaironline
insurance & mortgage consultants

**Performance
INSURANCE**

www.mayfaironline.co.uk

Tel: 08444 935 716

* Subject to terms & conditions. Calls may be monitored for training purposes.

A member of Mayfair Insurance & Mortgage Consultants Limited

Mon-Thurs: 9am-7pm,

Fri: 9am-5.30pm - Sat: 9am-1pm



Specialist Car Insurance

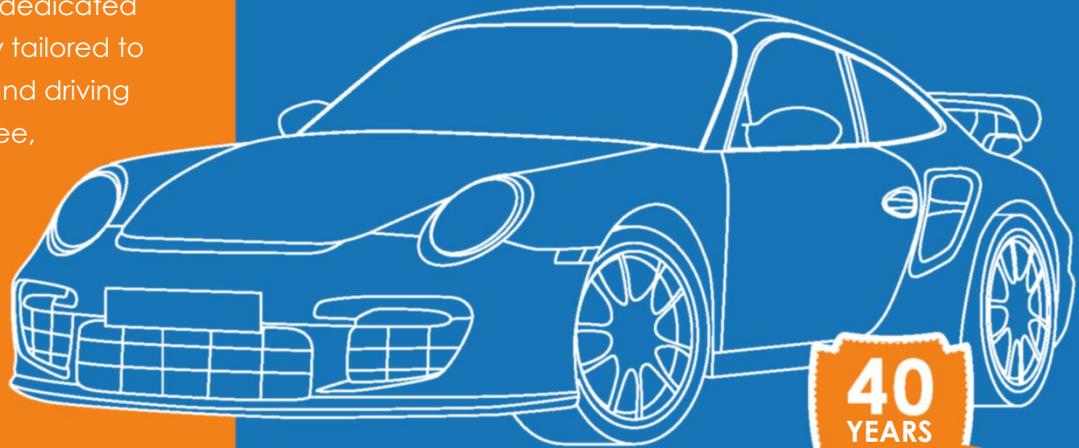
Adrian Flux know how much you love your 911, that's why we are dedicated to finding you a great policy tailored to your specific requirements and driving history. Call us today for a free, no obligation quote.



0800 081 8989
adrianflux.co.uk

Authorised and regulated by the Financial Conduct Authority

YOUR PRIDE AND JOY



Our Policies can offer:

- FREE Legal Cover
- Limited Mileage
- Club Discounts
- Agreed Value
- Modified Cover
- Track Day Cover

One badge...one Club



From £600 to 600bhp, whatever you own – we're here for you

The Benefits

Flagship Magazine • International, National and Regional Club Events • Registers
Factory Visits • Motorsport Division (inc. Track Days) • Cars and Parts For Sale
Technical Support • Member Discounts • Club Shop • Website and Forum

Join Us

The ONLY officially recognised Porsche Club in the UK - with approx 13,000 members

Membership from £60 pa*



Porsche Club
Great Britain



* Individual UK Resident's Membership (plus initial £10 joining fee).
Porsche ownership not required! Prices correct at time of going to press.

Tel: 01608 652911 (8.30am - 5pm) www.porscheclubgb.com

Learn to inspire

www.dphotographer.com



Digital Photographer

Available from all good newsagents and supermarkets

ON SALE NOW

> Improve your portraits > Better lighting > Superzooms on test



BUY YOUR ISSUE TODAY

Print edition available at www.imeshops.co.uk

Digital edition available at www.greatdigitalmags.com

Available on the following platforms



 facebook.com/DigitalPhotographerUK  twitter.com/DPhotographer

NEXT ISSUE

In **total 911** the world's only magazine dedicated to the iconic Porsche 911

991 Turbo first drive

The verdict on the all-new Porsche 911 Turbo. With 520hp, active rear-wheel steering and adaptive aerodynamics, is this the best 911 yet?



PROJECT 50 ON TRACK

Richard Attwood and Porsche GB celebrate the 911's half century in style



WORLD OF RS REPLICAS

Double the fun but a tenth of the price of the real thing: replicas discussed



911 TECH: OVER-REVS

Report on how over-revving water-cooled 911s can invalidate your warranty



KREMER 935

Up close with the very 935 K3 that conquered Le Mans in 1979

Issue 105 in shops and online from 11 September 2013

Route Napoléon

Written and photographed by **Steve Hall**

WHAT'S YOUR ROAD?

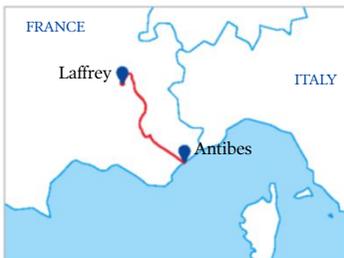
Contact us at
editorial@total911.co.uk
or via Twitter: @total911
and have your say



Essential info

LOCATION: Grenoble-Grasse, Rhone Alpes-Provence Alpes Cote D'Azur, France

LATITUDE: 45.1900 N, 5.7200 E-43.6589 N, 6.9258 E



LENGTH OF DRIVE: 186 miles (85 miles south section)

POINTS OF INTEREST:

- The Roc, Castellane

FOOD AND ACCOMMODATION:

Ma Petite Auberge
8 Boulevard de la République
04120 Castellane
France
+33 4 92 83 62 06

Total 911 embarks on another visit to France to explore one of the best-known great driving roads that Europe has to offer

Simply put, the Route Napoléon deserves every plaudit that has so far been cast its way. It is a remarkable route to drive, and the fact that it resides in the south of France – making it a brilliant holiday destination in its own right – is surely all the excuse you need to get that vacation booked and cruise to Grenoble as soon as possible.

The full Grenoble-Grasse route on the N85 may satisfy the purist in you, but at 300 kilometres it's a long day's worth of driving and in truth the very best section of the Route Napoléon lies to the south between Digne-les-Bains and Grasse. The north section from Grenoble to La Saulce is 129 kilometres long, and while

it's peppered with some great little sections, it can be clogged with trucks and caravans.

Therefore, it's well worth jumping onto the A51 at La Saulce for the 47 kilometre leap down to junction 21 (signposted 'Nice par RN'); the N85 runs virtually parallel to the A51 here anyway so we'd suggest that it's worth pocketing the time saved. After a quick 30 kilometre run down to Digne-les-Bains, things really start to get interesting, as the route climbs south out of town and the typically well-surfaced road starts throwing more curves into the mix. The scenery gradually changes too, with ever more impressive vistas coming at you as you traverse south. The fast-flowing pace of the road affords plenty

of overtaking opportunities before curling up like a tossed ribbon in the mountainous area north of Castellane, with numerous 180-degree bends challenging brakes and driver alike. A fast, clear run through here leaves you breathless, and a lunch break in Castellane is served by numerous restaurants.

There's still another 60 kilometres to go before reaching Grasse, with stunning views to the coast as you reach the southern-most part and breathtaking combinations of fast open corners along the way. It really is a thrilling way to spend a couple of hours behind the wheel, and we would fully understand if you decide to turn right round and do it all again from the opposite direction. **911**

PARACHUTE NOT INCLUDED

At EVOMSit we are dedicated to achieving ultimate perfection. The technological advances made with our world record breaking Porsche street and race cars allow us to push the limits and integrate our technology into all of the cars we tune.

Each Porsche software upgrade is designed by EVOMSit engineers for European vehicles, fuels and climate. The result is an increase in power, torque, drivability and fun! EVOMSit: the ultimate software tuning for your Porsche available exclusively from Regal Autosport.





*Made in Germany | www.fvd.net
Porsche® Tuning | Parts | Service*

since 1984

Tuning | Parts | Service



Like us on Facebook
facebook.com/fvdbrombacher



™ Watch our YouTube™ Channel
youtube.com/fvdbrombacher



No matter if you need parts for your aircooled or watercooled, we have everything you need.
Simply visit us at www.fvd.net and discover why more enthusiasts choose to put our passion into their Porsche®

fvd Germany

phone: +49-7665-98990

fax: +49-7665-989920

www.fvd.net

fvd North America

phone: +1-954-571-2050

fax: +1-954-571-2060

www.fvd.net