

CELEBRATING  50 YEARS OF PORSCHE 911 • NOTHING ELSE MATTERS

# Total 911

THE PORSCHE MAGAZINE

**3.2 V 996:** Same price tag, vastly different drive. Which is the better entry-level buy?



[www.total911.com](http://www.total911.com)

# CARRERA 4 ULTIMATE TEST

48 glorious hours with the all-wheel-drive 991

## 997 TURBO S

Every detail examined on the fastest Turbo yet

**EVERY  
911 MODEL  
LISTED &  
RATED**



## PLUS

- Rolex 24-Hours
- Monte Carlo classic
- 2.2 Targa restoration
- Roland Kussmaul interview
- 911 servicing: independent specialists

## MAGNUS WALKER TALKS HOT-RODS

LA's Urban Outlaw discusses the merits of customising your 911



## FULLY REVIVED AMETHYST 964

How this modest C4 ousted an R8 to become an endearing part of the family



**Digital Edition**

GreatDigitalMags.com

ISSUE 98





## Porsche Approved Warranty

The Porsche Approved Warranty provides you with the quality and assurance of a manufacturer's warranty and provides cover against the cost of repairing or replacing original Porsche systems or components.\*

A one year Porsche Approved Warranty including Porsche Assistance is now available from just **£829** for renewal, or **£909** for those without existing cover.\*

For more information on the Porsche Approved Warranty or the range of Porsche services available, please consult your nearest Porsche Centre or call **08457 911 911**.



**PORSCHE**

Visit [porsche.co.uk/centrename](http://porsche.co.uk/centrename)

### 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](http://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

\*Terms and conditions apply. The 1 year Porsche Approved Warranty is available for vehicles up to 9 years old, where the mileage is less than 125,000 miles. The Porsche Approved Warranty is subject to a 111 point check (£180 + VAT) and warranty terms and conditions. Carrera GT and non-road vehicles are excluded. No excess payable on claims. VAT does not apply. 2 year Porsche Approved Warranty is also available – please contact your Porsche Centre for further details.



# Welcome



**M**any models of the 911 may be appreciating right now, but that doesn't mean you can't pick up a respectful example of Porsche's premier marque for relatively little money. Sure, we'd all like a £130,000 Turbo S (as featured in our revamped Ultimate Guide on page 52), but a 3.2 Carrera or 996, as featured in this issue, make for a fantastic sub-£20,000 foray into 911 ownership. Whether you'd rather opt for the charm and classic shape of the 3.2 Carrera or the technology and power outlay of a 996 is, of course, all part of our investigation here.

Elsewhere, we have taken the ever-beautiful 991 Carrera 4 to Wales to pit the newest all-wheel drive 911 in its most challenging environment yet. It really is testament to Porsche's continued evolution of their supercar that we can still come away from such experiences amazed at Stuttgart's latest work. The new C4 rose to the challenge of our extended road trip and surpassed original expectations from the first drive in Austria last year. Without question, this car has even more to give than first thought.

Restorations of more ancestral 911s are also showcased this issue, with two beautiful tales of revival to inspire us all.

Speaking of revivals, you will also notice the reintroduction of the Data File to the Premier Porsche section of the magazine. Containing key information and a critical outlook

**“It really is testament to Porsche that we can still come away amazed at Stuttgart's latest work”**

on every model, the Data File should be treated as the definitive verdict to assist you in the world of 911s.

The evolution of **Total 911** also continues online, too, where you can find a rejuvenated website packed with brand-leading information as well as the usual great debate from readers. If you haven't done so already, do get involved.



*Lee Sibley*

**LEE SIBLEY** • Deputy Editor

E: lee.sibley@imagine-publishing.co.uk  
T: 01202 586291

## Join the community

**f Facebook**  
**/total911magazine**  
2,081 likes

**t Twitter**  
**@total911**  
6,387 followers

**911 www.total911.com**  
**Visit us for up-to-date news and debate**  
7,103 comments









# Shot <sup>911</sup> Opening

Normally associated with brutal performance on the road, the relative serenity of a photo studio alcove provides a humbling occasion during which to admire the quieter side of a 523bhp Turbo S and its stunning aesthetics.

Photograph by **Jonny Gawler**





# Contents

## **16** 48 hours with the Carrera 4

“Boy, what a fiendishly accomplished car, full of depth, ability and integrity. This is the most complete car Porsche currently makes”



For back issues, subscriptions  
and other Total 911 products visit

[www.imagineshop.co.uk](http://www.imagineshop.co.uk)



## Essentials

- 08 **Update**  
News and product reviews
- 12 **Views**  
Your letters, emails and tweets
- 14 **Opinion**  
Magnus Walker's case for hot rodding
- 60 **UK subscriptions**  
Latest offers for UK fans of T911
- 80 **Living the legend**  
Our contributors detail another month in the life of a Porsche owner
- 112 **USA subscriptions**  
Our special offer for US readers
- 113 **Coming soon**  
A sneak peek at next month
- 114 **Great roads**  
We jet Stateside for one of the world's most iconic drives

## Features

- 16 **48 hours with the Carrera 4**  
We give the new Carrera 4 an ultimate test over a 300-mile road trip
- 26 **3.2 vs 996**  
Entry-level 911s examined
- 32 **1971 2.2 Targa**  
How Josep Vicent rescued this Targa
- 40 **3.6 964 Carrera 4**  
Sitting pretty after a bespoke revival
- 46 **Paragon: Independent Specialists**  
After last month's OPC visit, we check out one of the independent centres
- 52 **Ultimate Guide: 997 Turbo S**  
Everything you need to know about the fastest all-wheel-drive 911 yet
- 62 **Interview: Roland Kussmaul**  
Up close with the father of the GT3
- 68 **Monte Carlo Historic Rally**  
We follow the Porsche contingent every step of the way
- 74 **51st Rolex 24-hours at Daytona**  
Trackside report from Daytona for this day-long test of endurance





# Update

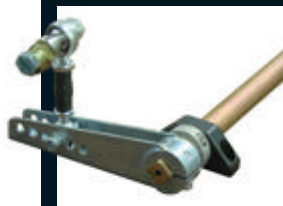
The latest news, updates, products and gadgets from the world of Porsche and beyond

## In brief



### Correlation protractors

**Total 911** reader Michael Burgess has remanufactured protractors that correlate the opening angles of the throttles with the injection pump on mechanical fuel injection systems. Once available as a service tool to independent garages, they are now no longer available from Porsche. More information can be found on the website. [www.911mfi.com](http://www.911mfi.com)



### New Tarett sway bars

Tarett Engineering have produced an RSR replica sway bar and drop-link kit for 911s up to 1989. The arms are copies of real RSR arms, but redesigned to fit to their lightweight hollow 4130 chrome moly 22mm sway bar. The front and rear drop links also look similar to the RSR design, except with larger and more robust Teflon-lined rod ends. For more information, visit the website. [www.tarett.com](http://www.tarett.com)

## Porsche begin celebrations for the 50th anniversary of the 911



**T**he year 2013 was always going to be special for the 911: Frankfurt's motor show in the autumn will mark exactly 50 years since model 901 was unveiled to the world as a replacement for the 356, and now Porsche have announced the first details of their plans to celebrate an unprecedented automotive milestone for the Earth's most decorated sports car.

Fittingly, the first anniversary event

will take place at the Porsche museum in Stuttgart from 7 to 10 March, where three special exhibits will be on display: an early-model 911 Turbo Coupé, a 911 Cabriolet study from 1981 and a 1997 GT1 straßenversion. A pre-series Type 754 T7 will also accompany this unique display, the chassis of which was a milestone on the way to the now legendary 911 design.

Later in the year, the Porsche museum will be celebrating '50 years of the 911'

from 4 June - 29 September with a special exhibition featuring the history and development of the nine-eleven.

An authentic 1967 model 911 will also embark on a world tour, taking in major events across five continents including Pebble Beach CA, Shanghai, Goodwood UK, Paris and Australia. You can follow the progress of the car at [www.porsche.com/follow-911](http://www.porsche.com/follow-911). Further celebrations are to be announced later in the year.

## Recall nearly complete for 2010 year 997 GT3s



Nearly all the 2010 year GT3s recalled at the tail end of last year now have new centre-locking rear hubs.

Recall notices were handed out to 455 owners of the 997 Gen2 GT3 before Christmas, the problem being the potential failure of the hubs "under certain driving conditions." Porsche have fitted new hubs, and revised maintenance procedures for track driving are also expected to be introduced by Stuttgart.

Find out what **Total 911** readers think of the recall on our Views page.



## Gemballa ready for Geneva showcase

German tuning giants Gemballa are set for their latest car and equipment revelation at the Geneva motor show this month, where particular attention will focus on their new GForged-one 'diamond cut' wheels. The 21-inch wheels are over 1kg lighter than Porsche's own 20-inch wheels despite their larger diameter, which leads to a better performance in that crucial area of unsprung mass. A full report on the Geneva show will be available in Issue 99 of **Total 911**.

[www.gemballa.com](http://www.gemballa.com)



## Keep up to date online...

Log on to **www.total911.com** to get the latest news and more

- Competitions
- Features
- Subscription offers
- Videos
- Back issues
- Twitter feeds

## Contact us...

Share your views on all things 911 and Porsche related. Send your thoughts to:

**Email:** [editorial@total911.co.uk](mailto:editorial@total911.co.uk)

### Write to us:

Total 911, Imagine Publishing Ltd, Richmond House,  
33 Richmond Hill, Bournemouth, BH2 6EZ, UK

## Join the debate:

**Twitter:** @total911

**Facebook:**  
[www.facebook.com/total911magazine](http://www.facebook.com/total911magazine)



## iMagnet phone mount

**\$59.99**

Mount your phone effortlessly inside your car with this easy-to-install phone holder. It features an intuitive 'quick snap and remove' mounting action, with an adjustable swivel for 360-degree accessibility. The mount boasts a patented high-resilience sticky gel suction cup, which is suitable for use in cars, at home or in the office. It is available now from Amazon. [www.amazon.com](http://www.amazon.com)



### At a glance

- Micro SD memory card
- 5 MP camera
- 2.8-inch touchscreen
- 155g weight

## Porsche BlackBerry smartphone

**€1,475 (£1,274)**

The Porsche Design smartphone in conjunction with technology giants BlackBerry continues to sell well. The P'9981 features a 2.8-inch touchscreen, and is equipped for high-speed internet and HD quality video recording. The beautiful aesthetics are accentuated by the forged

stainless steel frame and rich leather backing. Furthermore, the P'9981 features a powerful 1.2GHz processor and 8GB of memory. A QWERTY keyboard is available for UK customers. For more information, visit the Porsche Design website: [onlineshop.porsche-design.com](http://onlineshop.porsche-design.com)



## The perfect cut with Porsche Design

**£115**

This luxury rose gold cigar cutter from Porsche Design works with a radial and axial movement of the blades in order to ensure you get an ideal cut of your chosen cigar. The large size of the ring

makes this cutter perfect for fat cigars, and guarantees an ideal cut even with especially thick cigars. Visit the website for more information.

[www.porsche-design.com](http://www.porsche-design.com)

## Apps of the month

### Editor's choice

## Rennlist Forums

**Free**

The Rennlist online forum is a 24-hour hive of activity among 911 enthusiasts, and the app enables you to access live topics from wherever you are. It provides access to all topics featured on the main website, and live updates ensure you'll always have up-to-date feeds. Very much the future of enthusiast forums at large.



### You may also like

## Car Logbook

**Free**

*Car Logbook* is the perfect app for keeping track of your vehicle expenses, mileage and fuel consumption. You can even graph this data over time. Additionally, you can maintain a record of your business trips for tax purposes. All data gathered can be filtered by date, and records can be kept for multiple vehicles at a time.



### Wildcard

## Need For Speed

**£2.99**

If you're partial to some high-octane, multi-marque driving action while on the move then you might like to try *Need For Speed: Most Wanted*. Long established on videogame consoles, the new adaptation for smartphones provides hours of endless fun behind the virtual wheel of your favourite sportscar, including the iconic 911.





# Motorsport

## GT3 Cup Challenge GB gets ready for 2013

Testing day confirmed at Silverstone for 14th March

**T**he wraps will come off both the Porsche Carrera Cup GB and the Porsche GT3 Cup Challenge GB during the major pre-season test day at Silverstone on Thursday 14 March. The Silverstone national circuit will be given over to a full day of testing, with drivers in both series enjoying track time in the build-up to the start of the new season. Traditionally, this key test day is the first chance for teams and drivers to compare times and size up the opposition as they prepare for the opening races of the season.

The Carrera Cup GB cars will run throughout the morning, while the afternoon will be split into sessions to accommodate both championships. The 11th season of the Carrera Cup GB will start at Brands Hatch on 30/31 March, while the GT3 Cup GB programme



kicks off two weeks later at Donington Park (13/14 April). The Carrera Cup GB will enjoy a 10-event, 20-race schedule alongside the British Touring Car Championship, while the GT3 Cup Challenge GB has a six-event, 12-race programme culminating with a guest slot at the BTCC meeting back at Silverstone.

### GT3 Cup race dates:

- **13/14 April** – Donington Park, National
- **11/12 May** – Snetterton, 200
- **6/7 July** – Croft
- **10/11 August** – Rockingham, ISSC
- **21/22 September** – Brands Hatch, Indy
- **28/29 September** – Silverstone, National

## Spa Classic to stage anniversary grid for 911s

The sight and sound of an early 911 reverberating around the Spa circuit makes for a tantalising experience at the best of times, and 911 fans can once again enjoy these iconic greats in action among a festival of retro competition at the 2013 Spa Classic.

The third annual weekend dedicated to classic racing and touring is set to pay homage to the 911's 50th birthday, too, following the announcement of a one-time grid exclusively assembled to competition variants of the marque. The Spa-Classic

Jubilee grid will see 911s from 1964-74 take to the start line, meaning spectators can cast their eye over a number of S, R, RS and RSR models in action. The Spa-Classic Jubilee grid will enjoy one practice session of 30 minutes, a 30-minute qualifying session and two 30-minute races over the weekend of 24-26 March.

Drivers with the appropriate 911 can submit an entry form by visiting the Spa Classic website.

[spa-classic.com](http://spa-classic.com).



## Racing updates Latest news from racing series around the globe

### Le Mans 2013

Organisers FIA and ACO have confirmed the Porsche AG Team Manthey entry for GTE class at Le Mans, with the 991 RSRs given numbers 91 and 92.

### Carrera Cup Australia

22-year-old Main Beach driver Shae Davies will this year contest the entire seven-round Porsche Carrera Cup Championship for Team Kiwi Racing.

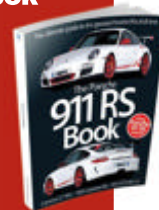
### American Le Mans

Porsche works driver Nick Tandy has been confirmed as part of the Team Falken line-up at the 12 Hours of Sebring race, Florida, from 13-16 March.

## Total 911 extras

### The Porsche 911 RS Book

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



### Porsche 911 Turbo: The Ultimate Guide

Porsche 911 Turbo contains the best of Total 911. It's a great addition to your Porsche library. Available from [www.imagineshop.co.uk](http://www.imagineshop.co.uk)

### Total911.com

For the latest news, videos, photos, interviews and features, head to [www.total911.com](http://www.total911.com) or subscribe to our RSS feeds.

### Twitter and Facebook

Follow us on Twitter (@Total911) for an extra dose of Porsche, and our Facebook page ([www.facebook.com/total911magazine](http://www.facebook.com/total911magazine)) provides a great way to interact with the 911 community.

### Get Total 911 wherever you go

Total 911 is now available for smartphones and tablets at [www.greatdigitalmags.com](http://www.greatdigitalmags.com). As well as giving you access to back issues, you can purchase or subscribe to any Imagine magazine. The best part? It's suitable for every device, from Android and BlackBerry to iPad and iPhone. Never be without the world's best Porsche magazine again.





**Porsche Parts 911, Boxster, Cayman, Cayenne**

## **LARGEST INVENTORY OF HARD TO FIND PORSCHE PARTS**



Featured on *National Geographic*  
NATGEO Channel TV, series Break it  
Down, episode "Porsche in Pieces"



- Engines, Transmissions, Brakes, Wheels,  
Seats, Bodies, etc...**
- Over 400 Porsches in Inventory**
- We Ship Worldwide!**

phone 818.767.7243 fax 818.768.0911  
9819 Glenoaks Blvd • Sun Valley CA 91352  
info@ladismantler.com

**www.ladismantler.com**

**"Quote this ad for a 5% discount"**  
**Free shirt with orders over \$1000**  
Cannot be used in conjunction  
with any other special offer



# Views

Your letters, emails and tweets

## Join us online...

Log on to **www.total911.com** and experience 911 heaven online

- Latest news updates
- 911 Face-Off
- Subscription offers
- 911 blog
- Back issues
- Twitter feeds

## Total 911 hot topic

Our hot topic this month focused on the recall of 2010-year 997 GT3s to fix a potential failure of the rear hubs on Centre-Lock wheels.



Many opinions were voiced across our website and social media pages. Here's some of the best responses of what you had to say on the matter:

Three years! 3 whole years in production for the 997 GT3 and they STILL have recall issues???

**Leon Valverde, via Facebook**

I dropped off my GT3 yesterday and picked it up today. Porsche replaced the rear hubs and the rear bearings, plus other miscellaneous parts such as nuts, screws etc, then did the wheel alignment. All appears to be well, though I had little worries in the first place!

**Peter Golinsky, via email**

Apparently the hubs could fail under 'certain driving conditions'. I bet these conditions are met constantly in a GT3!

**Brendan O'Leary, via Twitter**

Oh crumbs! I guess I'll be expecting my notice in the near future. Better to be safe than sorry.

**Romeo Soler, via Facebook**

As a Gen1 owner, the Centre-Lock wheels are one of the things I DO NOT like about Gen2s, though I hear everything else about them is great.

**Ben Przekop, via email**

Great excuse for crashing a GT3 now, then! "It wasn't my fault, the centre lock hub must have failed."

**Andy McKay, via Twitter**

Just had a letter from my dealer, but the car was booked in for a check anyway. Will take 11 hours service time.

**Kristian Hensler, via email**

## Letter of the month

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

**WIN!**

**Porsche 911: Celebration Of A Legend** bookazine



## A historical check

Dear Sir,

As a subscriber to **Total 911**, I was wondering if you had ever run an article on the very limited 911 SSE?

As a proud owner of a Grand Prix white 911 SuperSport convertible (which I'm told by the garage I bought the 911 from that it had featured in a film), I'm interested in discovering the limited numbers of Coupe, Targa and Cabriolets made in RHD. Unfortunately, it appears that no official records exist of how many were made at the factory. I'm keen to get in touch with other SuperSport owners and find out how many are still on UK roads. Can you help?

*Ross Jolly, via email.*

*Thanks for your enquiry, Ross. The SSE or 'Turbo-Look' 911s were indeed a rare breed, produced in Coupe, Targa and Cabriolet body styles between*



*1984-89. Only 75 SSE's were available as right-hand drives. Adding to the rarity of your particular SSE, only 26 of the said 75 were known to be Cabriolets. Our last visit to the SSE in the magazine was actually back in Issue 79; you can purchase this or any previous issue of **Total 911** by visiting [imagineshop.co.uk/magazines/total911](http://imagineshop.co.uk/magazines/total911).*

**"Only 26 of the 75 right-hand-drive 'Turbo Look' SSE's are known to be in Cabriolet variant"**

## 996 Exhaust inspiration

Dear Editor,

I am a regular reader of **Total 911**, although I am not a subscriber of the magazine (yet).

The article by Joel Newman about his 1999 996 Carrera 4 caught my eye, as I have recently bought a 2000 Millennium Special Edition 911 (Carrera 4) to add to my mini collection of Porsches. The exhaust upgrade by Joel sounds exciting, as I also feel the engine sound of my 996 is not nearly as good or as loud as my 2008 Boxster RS 60 Spyder. The QuickSilver Sport Exhaust, like the one installed by Joel, may be the next thing I want to add to my 996. I had installed a Competition Grade IPD Inlet Plenum to both the 911 and the Boxster S, and the improvement in power and sound is great.

Please pass on my thanks to Joel for sharing his experience on his 996. Also,

I would like to hear more about how his 996 runs afterwards.

Thanks,

*John Yen, via email*



*It's fantastic to hear you enjoy Joel's contributions to the 'Living the Legend' section of **Total 911**. John. Joel's project at large is testament to the belief that the early 996 makes for a super 911 ownership experience if looked after accordingly. Speaking from first-hand familiarity with the QuickSilver exhaust on Joel's 911, I found the rapturous tone when pushed hard to be highly addictive, while the system retained a refreshingly docile hum when merely pottering through traffic. The best of both worlds, then. You'll be pleased to hear that there's plenty more to come from Joel and his 996 in forthcoming editions of **Total 911**, to boot.*



## Contact us...

Share your views on all things 911 and Porsche related. Send your thoughts to:

**Email:** [editorial@total911.co.uk](mailto:editorial@total911.co.uk)

### Write to us:

Total 911, Imagine Publishing Ltd, Richmond House,  
33 Richmond Hill, Bournemouth, BH2 6EZ, UK

## Join the debate:

Chat to us about all things Porsche-related by following us on our Twitter page:  
**@total911**



## Falken competition winner – a thanks

Dear Sir,  
Please find a selection of photographs of my 996 C4S with new FK453 Falken tyres; a prize from your competition in issue 91. Incidentally, it was very timely, as three of my previous tyres needed replacing. The new tyres were fitted about two months ago now, and the feel and grip remains fantastic. Many thanks to **Total 911** and Falken – and keep up the good work, I love the magazine. PS, the photographs were



taken by my sister, Sarah Carter.

Best wishes,

*David Matthews, via email*

*Thanks for the photographs, David – they're fantastic! We're glad you like the tyres (a great prize, by the way) and indeed, the magazine.*



**@total911**

On Twitter this month, we asked the question: 'Which road has provided you with the greatest driving thrill?'



### Here are some of your best responses:

The Gotthard Pass on my way to Milan in a Peugeot 205 GTI. Great car, but it would be an even greater experience with a Porsche 911 2.4 S.  
**@Leoclerc**

D2 Nth of Vence, France. Good reason many launches held there! Fast sweepers to hairpins & everything in between, stunning scenery  
**@iShoot\_cars**

Stelvio Pass, without question. I try to visit it with petrolhead friends every summer. Never gets old.  
**@auto\_freak**

Trail of the Dragon: from North Carolina to Tennessee, USA. Eleven glorious miles of picturesque mountain roads.  
**@itsjackwilliams**

## Total 911 in digital

As a subscriber, I very much enjoy **Total 911** each month. However, for some issues I'd also like to make a digital purchase. Is there a way I may be able to do this?

*Adam F Chambers, via email*

Digital copies of every issue are available for download on our website [GreatDigitalMags.com](http://GreatDigitalMags.com), where you can choose from a number of digital platforms including iTunes, Google Play, Barnes & Noble and Zinio.



## Increasing prices of 911s

Dear Sir,

The article on the 3.2 Clubsport in Issue 97 had me sieving through the classifieds. What has struck me is the sheer climb in price of air-cooled 911s in general over the last five years. I suspect due to the 'mollycoddled' school of thought that has gained momentum. Remember, these cars were built to drive, not gawp at.

Sincerely,

*Pat Kinnucane, 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](http://www.imagine-publishing.co.uk)  
[www.total911.com](http://www.total911.com)  
[www.greatdigitalmags.com](http://www.greatdigitalmags.com)

## Magazine team

**Deputy Editor Lee Sibley**

[lee.sibley@imagine-publishing.co.uk](mailto:lee.sibley@imagine-publishing.co.uk)  
☎ 01202 586291

**Art Editor Katie Peat**

**Sub Editor Steve Wright**

**Photographer James Sheppard**

**Head of Publishing Aaron Asadi**

**Head of Design Ross Andrews**

### Contributors

Richard Aucok, Alisdair Cusick, Kieron Fennelly, Warren Ganser, Jonny Gawler, Gene Greene, Maxie Islam, Andrew Krok, Joel Newman, Phil Steinhart, Rick Stultz, Maurice van den Tillaard, Johnny Tipler, Magnus Walker, Chris Wallbank, Neill Watson

**Cover image**

Alisdair Cusick

### Advertising

Digital or printed media packs are available on request

**Head of Sales Hang Deretz**

☎ 01202 586442  
[hang.deretz@imagine-publishing.co.uk](mailto:hang.deretz@imagine-publishing.co.uk)

**Account Manager Gary Pearce**

☎ 01202 586412  
[gary.pearce@imagine-publishing.co.uk](mailto: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](mailto:licensing@imagine-publishing.co.uk)

### Subscriptions

**Head of Subscriptions Lucy Nash**

[subscriptions@imagine-publishing.co.uk](mailto:subscriptions@imagine-publishing.co.uk)

**For all Subscription Enquiries**

[911subs@servicehelpline.co.uk](mailto: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**, Equinox Centre,

18 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, SE10 5UJ.

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.

**ip**  
IMAGINE  
PUBLISHING

© Imagine Publishing  
Ltd 2013  
ISSN 1746-6130

**PPA**

**recycle**

When you have finished with  
this magazine please recycle it.



# Stock vs Hot Rod



Guest columnist Magnus Walker debates whether utilising a stock or hot rod guise will affect the value of his latest project

## About Magnus Walker:

Star of the documentary *Urban Outlaw*, Magnus is a British expat extraordinaire living in LA, where his passion project of building custom 911s has turned into an endearing business.

**O**ne question I often get asked is whether I should keep my 911 stock or hot-rod the car. Like all Porsche-related queries, there is never one straightforward answer, and this particular one has lots of variables. Back in the good old days, when early 1964-73 911s were just another old Porsche, the modification choice was perhaps a bit easier: fancy a white, slantnose, wide-body conversion, *Miami Vice*-style? No problem, let's find the oldest, cheapest car possible to be the donor. How about that '65 911 in *Auto Trader* for \$1,500? That will work, right?

Today, things are a little different: that 1965 911 hiding under an Eighties wide-body slantnose conversion is now a highly desirable car. How times, trends and styles have changed. Purists have always been around, and rightly have their place in the Porsche world, but what about the guys who want a little more performance and something a bit different?

All those '73 RS Carrera-inspired cars proved that people do like to be inspired by Porsche icons of years past. We have all seen early cars become a lot harder to find, and prices have doubled – if not tripled – in the past few years, so my question is, what does this do to the value of the car? Does an early S give you three times the thrills of the same year T, as reflected by current prices? I am sure there are lots of hot-rodged S cars out there with mismatched parts and engines. In fact, at one

point I owned five '67 S cars at the same time, and only two had #S matching numbers.

So here is my point. I have a fondness for the '72 year model – it was the one year to have the oil filler on the right rear quarter, and the first year of the 915 gearbox and 2.4 motor. It makes for a unique car that I always look out for.

Almost two years ago, I stumbled across a matching California '72 911T (my sixth '72 car), yet my choice to hot-rod the car was made before I had taken delivery of it. The choice was simple: another '72 STR-inspired build with a hot-rod short stroke 3.2 MFI motor, built on a 3.0-litre SC case with great suspension. With most parts being interchangeable, I was soon on my way.

My goal is to generally build what I like, enjoy the process and have some fun incorporating a few R and ST details into the car, along with some backdated early SWB bits such as wipers, chrome faced gauge bezels and window cranks, and add some sport purpose racy bits such as bucket seats, roll bars and five-point harnesses. I then like to drill some holes in the door handles and add some louvers, drill more holes wherever possible, add some lightness and make the car the best I can with my own personal flair.

Would the decision have been the same if the car was an S? Who knows. What I can say, though, is what I ended up with in my mind is my current ideal car and my best build to date. It took almost a year to complete with countless hours of time, energy, decisions and a fair amount of money. I did incorporate the original metallic blue paint into the final colour scheme, and the gauges and a few other bits are original. I added two more colours and some gold rims and script, and called it done.



Magnus has always enjoyed the process of adding his own personal touches



It is certainly quicker than a stock '72 911T, plus it drives a little better, too. With all restorations, it's about the details and time management. Perhaps restoring back to stock may have been easier and quicker; as with all modified cars, nothing just bolts right together, and my car does have a few unique modifications!

I am currently 631 miles into my 1,000-mile shakedown process, driving on some of the best roads in Southern California, fine-tuning and adjusting as I go. Along the way the car gets a lot of attention, and the smiles per mile are endless.

So what about my car now that it's finished? Did I devalue it, or is it more valuable as a hot rod? Is the current trend of ST/RSR-inspired cars the slantnose of today? Only time will tell.

At the end of the day, the choice is all down to individual and personal preferences. If other people like it then that's also great (I do have the original motor sat on a pallet just in case tastes change). Hey, it can always be put back to stock, right? Cheers from Sunny LA. **911**

**You can catch Magnus' '72 STR in full in a coming issue of Total 911.**

**“Purists have their place, but what about those who want something a bit different?”**



COMPETITION



# Carry your luxury items in style

Caracalla 1947 joins with Total 911 for your chance to win a luxury holdall

**C**elebrate the 50th anniversary of Porsche's iconic marque wherever you go with a luxury leather 911 holdall from Caracalla 1947.

Named after the racing circuit in Rome where Ferrari won its first race on 25 May 1947, Caracalla 1947 specialise in handmade Italian leather goods inspired by the world of motorsport. The brand pays homage to some of the greatest racing marques and drivers the world has ever seen – and the numbers that left their mark on motorsport history, including the 911.

The Porsche-inspired #911 collection celebrates one of the most recognised and revered sports cars in the world. Introduced in the early Sixties as a larger and more powerful replacement for the 356, Porsche has since developed over 50 versions of the 911. Through it they continue to set the standard in sports car design and manufacturing, combining high-end performance with head-turning beauty and market-leading reliability.

Caracalla 1947's homage to Porsche comes in the form of the Monza weekend holdall in nero opaco (black matte) leather with biscotti (biscuit) coloured lining. With complementing coloured handles and stitching and the original 911 roundel in bianco (white) and nero (black) leather, it is hand-made in Tuscany with vegetable through-dyed Italian leather. It can also be ordered in classic rosso opaco (red matte finish) leather with complementing coloured handles and stitching, with the 911 in bianco (white) and nero leather.

Designed to grow old gracefully, the holdalls are sold with a lifetime guarantee. Each one displays solid metal feet for protection, a detachable shoulder strap and luggage tag, an internal zipped pocket and its own cloth dust cover. Impressively, Monza holdalls are accepted as hand luggage on most airlines, with the dimensions 520x290x250mm.

The Monza holdall retails at £460 via the website [www.caracalla1947.com](http://www.caracalla1947.com), but one lucky

**Total 911** reader will receive a free holdall by answering the following question:

**On what date did Ferrari win their first race at the Caracalla street circuit in Rome?**

Send your answer with your name and address to [competitions@total911.com](mailto:competitions@total911.com) with 'Caracalla 1947' in the subject line before the closing date of April 1. See the full range at [www.caracalla1947.com](http://www.caracalla1947.com). **911**



Caracalla 1947 have also launched the new Nero Carbon Collection for 2013, combining popular carbon fibre material with high fashion. Order yours now exclusively via the official Caracalla 1947 website

**Terms and conditions:** This competition is open to residents of the United Kingdom and Ireland. Caracalla 1947 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.



# Spirit





# of 911

Can 48 hours with the latest generation  
Carrera 4 uncover the true identity of the  
traditional 911? The answer, as  
Total 911 found out,  
is yes

Written by **Richard Aucock**  
photographed by **Alisdair Cusick**



**T**he new Carrera 4 has received widespread acclaim since its induction at the tail-end of last year. Even in this very magazine, we marvelled at the evolution of the latest all-wheel drive 911, reporting from our first drive: “The car is a masterpiece, almost devoid of flaws. It’s genuinely hard not to find fault with it.”

But there may be a fault after all. For all its 21st Century trickery, pert driving balance and stunning aesthetics, is it actually still a 911? To find out, we decided to embark on a true test of Stuttgart character: an epic road trip over two days in two different countries, taking in 150 miles of differing roads each way. That traditional character will be exclusively put to the test, and if the 911 soul is within the new 991 C4, we’ll know about it.

Collecting the car directly from Porsche GB in Reading, the sole objective for day one was to reach a hotel in Wales by sundown. Judging by our first drive in the 991 Carrera 4 in Austria, this would be a walk in the park for both driver and car.

However, the first stint of our drive lasted only 150 yards from the back of Porsche Reading to the sign outside reception; snapper Ali had spotted a shot. This gave me time to scribble the first of many getting-to-know-you notes on the four-wheel drive 991, as follows: ‘It looks like a 911. It still sounds like a 911. Feels a bit compact. Weighty gearbox. Feels like... you know it’s going to be good. Remember to reference the steering.’ So it seems there are plenty of questions to answer.

As we got underway again, I discussed some of these observations with Ali while we headed out

onto the M4 for a remarkably unchallenging initial drive west. “You know, I was pretty underwhelmed by the steering when I first drove a 991,” I said. Ali knew. He’d read what I’d read, and heard about my first all-too-brief drive last year, where I took a 991 around the countryside-based block for eight miles and came back scratching my head.

Where were the subtleties, I grumbled. Where was the interaction? Why didn’t it gently writhe beneath my fingertips like every previous 911 I’d driven had done? Okay, I was concentrating hard, and eight miles is hardly enough to discover a car, but still, this might be the first experience of Porsche’s new-gen 911 for many, which means I might not be the only one disappointed.

A motorway is hardly the best place to go on a voyage of discovery for the 911 driving experience, though, so I instead made note of the rather large steering wheel, the pleasingly traditional near-vertical and square-on placement of it (you’d be amazed how many rivals still get this wrong) and kept it in the back of my mind. Let’s give it time.

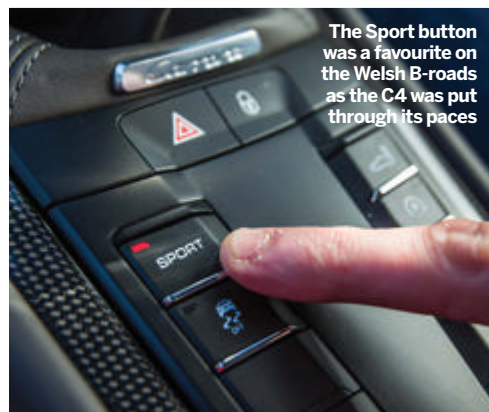
With the oil up to temperature (great that Porsche allows monitoring of this via both analogue and digital gauge – the modern equivalent of the 996’s dual-mode speedos), I eased out of the lorry lane and swept up over 50mph. I then did something else, too: I went into seventh gear. It feels very weird the first time you do this on the manual gearbox, and it’s even more strange coming back down, because you have no sense of where you are. It would take a bit of time to get used to, not helped by a gearshift that, shock horror, seemed to lack the click-clack interaction of a 996 or 997.



Our 300-mile venture began at Reading Porsche



The new torque distribution display is a fantastic addition to the Carrera 4



The Sport button was a favourite on the Welsh B-roads as the C4 was put through its paces







## Specification

### 991 Carrera 4 (2012)

#### Engine

**Capacity:** 3,436cc

**Compression ratio:** 12.5:1

**Maximum power:** 350hp @ 7,400rpm

**Maximum torque:** 390Nm @ 5,600rpm

#### Suspension

**Front:** MacPherson strut, coil spring, internal dampers

**Rear:** Five-link multi-link rear, coil springs with coaxial internal dampers

#### Wheels & tyres

**Front:** 8.5J x 19 wheels, 235/40 ZR19 tyres

**Rear:** 11J x 19 wheels, 295/35 ZR 19 tyres

#### Dimensions

**Length:** 4,491mm

**Width:** 1,852mm

**Weight:** 1,430kg

#### Performance

**0-62mph:** 4.9 seconds

**Top speed:** 177 mph

**Combined mpg:** 30.4

**CO2:** 219g/km



Small, quaint towns made for a fitting backdrop to the stunning 991

It seems we were back to the more traditional 911 here; like moving from G50 back to 915. This seems like an okay gearbox, but not brilliant like the one before it. The shift is a bit too heavy, not quite 'snickety' enough, capped by an over-large lever and mounted high up on a decidedly non-traditional enclosed centre console. I mused whether the tables had now shifted. Would true mechanics-loving 911 enthusiasts now draw more pleasure from the sheer sophistication of PDK instead?

Another asterisk in the notepad, then, as we rolled gently along the M4, noting rather pronounced tyre roar in places, but otherwise utter long-distance completeness. A bit dull thus far? You bet. Porsche had suggested on the satnav that we turn off and try the A34, but we didn't fancy this either. So we zipped off at the next junction and wound instead through frustrating little villages packed with school run commuters. Damn.

We were looking for a real-world road trip, and this was certainly it. To sensations of that traditional 911 weight distribution, nose ever-so gently bobbing and damping breathing at speed in that time-honoured organic way, I noted deep levels of in-town integrity. Despite the 20-inch wheels (shod in winter tyres), potholes hardly ever elicited a crash or a bang, and the feeling when we did pass them was one of deep, deep-level solidity. Indeed,

never once for the whole two days did the 991 feel frail or anything less than utterly bombproof. 911 die-hards can rest easy.

The gnashing sounds of the engine from behind were pleasing, while the glinting LED running lights and ice-white body colour seemed to impress the schoolkids. The gearchange was still a little disappointing, but at least the clutch was as meaty and positive as before. A small detail, yes, but it's part of the quality mechanical interaction you get with a 911 that you can sense exactly how the drive is being fed through.

Largely fed through, I might add, to the rear wheels. Had we forgotten this was the C4? It's quite easy to do from the driver's seat in such conditions, something confirmed by that snazzy new torque distribution dial. Most of it is still sent to the rear most of the time, just as Porsche says. The front bar graphs did occasionally flicker with more power, but only fleetingly – when, say, I had to pull away from a mini roundabout a bit sharpish.

As we pressed on, I scanned the interior. As we'd proven when loading up the photography gear, it's no more compact than other 911s – it just feels it, at first, due to that Panamera-style centre console. Classic 911 drivers have no centre stack at all, and only gradually over the generations did it appear and grow. Now, suddenly there's a swathe of



architecture between you and your passenger, more than elbow height-tall, which looks rather button-packed and will feel odd at first to every previous generation 911 driver.

It's only with time that you realise it's actually as practical as ever, that the driving position is still roomy and multi-adjustable, and the sheer amount of stowage behind means the only way of reaching back to move rattling camera tripods is to stop, unbuckle and lean right back. Incidentally, the amount of camera bags we managed to fit neatly inside the boot suggests the Carrera 4 still doesn't mean any great loss of capacity in the nose either.

This wasn't quite enough to ease my confusion, though. This felt, basically, like a strong, 911-esque 911, but one in which I hadn't tapped beneath the surface of. C4 meant no difference in daily driving either, and the whole package had, dare I say it, not yet won me over. "Would you buy one?" Ali asked me. Two hours into day one, I hesitated.

By now we were truly late. So when the roads finally opened up and we eventually dropped into Wales, I stepped on it. The first white and black stripe sign was the cue and, my goodness, what glory emerged. It may be 400cc smaller, but this 3.4-litre engine is an utter gem. I'd noted its lack of torque in town, but this is easily compensated for by the electric energy above 4,500rpm and the brilliant wail it makes as it revs harder. And rev it does too, right up to 7,800rpm, with every nod to classic 911s firmly in place. At last, we both agreed, this was more like it.

And so the real 991 C4 started to emerge. Just as the weather turned nasty: perfect. Stopping for images made us even more late (the results, I'm

sure you'll agree, were worth it), so I pressed on some more, gradually stepping up the intermittent wiper speed, then onto permanent, then onto high speed. Streetlights disappeared to leave the piercing xenons brilliantly casting their arc of light ahead. Corner-turning lights helped me see through bends, and at last the Porsche Traction Management was given work to do.

What followed was an hour of becoming absolutely convinced by the 991. As we neared Crickhowell, we had an idea – head up the mountain and take a moody night shot, village twinkling in the background. So I charged up the deserted, rain-lashed hillside, snaking through puddles and umpteen running, gushing streams of water, peering intently at a road I remembered as fiendishly twisting, but not quite sure in what sequence. I was completely thrilled.

At the top, I grinned at Ali. Boy, this car's good. With utter rock-solid reassurance it had just handled everything the elements had thrown at it, not once signalling me to change up and cruise with hesitancy. Sport button firmly pressed, the noise had been deliciously intense and, most importantly, never once was either my confidence shaken or my purist ideals offended. The Carrera 4 had kept us engaged and secure without once numbing the rewards. Amazing.

As we eventually reached and checked into our hotel in mid-Wales, I found myself enthralled while describing to Ali at great length what a drive that had just been, as we sipped a well-earned beer.

The night was spent listening to wind try to blow the hotel down, getting soaked while trudging to breakfast and then electing to wake the entire hotel



The Carrera 4 feels predominantly rear-weighted, only occasionally sending noticeable torque through to the front wheels



Mid-Wales proved the perfect environment in which to test the identity of the latest 991



Those stunning visuals from the front are textbook Porsche styling...



“Every nod to a classic 911 was firmly in place”



... while the connecting tail light is an equally arresting sight on the C4



Admittedly, the tech-clad centre console takes a bit of getting used to





up by firing the 991 before dawn had broken. The noise it makes on a cold-engine fast idle, exhaust baffles seemingly fully open, is brilliant. It puts you in the right mood from the start. Once the revs dropped back to tickover, I selected first gear (it's even heavier when the oil's cold) and pulled out... into rush hour traffic.

This was Brecon rush hour; hardly ant-like, but it still proved frustrating. Nevertheless, I crawled along while the oil warmed up before ceasing with the formalities. After all, we had a chassis to discover some more.

45 minutes of Wales' finest later, and the discovery of last night had turned into conviction. Boy, what a fiendishly accomplished car full of depth, ability and integrity this is. Carrera 4 means 10mm wider tyres and the wider rear track, on top of the constantly varying PTM system we've covered in such detail here in **Total 911**. On British roads and when combined with those winter tyres (which Porsche dealers will happily fit for you) this equals an unarguable combination of security and confidence with dynamism and reward helped further here. It's still a compact, direct, well-balanced and (importantly for purists) rear-weighted car, but one whose front end will join in to scramble you out of corners with foursquare effectiveness, or ease in to add balance and poise through windy sequences too. You both never really know the all-wheel drive is there, but at the same time you always feel the benefits because it keeps the talented 911 neutral, no matter how extreme the dynamic forces.

And the steering? No, it doesn't writhe and chatter at slower speeds like an older 911. Electronic



Pleasingly, the smaller 3.4-litre engine provides an enthralling driving experience

systems simply don't allow this; they're too 'good' for that. Add in speed and force, though, and all the old 911 on-centre accuracy is there. It sharpens up, weightens and even has hints of the old model's squirm beneath your fingertips – but this time only when it's an advantage.

Combine it with a searing, brilliantly effective engine, whose top-end bite and ability to feel like it will rev forever made seriously light work of the Brecons despite it being 'only' the entry-level motor, and you've got a car that feels made for Britain.

Here, it rains. Here, the roads are tight and twisty. Here, most of us don't have the space or the money to run more than one car each, so the car of our dreams has to do the lot. The 991 Carrera 4 is that car – as good and able on the M4 as it was on the Beacons we'd just left behind.

I had even discovered what Porsche was doing with the styling – and was now, when spying a 997, thinking it just a little dated in comparison. Was this due to the Carrera 4 additions of side skirts, black lower trim and rear valance, plus bespoke



An icon steeped in history – and a picturesque church







“This is the most  
**complete** car  
**Porsche**  
currently makes”





“The 991 deserves  
its place as a  
proper 911”

The 991 C4 is  
emphatically  
spirited with the  
character of a 911



lateral air gills? That wider rear end? Simply that delightful illuminated tail bar (which alone makes the C4 a must-have in my eyes)? I'm still not sure. But the extra length, combined with the marvellous detail of surfacing (particularly around the front end and wings) makes this car now more than a little epic to these eyes. That's what standing, staring and jumping on the spot for two hours to keep warm on the side of a windswept Brecon does for you. Visually, the car looks stunning – just as a traditional 911 always does.

And then, all too soon, our time was up as we headed back over the Severn Bridge to Reading. Once there, I didn't want to leave the Carrera 4 behind. I'd become convinced: this is the most complete car Porsche currently makes. With a



With heads turned and hearts won, the Carrera 4 returns to Reading

balanced price, ability and engagement, this car emerges as a stormer. Yes, the extra power of the Carrera S would be nice (its extra torque even more so), but that, of course, costs more, and probably wouldn't average the remarkable 26mpg this one showed on the trip computer (especially as I knew how hard I'd driven it). You could also spend less on a basic Carrera but wouldn't get the sheer brilliant all-weather, all-road ability of this C4.

As our road trip to Wales and back also proved, it's still a genuine 911. This isn't immediately apparent, but give it time. Do as we did, and go for a damn good drive. The true 911 spirit will emerge, I assure you. My doubting is over: the 991 deserves its place in these pages as a proper 911. Now here's to discovering it some more... **911**

## OPTIONAL EXTRAS

A 911 wouldn't be a 911 without a brace of options. So it was to our surprise that we discovered the lovely white test car Porsche had secured for us didn't actually have that many. Even the incredibly white paint was standard. It's possibly one of the most 'basic' 991s you can get – that it performed so well is testimony to the car itself; it needs no enhancement. However, there were still a few boxes ticked.

✓ 19-inch wheels are standard on the Carrera 4; the S gets 20-inch wheels, but you can upgrade to 20-inch SportDesign rims on the standard car for a staggering bargain of just £243. Yes, really. They look so good, it's an absolute must-have. Not sure about the £639 front and rear parking sensors, though – this still isn't a large car – while £1,400 of carbon fibre trim seemed a waste too. And shouldn't Bluetooth telephone integration be standard, not £558 extra?

✓ The £2,582 Agate Grey interior looks murky to us, meaning a further saving but, standing on the side of the mountain for two hours meant it would have been the end for us if you'd taken away the £320 heated seats.

✓ The 911 Carrera 4 isn't crying out for anything major. That doesn't stop Porsche buyers ticking the options, mind. 85 per cent choose Sport Chrono, 60 per cent go for the Bose stereo and one in every two chooses PDCC. You can have it standard, yes, but almost nobody can resist adding something extra...





Experience GEMBALLA live: Hall 6, Stand 6350

**Manufactured to the highest standards. Made in Germany.**

Our design and performance packages for Porsche 911 and Porsche Cayenne.

**GEMBALLA**

BUILDING SPORTSCAR LEGENDS FOR 30 YEARS

**GEMBALLA GmbH**  
Mollenbachstr. 17  
D-71229 Leonberg  
Germany

Tel. +49 (0) 71 52/9 79 90-0  
Fax +49 (0) 71 52/9 79 90-99  
[www.gemballa.com](http://www.gemballa.com)  
[info@gemballa.com](mailto:info@gemballa.com)



# 3.2 Vs 996

Which would  
you choose?







Written by **Kieron Fennelly** Photographed by **Phil Steinhardt**

£15,000 right now can buy you a good 3.2 or a better than average 996 – both fine entry-level 911s separated by more than a decade of evolution. But which would suit you better? Total 911 analyses the merits of each





## Specification

### 996 3.6

(2002)

#### Engine

**Capacity:** 3,596cc

**Compression ratio:** 11.3:1

**Maximum power:** 320bhp  
@ 6,800rpm

**Maximum torque:** 273 lb ft  
@ 4,250rpm

#### Suspension

**Front:** Individually suspended with disconnected light-alloy wishbones; MacPherson struts with coil springs;

**Rear:** Individually suspended on five wishbones per side on light alloy multi wishbone axle with coil springs

#### Wheels & tyres

**Front:** 8Jx18 225/40 ZR 18

**Rear:** 11Jx18 285/30 ZR 18

#### Brakes

**Front:** 318mm discs

**Rear:** 299mm discs

#### Performance

**0-60mph:** 5.0 seconds

**Top speed:** 177mph



It's a surprising fact that even today, you still hear people say "I can't afford a 911." Despite this myth, the good news is that actually, yes you can. The 911 has been in continuous production for almost half a century, so offers a quite unrivalled selection of second-hand



possibilities from which we have chosen accessible examples of what might loosely be termed the old and the new.

The 3.2 is often referred to as the last traditional 911, a direct evolution of the original Sixties Porsche that was distinctly old fashioned by the time of its 1983 launch. It stayed in production until 1989, by which time Porsche had launched the visually similar 964.

Later in 1997, Porsche abandoned the air-cooled engine to move to a water-cooled one. A second decision, also born of economic and environmental necessity, was to design a new chassis that would be the basis of not only the new 911, but the new entry-level Porsche.

For many buyers new to Porsche 911s, the 996 is the starting point. Our test car is a 2002 'facelift' model, which had the new 3.6 engine offering 20bhp

more than the first 3.4 water-cooled block. Criticised upon launch for its bland appearance, the smooth profile of the 996 has aged well, and the purity of its lines, like the original 911, has regained favour. Our sample car has a GT3 nose and side skirts that enhance the positive impression. For the 996, Porsche completely redesigned the cabin. Again, this was viewed unfavourably by some, who argued that a £70,000 car deserved a more distinguished cockpit. A decade later, the Porsche neophyte spending our notional £15,000 would have less to complain about. Sure, the 996's insides didn't wear as well as earlier 911s, but they respond to careful use, and our ten-year-old example is immaculate.

To younger generations, the 3.2 might come as a shock: the whaletail is a distinguishing period feature, as are the 'impact bumpers', but otherwise the traditional 911 looks remarkably compact





## Specification

### 3.2 Carrera

(1988)

#### Engine

**Capacity:** 3,164cc

**Compression ratio:** 10.3:1

**Maximum power:** 231bhp @ 5,900rpm

**Maximum torque:** 209lb ft @ 4,800rpm

#### Suspension

**Front:** Independent with wishbones and MacPherson struts

**Rear:** Independent with light alloy semi trailing arms; one round transverse torsion bar per wheel; antiroll bar

#### Wheels & tyres

**Front:** 7Jx16 205/55 VR 16

**Rear:** 8Jx16 225/50 VR 16

#### Brakes

**Front:** 304mm discs

**Rear:** 309mm discs

#### Performance

**0-60mph:** 6.1 seconds

**Top speed:** 152mph

compared with modern metal. The cockpit will appeal instantly to people brought up with MGBs or TR6s, but to drivers in their 20s or 30s, the inside of the 3.2 can seem almost primitive. This is not to say a traditional 911 was ever austere. With leather seats, fully carpeted with upholstered door panels, an electric sunroof and central remote locking, the Eighties Porsche was a £38,000 luxury model. Look closely and you'll notice the quality of the fittings, from the solid-looking indicator stalks and quality of the air vents, which are different from the rather flimsy items on the 996. The box for magnetic tape cassettes is a pleasing period fitting, but the disc holder on the ten-year-old 996 is already a throwback to a largely defunct technology.

Like the 996, the 3.2 offers an exemplary driving position, even if the slightly offset steering wheel and floor hinged pedals take some adjusting to.

The solid five-instrument fascia has become an automotive icon, lasting 34 years until the arrival of the all-new 996. In terms of equipment, don't expect ABS (not compatible with the torsion bar suspension) or power steering (at this price Porsche was taking a risk by not offering it – PAS would not appear until the 964). US specification included air conditioning, otherwise heating is regulated by a combination of dash-controlled fans and a switch beside the handbrake which allows warm air to flow from the heat exchangers. Very effective, if fiddly when working, the various mechanisms can seize up due to age or lack of use.

With our drive underway, first impressions of the more modern 996 are how easy it is to drive: the relationship between the nicely weighted clutch and the short-throw six-speed shift is well judged, the brakes are firm and progressive and the driver

rapidly becomes confident enough to explore the performance. Porsche claimed 0-60 in 4.7 seconds and *Auto, Motor & Sport* recorded 0-100mph in 9.9 seconds, but it's not just step off which is amazing; the 3.6 exhibits plenty of torque from little over 2,000rpm, which makes for relaxing progress. Rev towards the upper limits and the 996 flies.

Of course, a 911 is not just about performance; Porsche's hydraulically assisted steering has an outstanding feel. Like the other controls, weighting is just right. It doesn't take many corners to begin to realise that for its time, the 996 is a brilliantly developed chassis that delivers unfailingly accurate turn-in and immense traction out of bends. The sport suspension on our car reduces roll without compromising what is a surprisingly refined ride. The aftermarket sport exhaust, quite vocal outside the car, is barely audible inside, and the 996 was ➤





even criticised for removing too much of the sporty element compared with its predecessors. Suffice to say, you could drive the 996 all day without fatigue.

Packing 90bhp less, the 3.2 is evidently not going to be as fast as its infinitely more advanced descendant in the 996. But what the 3.2 lacks, for some buyers it compensates for in terms of driver involvement. Once on the move, the steering lightens and reveals all the feel and precision characteristic of a company that began by building road cars for competition. The ride is firm and a significant amount of road noise is transmitted to the cabin to join the whine from the transaxle and that omnipresent flat six. 30 years ago, devotees adored it, but for critics the unrefined 911 was already an anachronism. Driving a 3.2 today, the 911 gradually takes you over with its sportscar charm

of another era. The engine offers little torque below 3,000rpm and really only starts to come alive above 4,000rpm, at which point it roars to the redline with that spine-tingling flat six howl. This is where you are always changing gear, enjoying the rhythm of the long-throw gear change and the various aural accompaniments – including wind noise – at higher speed. It's part of the fun here. A well set-up 3.2 like our 89,000-mile example corners phenomenally on a dry road; the chassis shows none of the tendency to lift off oversteer that plagued the early 911, yet the 3.2 still demands the driver to get the best out of it.

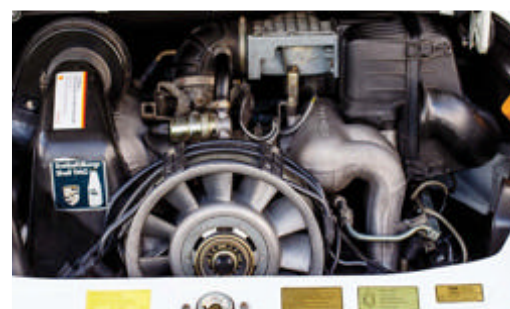
On the topic of usability, the 996 was the first 911 to be entirely suited to daily use. Highly responsive, the 996 otherwise provides a refined, almost cossetting ride. With a proper climate control system, this 911 is usable in extremes of temperature

and readily returns 28mpg in mixed use. Annual service costs with an independent will be friendly, though maintaining the 996 'proactively' will see expenditure barring major work of over £1,000 for a mileage of, say, 8,000.

On the other hand, few owners will want to use their 3.2s all year. Though galvanised, these are old cars with a couple of crucial rust nests, namely the bottom of the B pillars and the front wings. The cockpit is also prone to misting up in the wet – a fault of all the air-cooled 911s. But once the roads are clear of salt and gravel and the sky is clear, the 3.2 represents an inspiring way to start the day. 25-28mpg is the norm. Independents will charge around £300 for a service, but annual expenditure will vary depending on its condition and whether other remedial work is required.







By 2002, Porsche had five years experience building the water-cooled engine, and the faults that afflicted the earlier 3.4-litre version were much reduced in their incidence. At any given time, there are literally hundreds of 996s for sale. In our chosen price bracket, the 82,000 miles of the featured car is normal, though a full service history is essential. Obviously, purchasing from a dealer is going to cost more than a private sale, and if contemplating the latter a survey from a Porsche specialist is recommended. We think specialist resellers are a better bet than the general trade: a company like RPM Technik, which is selling the two 911s illustrated, will not only service its Porsches before sale, but in the case of the 996 it will upgrade the IMS bearing to the much heavier-duty LN item, thereby removing the main weakness of the M96

engine. In other respects, water-cooled Porsches are reliable, as are their electronics systems. No 996 should ever exhibit any significant corrosion: if one does, suspect sub-standard accident repairs.

The flat six in the 3.2 is usually referred to as bulletproof, and with regular oil changes and correct use – ie no history of short trips – hitting near to 200,000 miles can be achieved. Considering that 85,000 3.2s were built and around ten per cent came to the UK, there appear to be comparatively few on sale, and these are most often private sales. The same caveats apply here. A 3.2 for our notional £15,000 will not be a concours example, but it should not need major work, though no doubt the keen owner will find plenty to do. Good 3.2s have been appreciating in value for several years. For a 6,000 mile/annual service, independents

charge around £300 + VAT. Thanks to its relative simplicity, mechanically the 3.2 costs less than even the 964 and 993 to maintain.

So which entry-level 911 here is best? If you are new to Porsches and under 40, the 996 is probably for you. On the other hand, a surprising number of 3.2s are bought by people who own or have owned water-cooled 911s. The 3.2 is seen as the antidote to today's bland motoring experience. It demands an old-fashioned level of engagement from the driver, and provides fun at relatively mundane speeds.

In a perfect world, your garage would have a 996 to drive every day and a 3.2 for weekends and fine weather. A common denominator, however, is that they can make the journey as important as the destination. No matter your budget, that's the great thing about the Porsche 911 at large. **911**

## RPM Technik

Both 911s in the photoshoot were recently sold by Porsche specialists RPM. To view their full range, visit the website [www.rpmtechnik.co.uk](http://www.rpmtechnik.co.uk) or call 01296 663824.









# Back from black

After recovering a '71 2.2 Targa from near death, Josep Vicent hatched a noble plan to bring this Seventies survivor back to its former glory

Written by **Andrew Krok**  
Photographed by  
**Warren Ganser**



Josep Vicent is a man with an eye for the aesthetic. He's able to find beauty in almost everything, but for this professional musician there's one specific item that keeps attracting his eye – the bodywork of the original 911. “When car design achieves its most sublime perfection, it can be compared to the refinement of fine arts,” Josep says. “I was always deeply moved by the single line that draws the body form of a classic 911, from front to rear; stylish, aerodynamic and still strong and sporty.” Obviously, a man willing to express his love for a car with such platitudes must be an owner of one himself – and he is.

His 1971 2.2 Targa, lovingly referred to as ‘Black’ to mark its former guise, is representative of what happens when the pursuit of beauty and perfection manifests itself in automotive form. What seemed like the impossible became possible through hard work and dedication. Had it not been for Josep, Black would likely be languishing in the Spanish sun, but now it has been given a new lease of life.

Josep's description of how he found the 911 sounds like something out of a movie. “I found Black lying dilapidated between an old wall and a tree,” he says. “It was a helpless wreck, and I immediately fell in love with it.” Despite being a nearly complete collection of parts, the body was not in the best condition; rust was prevalent, which sent shivers of doubt down Josep's spine. “It really was in terrible shape. I gave it a night of thought, and something kept telling me it was the right car, the one I had been waiting on for so many years.”

However, the cloud of doubt disappeared after a bit more research, when Josep realised he was looking at a chassis with matching numbers and a rich history. This specific Targa was originally manufactured for the American market, passing through two Stateside owners before making its way to Spain. Once in Europe, the car was due to be restored, but that restoration was far from thorough, and the many underlying problems that remained seemed to doom the car to sit outside for the rest of its days – until Josep discovered it. He purchased the old 911 with the intent to finish what had already been half-heartedly started: a complete restoration from top to bottom.



Josep drew on his artistic background to find inspiration for the Targa project

“I bought Black with the idea of crafting a true historic object. I worked on the restoration process as if it were a work of art,” Josep said. “I wanted to bring it back to technical perfection. The final goal was to make it my daily driver when at home between my tours.” Of course, this wasn't going to be a job of short order, so Josep sat down with his assembled team and started plotting the restoration immediately after purchase. With the help of his friends Jorge and Erik, they started by determining exactly what they needed, then the three began putting together a list of specific problems that would need to be tackled by specialists in these fields. Given that Black was going to be the culmination of his oh-so specific dream, Josep was lucky to find specialists reasonably nearby. “We chose a group of people that were flexible and based close to me in Alicante, so I could control the process every step of the way,” he recalls.

The engine rebuild was the first step in bringing Black back from the dead, so Josep sent the vehicle to Salvador from Talleres Astur, a Porsche specialist with years of experience as the head of mechanics for Porsche Germany. The engine rebuild was no small task; upon removing the motor, those decades of stagnation had taken their toll on the engine components. The intake trumpets were rusty, parts were seized and there were even animal nests in a handful of nooks and crannies. However, Salvador worked his magic, restoring some of the parts and replacing others. Over the course of the rebuild, every part was given a meticulous level of attention, even down to the colour of the engine fan. The ‘golden vintage’ aesthetic theme of the engine rebuild came to light through a mixture of black, gold and silver on various parts of the engine trim. Even the raised Porsche letters on the engine covers were repainted to match. ➡

## RESTORATION HIGHLIGHTS

The unsightly condition in which Josep found his beloved 2.2 Targa



The original black bodywork was aged and rust ridden, while the interior was decorated with a mixture of surplus parts and rubbish. The 2.2-litre engine had housed birds nests



## Specification

**2.2 Targa**  
(1971)**Engine**

**Capacity:** 2.2-litre with stainless steel independent (x6) carburettor filters and fuel pressure control gauge next to engine

**Compression ratio:** 8.6:1

**Maximum power:** 142Hp @ 5,800rpm

**Maximum torque:** 148 @ 4,200rpm

**Transmission**

Five-speed, Porsche Servo Lock Sync

**Suspension**

**Front:** Independent with transverse control arms and hydropneumatic struts. Torsion bar per wheel.

**Rear:** Independent with triangulated control arms. Round transverse torsion bar per wheel

**Wheels & tyres**

**Front:** 6Jx15 Fuchs

**Rear:** 6Jx15 Fuchs

**Dimensions**

**Length:** 4,163mm

**Width:** 1,610mm

**Weight:** 1,005kg

**Performance**

**0-62mph:** 9 seconds

**Top speed:** 205 km/h

“I worked on the restoration process as if it were a **Work of art**”

A complementary video of Josep's project 'Black' can be found on the **Total 911** website





With the engine removed from the car, the rest of the body needed some serious attention if it was going to look anything like it did the day it rolled off the factory floor. “We decided to find an older specialist for the body work,” Josep recalls, “Somebody who would be ready to restore the needed parts exactly as it was done in the Seventies – with a hammer and many, many hours of inspiration.” The body was of extreme importance to Josep, who made it clear that purchasing new sections of the body was not an option, as its original state was part of the reason why Black was purchased in the first place. “The challenge was to own an original survivor,” Josep says fondly.

In contrast to this mission of originality, though, the rejuvenated bodywork was crowned with a coating of metallic silver – a deliberate attempt to integrate a part of Porsche history with the classic 911. Josep explains: “A very important step in the process was to find and purchase the exact same paint code from the Seventies – Glasurit Silver – as seen on Ferdinand Porsche’s very own 356.”

The body, however, was not the only area that needed a thorough refresh. The interior would require a fair bit of work, and as such Josep decided to alter the colour scheme to something unique, but wholly complementary. While the Targa top would remain its de facto shade of black, the interior would be reskinned in a chocolate motif with a hint of red. Vintage touches continued with additional enhancements to the Targa’s interior, including the centrepiece for Black’s steering wheel, with its bare metal structure and original patina-laden leather Porsche crest providing an aura of retro sport. “I am very proud of the wheel; it’s one of my special details,” Josep says, “and it feels amazing!”

As with any restoration, Josep’s project wasn’t without hiccups: “There are really too many moments to remember,” he recalls, “But it was a particularly difficult time when we realised the body needed a total remake – there really was rust everywhere!” The search for perfection even led to a change of personnel working on the car, as Josep chased his dream of 911 perfection: “I realised I was

not happy with some of the specific results, but we would not accept half-complete solutions!”

As the body panels were being hammered back into shape and prepared for the upcoming coats of primer, paint and clearcoat, Josep’s build thread on the online forum SoloPorsche began exploding with adulation from every corner of the internet. For him, that was one of the best experiences to come from this build. “Our project had a huge amount of followers on the internet, and it was funny when we would receive phone calls from people asking us to direct and manage their personal restorations,” Josep says. His ceaseless attention to every corner of the project even inspired some forum-goers to begin their own pre-’73 restoration projects.

For Black, though, the engine rebuild was finished prior to the body work, which was taking a bit longer due to all the rust that needed tending to. In time, however, beaten panels would be sanded down and primed, and the primer would give way to actual paint. Soon enough, Black’s freshly coated body was ready to receive a whole slew of parts ➡



“We would not accept half-complete solutions!”



Josep’s beautiful 2.2 is now a far cry from the sorry state in which it was found





The Targa roof makes the 2.2 an ideal vehicle for sunny Spanish driving



## A HISTORY OF THE TARGA TOP

One of Josep's favourite features is the Targa top. Its first iteration was implemented on the production version of the 1961 Triumph TR4. The style became popular with the 911, and transferred over to many different cars.

Porsche moved quickly to ensure the namesake was theirs, and as a result the Targa top has been a registered trademark of Porsche AG since. Many other companies have embraced retractable hardtops and folding roofs, but the Targa name has lived on all the way through to the 997 generation.





**Bigger Fuchs wheels help fill the arches of Josep's perfect 911**

as the final stages of the restoration began. The electronics, steering and suspension components were reinstalled, followed by the motor itself, while the dashboard underwent serious rejuvenation before being rewrapped with black leather to go with the refreshed Targa roof. From there, the car began to look more and more like a classic 911 again. Black was back, bigger and better than before.

The car's rebirth was more than just a formality for Josep; it was the culmination of many hours of planning, sourcing and dreaming. "I will never forget the strong emotion when we were able to start the engine for the first time in 15 years," he reminisces. "The deep sound of it and the flame coming from the stainless steel exhaust pipe felt like heaven." However, Josep added some smaller modifications in order to enhance his driving experience. He lowered the suspension and introduced two stability torsion bars to give the 911 a more connected feeling to the ground, minimising the characteristic oversteer. Instead of covering up the freshly rebuilt motor with giant, black intake covers, Josep chose to adorn the carburettor with six stainless steel independent filters, opening up the

engine bay and providing a much more aesthetically pleasing sight. He also installed an easily visible fuel pressure control gauge in the engine bay, and his team are currently installing an electronic start system. Finally, to add a bit of proportion in the wheel wells, Josep chose to upgrade the original 14-inch Fuchs wheels to a 6x15-inch setup, which he finished with the same chrome-on-black look as the original wheels.

The extensive work and glut of new parts meant Josep now had a car that took some getting used to: "The first time driving it, I was quite insecure; I needed to get used to the gearbox and how to sit in the car properly. For a while, I drove only at night as my private de-stressing therapy, which allowed me to slowly learn its personality until I became very symbiotic with its practicalities and acceleration." It has since become another extension of him, as Black's home is in the same building as Josep's music studio, allowing all the loves of his life to live under a single roof.

Black's restoration was a long road fraught with many of the perils that other such restorations will experience. However, it has also given Josep an even

greater appreciation for the classic 911 and all it has to offer. "Driving Black combines many things," he says, "Skill, a feeling of freedom, accomplishment, respect for the past and, most importantly, all of this is surrounded by that unmistakable 911 styling." His love for not only Black, but all 911s in general, has earned him the adulation and respect of his peers. Through his build thread, which managed to end up on several high-profile Porsche forums, Black has become an inspiration to many other classic Porsche owners with similar dreams in mind.

In the meantime, however, we are certain that on any sunny day in Spain, you can find Josep pottering along Spanish highways in his beloved 2.2 Targa. Whether it's a blast down country roads with friends from his newly-formed Spanish Porsche club or just some daily errands in town with his son, Josep isn't showing any signs of growing tired of the great feeling that comes from driving something he has put his heart and soul into of late. As we've now come to expect, he says it best himself: "Let's not forget that it's a Targa. What an incredible invention! It feels so great when the sun and wind join you for the ride..." **911**



# Finally some curves worth discussing.



With over 50 years of experience we have proved that the most exhilarating line for every car enthusiast is a curve. It also shows what a suspension is really capable of. It's no wonder that many renowned automotive brands and successful racing drivers rely on BILSTEIN shock absorbers and suspensions. For all suspension requirements from universal spare parts to tuning, or motor sports; with BILSTEIN you can experience both technology and quality – every time you drive. **BILSTEIN – The Driving Experience.**

[www.bilstein.com](http://www.bilstein.com) • 0116 247 8930





# Purple passion

The incredible story of how this Amethyst 964, originally bought to turn a quick profit, instead became an endearing part of Richard Colvill's family

Written and photographed by **Neill Watson**









“I didn’t mean for it to end up this way,” starts owner Richard Colvill. “The idea was just to tidy it up a bit, really.” Similar stories of affliction have been well aired down the years as a plethora of driving enthusiasts continue to enlist in the irrevocable lure of a 911. Richard’s story is a classic, but with an epic twist for good measure. Certainly, having started out looking for a Porsche 911 as an appropriate base for a quick money-making project, the outcome for himself and his 964 is rather different to what was originally intended.

Richard has owned his fair share of performance cars, the two immediate predecessors to this model being an Audi R8 and Aston Martin Vantage V8. “I owned the R8 as my daily driver. I had some spare cash, but was saving for a deposit for a house. The idea of buying a Porsche 911 that needed some

work caught my imagination. The plan was to take something a little neglected, tidy it up and sell it on for a profit, providing more funds for the house purchase,” he says. As you’ve probably gathered, that’s not quite what happened.

Richard began scanning the classified ads before deciding on his model type: “I decided on the 964 because it’s my idea of a classic 911 silhouette and is more affordable than the later 993. Porsche 964 prices haven’t yet gone ballistic like 993s.” Patience was a virtue for Richard, who spent a considerable amount of time waiting for the perfect project base to appear. Weeks turned into months, and still nothing presented itself. “I found lots of average cars in grey and Guards red, plus lots of Tiptronic and Targas. But if I was going to resell the car quickly it had to be something else,” he says.

A London-based Amethyst model eventually grabbed his attention. The Coupe was an interesting colour and priced attractively, with the owner describing it as being in ‘less than perfect’ condition. However, initial enthusiasm was tempered after making contact with the seller. Richard is used to making quick decisions, but the owner here didn’t share such gusto: “I said I was interested in buying the car, but he almost tried to talk me out of it, saying it wasn’t very nice, would need some work and that he was thinking about running it for a few more months.” A swift plan of action was put in place, and Richard grabbed a mate and together they jumped into his R8 and hit the M1 South from Leeds, accompanied by a large envelope of cash.

It looked just as described, as the creative director recalls: “It had been living outside on the street, so

## Specification

### 964 Carrera 4 (1992)

#### Engine

**Capacity:** 3,600cc  
**Compression ratio:** 7.6:1  
**Maximum power:** 275bhp  
K&N induction; remapped;  
polished stainless exhaust  
& GOpipes; stainless bypass  
pipe; RS fan belt system; fan  
colour-coded to interior

#### Suspension

H&R coilovers; custom  
cross brace; 987 brakes  
(colour-coded to interior);  
two-piece floating discs  
anodised spacers

#### Wheels & tyres

**Front:** 15x5.5J with  
165HR tyres  
**Rear:** 15x5.5J with  
165HR tyres

#### Exterior

Shortened number plate  
recess; double-exit exhaust;  
RS centre section; RS vintage  
badge; 993 door handles;  
rear wiper deletion; plastic  
rear screen; RS front scoops;  
amber indicators

#### Interior

Leather dash top; smoothed  
door sills; gold seat belts;  
OE carbon handles and  
centre console; rear  
speaker deletion



“The family have  
forbidden me to sell  
the Porsche”



parking had inflicted its share of scuffs and marks to the alloys and bumpers. Additionally, the owner covered it with a heavy duty plastic sheet, which had trapped condensation and rubbed away at the paintwork whenever the wind blew. To cap it all, he was a heavy smoker, so the leather interior and carpets were burned and a large nicotine stain was on the right-hand side of the steering wheel. It even had cigarette burns on parts of the bodywork."

Funds changed hands and Richard headed north, having never driven a Porsche 964 before. "My initial reaction was how small it was compared to my Audi. I looked over my shoulder and felt like I could almost reach out and touch the rear bumper. The R8 in my mirrors looked huge in comparison. The further north I drove, the bigger the smile became. It didn't feel like a 20-year-old car."

Even so, the plan was still to sell it. The 964 was duly put into the paint shop with all defects tended to, while the original interior was appropriately revived and a new set of alloy wheels added. "I was amazed that beneath the grime, the Silk grey interior had stood up very well. The burns needed to be sorted out, but essentially it was all intact," says the chuffed owner of the 911s revival. At this point the 964 was being used almost daily, as the R8 spent more and more time off the road. Richard continues, "So then you start to work out that actually, the Audi is worth quite a bit, so that would solve the house thing. To cap it all, the family fell for the Porsche and started making comments about keeping it. I started thinking about other stuff that might enhance it, and I saw some shots of another car with dramatically lowered springs." Richard's

day job as a graphic design expert and image retoucher began to kick in, and he started coming up with more and more ideas: "I wanted a look that came together in one, with colours linking various aspects of the car. The gold detailing seemed to go well with Amethyst. By then, the bodywork was looking far, far better, but then we had painted pretty much everything apart from the roof!"

A new choice of wheel, tyre and suspension was made quickly, with two sets of alloys: one gold anodised for summer and a set of BBS split rims for winter. But it's the finer details that are apparent when you look closer; all of the original manufacturers' labelling inside the door shuts and under the engine cover have been replaced with gold finished replicas created by Richard himself. The gold theme is carried over into the seat ➔



The impeccably finished Amethyst bodywork is matched by an immaculate engine housing, with a colour-coded fan to match the interior



The custom cross brace makes for a classy addition to the structure of the Carrera 4...



...while the condition of the once shabby-looking interior is now on par with factory standard





As it is now, Richard wouldn't consider selling the 964

belts, custom made (along with various other bits) by Strasse in Leeds, with a specially extended left-hand rear belt to accommodate a child booster seat. Take a look inside the immaculate BBS splits and you'll see coloured brake callipers with a difference. "They're colour-keyed to the interior," explains Richard. "We used a sample of the leather to ensure a great colour match."

While other details include carbon door pulls, Telequipment under bonnet bracing, a deleted rear wash wipe and RS intakes in the front bumper, the most striking aspect is that stance. Those BBS split rims are 8x18 inches at the front, with 9.5x18-inch rears running a similarly low offset. That 'stretched' look to the rear comes from fitting 215/40x18 tyres. Richard achieved the ride height by ordering a set of H&R coilovers from Germany, lowering the car by almost 100mm. "That sounds dramatic, but that's what I was aiming for... the ride is far better than I expected," he says, and we can only agree. Moving the car the short distance around the bumpy Leeds backstreets for the pictures, I'm surprised that what looks like an impossibly low ride height feels okay, and there's little doubt that it's a striking car. It's a freezing cold

## CURRENT 964 PRICES

The last 911 to still display the authentic styling cues of the original shape, with an upright screen, quirky dashboard and distinctive upright headlamp style, only now is the true worth of the 964 as a 911 great being realised. As recently as a year ago, you could obtain a good 964 for under £15,000, but today values are on the up. To buy a good 964 Carrera 2 or 4, values are headed towards £20,000, with RS and Anniversary models soaring further ahead. See our Data File for more details.



winter's day, yet the number of people who stopped to take a look and chat was remarkable. "Wow, what a colour, is it new?"

"Actually, it's 20-years old."

"You've got to be joking", is frequently heard.

Richard expands on the point: "The most remarkable thing about this car is the way people come across and strike up a conversation with you. I enjoyed owning my Aston and my Audi, but once you've sold them they're pretty forgettable. I can't see myself ever selling this.

"Last summer we went to a few shows, took a picnic and had a great time, went on some great drives and made some new friends. I'd never have done that had I not bought this car." Indeed, I first saw this car in the autumn of 2012. Attending the excellent Yorkshire Big Breakfast hosted by Specialist Cars of Malton, it was a dull, grey and impossibly overcast Sunday morning. Among the parked cars, the Amethyst 964 stood gleaming, so clean that I was looking around for the covered transporter. Only there wasn't one. And that's perhaps the most remarkable thing: this is Richard's daily driver. He commutes to the office through the Leeds traffic, shoots off to client meetings and generally uses it like any other car.

The road stance and various styling touches might ruffle a few feathers among purists, but the finer details aren't important; what everyone can relate to is the incredible bond between car and owner. Richard agrees: "The family have forbidden me to sell it, it takes three times as long to fuel up because it's always nice to chat to people, and I've even had people come into the office reception asking who the owner of the purple Porsche is. I've never owned a car that has had this effect." **911**



Specialising in Porsche.

Experience our Experience.

# STRASSE

March 2013

STUTTGART - LEEDS  
OUR COLLECTION

**997 C4S CABRIOLET** 2006, GT Silver Metallic, Black Electric Hood, Black Sports Int. Electric Memory Seats, With Hardbacks in GT Silver, Porsche Crested Headrests, Heated Mirrors, Headlamp Wash, 19" Turbo Alloys, Multifunctional Steering Wheel in Leather, PASM, OBC, PSM, Xenon Lights, Sat. Nav. Park Assist, Short Shift Gear Lever, Sports Exhaust, FSH. **£33,995**

**996 GT3 COMFORT** 2003, Silver, Black Leather Sports Int. Porsche Crested Headrests, Ceramic Brakes, Handbrake & Gear Lever in Carbon/Leather, 3 Spoke Sports Steering Wheel, Rear Wiper, On-Board Computer, 36,000 Miles, FSH, Concours Winning Car. **£34,995**

**993 C4 "S"** 1997, Arctic Silver, Metropole Blue Leather Int. On-Board Computer, Air Conditioning, Full Electric Memory Seats, Clear Lights, FSH. **£35,995**

**993 C2** 1995, Midnight Blue, Marine Blue Sports Int. Factory Sports Chassis, Heated Seats, Sunroof, Engine Lid Hoop Spoiler, 17" Cup Alloys, Full Service History. **£22,995**

**993 C2** 1996, Iris Blue, Grey Marble Leather Int. 18" Turbo Alloys, Full Electric Seats, Sports Silencers, Air Conditioning, Tracker, Previously Sold & Maintained By Strasse. **£19,995**

**964 C2 RS re-creation** 1990, Built by us to customers specification in 2011, Full engine re-build, RS Clutch and Flywheel, Full body re-paint, RS tailored carpets and door panels, Half Roll Cage, Recaro colour coded bucket seats. **£30,995**

**964 RS** 1991, Rubystone, Triple Leather Interior, Usual RS Spec. Half Roll Cage, This was Porsche's Press Car featured in many magazines, Full Service History. **£69,995**

**Boxster "S"** 3.2 2006, Arctic Silver, Blue Hood, Metropole Blue Leather Int. Heated Seats, 19" Carrera "S" Alloys, PASM, OBC, Short Shift, Crested Headrests. **£14,995**

**Boxster 2.7 Tiptronic** 2005, Arctic Silver Metallic, Black Interior, On-Board Digital Computer, Rear Park Assist, Full Service History. **£9,995**

RACE CARS FOR SALE OR HIRE

**968 Porsche Club Championship** car driven by Chris Dyer, very competitive car for sale or hire. **£14,995**

**996** Under preparation for Porsche Club or Brit Car Production Championships. **£24,995**

## 01 964 RS £69,995

"J" Rubystone, Triple Leather Interior, Sports Bucket Seats, usual RS specification, full main dealer service history to 2002 and serviced by Strasse ever since.

## 02 Cayenne Turbo £27,995

2007, Basalt Black, Black Leather Int. Sports Mem Seats, Sat. Nav. Glass Tilt/Slide Sunroof, Rear Entertainment, TV, Power Lift Tailgate, Rear Blinds, 21" Sport Alloys, too much more to list, this car has every factory option you could wish for, 1 lady owner from new - cost new £109,000, FPSH.

## 03 Boxster S 3.2 £16,995

2006, Guards Red, Black Leather Interior, Black Electric Hood, Sat. Nav. 3 Spoke Sports Steering Wheel, 18" 5 Spoke Carrera Alloys, CD Auto-changer, FSH.

# RUBYSTONE TREASURE

HUGELY SOUGHT AFTER  
& IN STOCK

We offer friendly expert advice, superb workshop facilities, the expertise of an unrivalled team of Porsche trained service technicians, fantastic parts prices, and a hand-picked selection of the best used Porsche cars for sale.



TELEPHONE 0113 2340 911  
STRASSE, BRIDGE RD, HOLBECK, LEEDS LS11 9UG  
WWW.STRASSE.CO.UK



# THE Great

Where best to take your 911? After visiting Portsmouth OPC last issue, Total 911 now turns to Paragon to hear the voice of the independent specialists



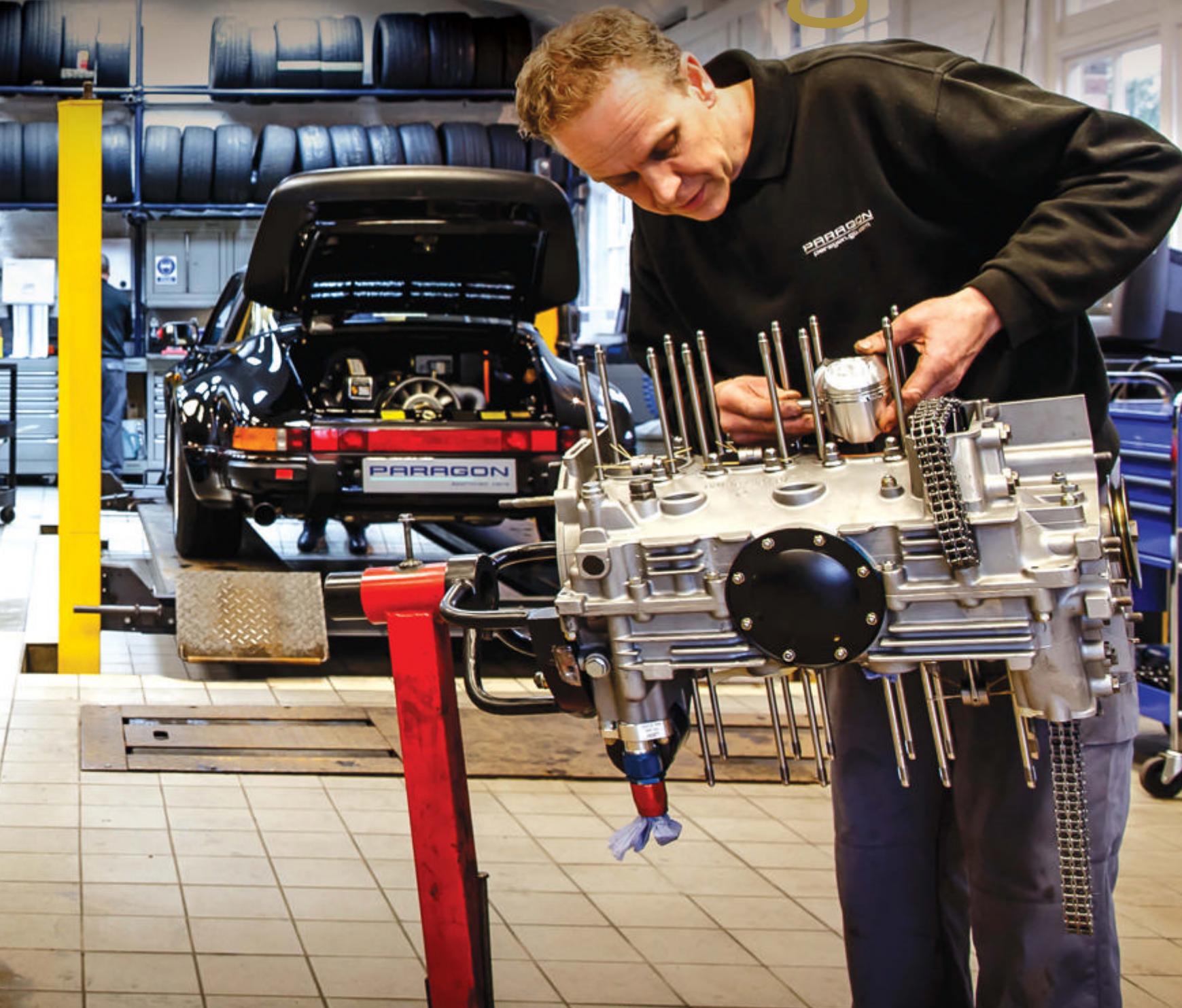


Written by **Joel Newman**  
Photographed by **Phil Steinhardt**

PART  
2

# debate

## 911 servicing







## AN UNBIASED VIEWPOINT



The writer assigned by **Total 911** to investigate OPCs and independent Porsche specialists for 911 servicing, Joel Newman, is a 911 owner himself. Joel drives a 1999 996, which falls some way outside Porsche's Approved Warranty scheme. Joel had already declared himself neutral in the servicing debate, and with a service for his own 911 imminent, a wide-eyed, open-minded and genuinely interested viewpoint was assured. As ever, we'd love to hear what your thoughts are on the great servicing debate. Contact the editorial team with your views on [editorial@total911.co.uk](mailto:editorial@total911.co.uk).

Last month I visited the Official Porsche Centre (OPC) in Portsmouth in a bid to answer the age-old quandary of where best to service and maintain your 911. While there, I found that huge investment and emphasis is placed on staff training, that there is a substantial transparency in quality of service, and prices outside of warranty are lower than first thought. However, the coin must be flipped, so I've duly undertaken an access-all-areas visit to independent Porsche specialists Paragon to press further into the matter of long term and after-warranty Porsche maintenance.

Paragon were chosen for a simple reason: currently celebrating their 20th anniversary, they have an immaculate reputation for servicing and sales stemming from an impressively well kept headquarters in Kent. Paragon, then, are in a great position to highlight the benefits of looking outside of the main dealer network.

The doors at Paragon were opened to the public in 1993, but in those days things were a little different. At its inception, our specialists of choice operated as both a petrol station and an air-cooled VW garage, but it didn't take long for the business to outgrow its humble beginnings.

In 1995, the pumps went dry and were duly removed before owner Mark Sumpter made the

brave decision to streamline the workload and concentrate on a marque dear to his heart, telling us: "We were seeing a lot of air-cooled Porsches, perhaps due to our involvement in historic Porsche racing and the Beetle Cup, which brought us good attention. We were in the midst of a recession, and at the time nearly 50 per cent of Porsche's independent dealer network were closing their doors. My intention had always been to specialise, so we shut our doors to the more mundane VW workload and concentrated on Porsches. We've been growing ever since".

Fast-forward 20 years and the premises have expanded to include a large internal showroom, an outdoor sales space and a well-proportioned workshop, as well as a beautiful second floor featuring a waiting area, sales desks, offices and some rather neat Porsche-specific displays.

Paragon have four full-time technicians with between 10-20 years experience each, all having cut their teeth at official dealerships around the country. They also employ an after sales team and dedicated sales staff who share the showroom floor with an array of quality Porsches for sale, while a resident valet deals with used car preparation including leather colonisation.

Crucially, Paragon is run by astute Porsche enthusiasts, starting right at the very top with

Mark, who races with the Porsche club and has a breathtaking private collection of 911s. It's obvious why Paragon has managed to hold on to the majority of its original staff then, with a significant few having been employed since day one. So, they really do live and breathe Porsches here. You'd be surprised to hear of any OPC with technicians who have worked on site for that sort of duration, as we're told they tend to get snapped up by successful specialists who provide the opportunity for a far broader spectrum of work, but I'll get to that later.

It's fair to say that since Porsche's reduction in Service Menu pricing last year (for cars over four years old), the gap between specialists and OPC service costs has been reduced, if not eliminated. However, Paragon explain that cars rarely fly through a service, and it's here, when there is an issue – however small – that costs start to mount up.

There are two sides of maintenance we need to look at, and there are savings to be made on both the servicing and repair fronts. Firstly, Paragon have a flat hourly labour rate regardless of the age or model; it's the same technician for the same duration in the same workshop. Paragon's pricing demonstrates immediate clarity, then, and doesn't segregate owners of a certain age.

Paragon also champion their repair ethic over the oh-so easy 'replace' school of thought. They





It may not be an official centre, but Paragon Porsche's sales, maintenance and customer service make for an impeccable package



also promote their willingness to find cost-effective solutions to problems they say others would be crazy to deal with. As an example, Paragon cite leaks on the 996 C4 Tiptronic gearboxes, which the firm say Porsche do not supply parts for, so officially you have to replace it.

Another common fault that Paragon regularly deal with is the rusting of the outside edges of brake discs. At Porsche these are replaced with brand new OEM items, but Paragon say they can source the very same parts for far less outlay, and that's just one of a number of savings passed directly to customers.

Fundamentally, though, it boils down to the fact that specialists like Paragon are far more willing and used to exploring potential and time-consuming solutions to problems that can be fixed, instead of the costly sledgehammer approach of replacing broken with brand new. May I also add that because of this, the long-serving technicians here have likely delved more deeply and more often into problematic engine and gearbox failures and their subsequent solutions. This applies for virtually every Porsche you can shake a stick at, and as a 911 owner that's reassuring to know.

Another factor that cropped up during conversation at Paragon was booking times: at Porsche a set time period is allocated for every job,

## “Every car and owner requires specific attention, and that’s where Paragon undoubtedly excel”

but Paragon point out that with experience, the time taken to remedy common faults is reduced. This means they charge for their actual time, which is reflected in their reduced prices. If after many years of experience a technician can complete a job in 30 minutes, then customers are charged for those 30 minutes, as opposed to the time stated in a book.

Head of the service department Mick Clare reports, “We appreciate that if a customer has spent £10,000 on a 996, they don’t necessarily want to pay book prices, so a large proportion will be guided by us, and as a specialist we are free from internal legislation. For instance, when costs were cut with the 996, we were aware that many minor parts were carried over from VW. In addition, there are countless respected aftermarket suppliers of major engine components such as pistons, camshafts and timing chains that are just as effective and run the same tolerances, but are priced lower, even if they featured on the original vehicle. It’s wrong to

assume it’s a better product if it says Porsche on the box, because the reality is that many parts are identical regardless of which box they arrive in.”

According to Paragon there are various reasons for this, and they are quick to point out that at a main dealer, hands may often be tied. Huge global organisations have strict policies, and understandably Porsche must employ stringent rules that may not take into account personal circumstances, mileage or actual usage.

Mick goes on, “If, for instance, we see a car that does 1,000 miles a year, then in some instances we can reduce costs for the owner, as we know items like brake discs and pads or tyres will last for the necessary period. We don’t see real value in looking at service intervals; we know that every car and owner requires specific attention to meet their needs, and that’s where Paragon excel.”

Furthermore, Paragon don’t add costs for replacing items such as tyre sealant, fitting new ➔

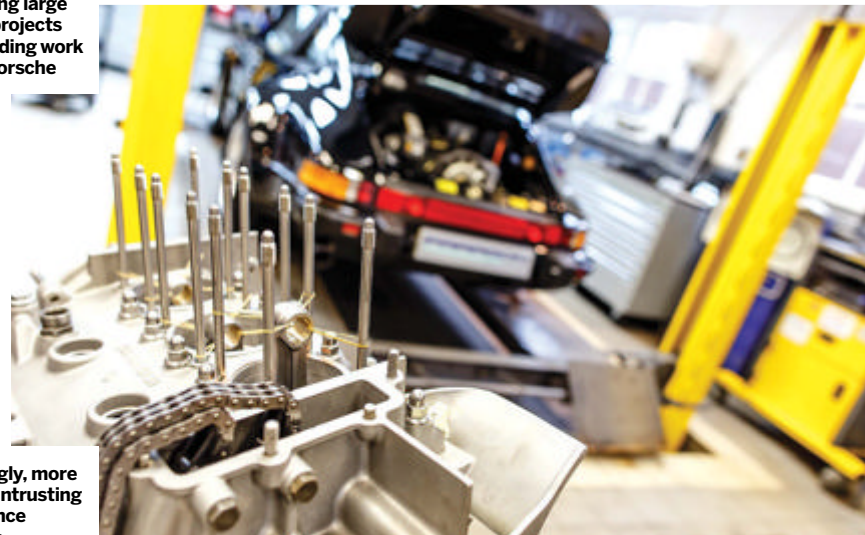




The technicians' knowledge is matched by enthusiasm for the brand at Paragon, and they are happy to talk to us about ongoing projects



As well as servicing and maintenance, independents are capable of undertaking large bespoke projects and rebuilding work for your Porsche



Interestingly, more 997s are entrusting maintenance matters to independents such as Paragon, who have a large base of loyal 911 customers





spark plugs or even removing wheels for inspection. Plus, they are keen to re-use items like brake shims in a bid to reduce the final figure on the dotted line.

One area where it was very clear that Porsche held the upper hand, however, was their access to the very latest diagnostic equipment, from PIWIS testers to the latest Hunter alignment hardware. When I put this to Paragon they explained, "We utilise Autologic software to diagnose faults, and we rarely – if ever – see an issue we have trouble fixing. If that is the case, the clock stops. We have – and always will – invest in staff training, plus we have a lot of communication with the Autologic team over in the States if there ever is a problem that's troubling us. We actually have a fund that covers all our research and staff development, and it's there for those rare occasions. Once we understand how to fix an issue, we then time how long it takes to correct, and that's what we charge."

Another area we touched on was Porsche's insistence on investing in the latest and greatest tools. I questioned how Paragon could compete, and Mick explained: "If there is a tool we require then we purchase it. We know we are competing with Porsche and we know their book prices; it's completely false to assume anyone other than Porsche is ill-equipped to deal with faults because of incorrect tooling. In my experience that simply does not happen, and if there ever was a job we struggled to fix, we would only ever invest our time and money on finding the solution. If there is a tool that will help us speed up the job and reduce costs then we will buy it. Our time is money too!"

Another major area of Paragon's business is race and track preparation. During our shoot there were technicians building a '2.0-litre, 1965 race spec' project. It had been at the workshop for a few months, but what I picked up on was how enthused the technician was and how responsible he felt for the car. He explained, "I regularly see and talk to the owner about this build, and there's a need for ongoing dialogue. If he wants to talk to me he can, if he wants to see images of the progress he can, and if there's ever a problem it's me that's accountable!"

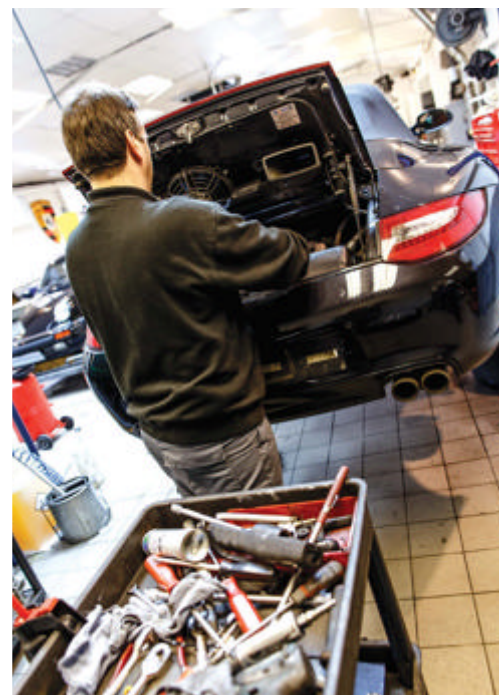
So what about the argument that a 911 with a full service history from an OPC is worth more and thus the marginally more expensive service costs are recouped on resale? According to Paragon, who have been selling Porsches for 20 years, that doesn't necessarily ring true. While an OPC-stamped service book is clearly of benefit, the firm does not feel a car with a respected specialist service history is worth any less. They state that a stamped service book from a well-known Porsche specialist is of similar value, and that they would not reduce their maintenance prices for that reason. More than that, they explained that in 20 years of selling 911s, they had never once had a customer who attempted to bargain them down on price for a non-OPC marked service book, as long as its history had been recorded by someone with a deserved reputation. While Paragon don't valet every car that comes through the doors or

### Contact Paragon

For more information on the services Paragon offer and the latest Porsches for sale, call Jamie on 01825 830424 or visit the Paragon website, [www.paragongb.com](http://www.paragongb.com).



Paragon's vastly experienced technicians have access to industry-leading equipment including Autologic diagnostic software



## "Independents provide impressively flexible solutions to some servicing and maintenance problems"

provide the latest Porsche courtesy car as at an OPC, they do offer solutions that are outside the box and can save owners money. As specialists, reputation is everything, and word of mouth is what drives growth. Paragon has a vested interest in retaining your custom, so they view customers and their cars as ongoing relationships. It's their ability to provide a solid and efficient service for less than an official OPC that is the driving force behind their success, rather than their ability to replicate the OPC experience.

While it was clear that OPCs do have some discretion when it comes to pricing, you can't ignore the fact that an OPC is forced to use official parts and, more pertinently, is just one piece of the global Porsche dealer network jigsaw. That means specialists can have more flexibility with regards to booking times, and infinitely more flexibility in finding cost-effective solutions such as using reputable aftermarket manufacturer parts.

For owners who are prepared to pay the premium, there are rewards; we'd all love a fully stamped service book, and in an ideal world we'd replace old with new. Porsche do a fabulous job, but the interpersonal approach to the habits and needs of a 911 owner at specialists like Paragon pay dividends with regards to day-to-day ownership, particularly for those who are stretching their finances just to step into a 911. However, choosing an independent specialist boils down to more than

money. Paragon, for example, offer a great all-round product and provide a loyal base of customers – many purchasing their car off the front porch, so to speak – with an expert degree of Porsche knowledge and engineering. The decision of choosing an OPC or independent specialist becomes very much a matter of personal preference, and both have their merits. The case for independents, as Paragon have demonstrated, is that they provide impressively flexible solutions to some servicing and maintenance problems, and often save you money in the process. **911**

### TOTAL 911 VERDICT



#### OPC

- ✓ Official Porsche stamp in the service book.
- ✓ Added value services, ie car loan and valet.
- ✓ State of the art technology.



#### INDEPENDENT

- ✓ Ability to source and fit non-OEM replacements.
- ✓ Cost saving.
- ✓ Knowledge to fix serious issues instead of replace.



# 997 TURBO S



The wider Turbo body caters for vents in the rear arches that feed air to the intercoolers



Big yellow brake calipers are another sure sign of a Turbo S, while ceramic discs eliminate brake dust

“  
THE TURBO HAS  
ALWAYS BEEN THE  
PINNACLE OF THE  
911 RANGE

”



The 996 Turbo S left motoring scribes gasping, while the 997 made the previous model seem dated. Total 911 looks at the background to the most blistering Turbo model yet

Written by **Kieron Fennelly** photographed by **Jonny Gawler**

## Specification

### 997 Turbo S

(2010)

#### Engine

**Capacity:** 3,821cc twin turbocharged and water-cooled flat six

**Compression ratio:** 9.8:1

**Maximum power:** 530bhp@ 6,750rpm

**Maximum torque:** 700Nm between 1,900 & 5,000rpm

**Transmission:** Seven-speed Porsche double clutch, all wheel drive

#### Suspension

**Front:** MacPherson strut

**Rear:** Multi link with coil springs

#### Wheels & tyres

**Front:** 8.5j x19 / 235 x 35

**Rear:** 11j x 19 / 305 x 30

#### Dimensions

**Length:** 4435mm

**Width:** 1808mm

**Weight:** 1,585 kg

#### Performance

**0-60mph:** 0-62 3.3 seconds, 0-124mph 10.8 seconds,

**Top speed:** max 195mph



The front spoiler aids aerodynamics and feeds air to the brakes





From its introduction in 1975, the Turbo has always been the pinnacle of the 911 range, but in more recent times Porsche's astute marketing machine realised that if an 'S' niche worked for the Carrera and other Porsche models, then logically a similarly higher powered Turbo 'S' version should top the Turbo range. "Given a choice, customers will always take the faster car," says August Achleitner, who led the engineering team behind the 997 Turbo. He bases this assertion on experience with the 997, which shows that the 3.8 Carrera S outsold the plain 3.4 Carrera by a ratio of three to one. As is well known in the motor industry, the better specified a production model, the more profit the manufacturer makes from it.

Just as the 996 brought the 911 bang up to date, the Turbo, launched in 2001, did the same for the blown model, and the 996T soon gained the enviable

reputation of being the most accessible and usable super car on the market. From the very beginning, Porsche has always made its Turbo stand out from lesser 911s with wider haunches and aerodynamic appendages. The 996 Turbo was the first, however, to be accused of looking slightly bland. With its side skirts, turbo hips and lower front and rear valances, it certainly stood apart from its normally aspirated sister, but for some it did not appear special enough for a model retailing in Britain for upwards of £90,000. Arriving in 2004, the 996S did gain white, turbo-inscribed instruments and turbo flashes on its sills, but at this stage Porsche was preparing to introduce the 997 so the changes were limited.

Though the 997 was basically a reskin of the 996, Porsche evidently took criticism of the styling of its first water-cooled 911 to heart, for the new model had more of the much-admired 993, especially its front. So when the Turbo arrived shortly afterwards

it was, as anticipated, a distinctly more interesting design, with a number of changes to make it appear more aggressive. The rear wings were 22mm wider and the valances were revised, the rear incorporating new exhaust outlets and a horizontal bar at the front containing the now obligatory LEDs, as well as reducing lift by redirecting airflow. Less successful in some people's opinion were the ostentatiously chromed five-spoke wheels, which **Total 911's** then editor thought would be more appropriate on a gangster rapper's motor.

The interior of the 997 was of far higher quality than the 996, and this was better expressed nowhere than in the cabin of the Turbo S, which had its own distinctly luxurious two-tone leather adaptive sports seats together with 'Turbo' reminders in the instruments and on the door sills. The S also saw the introduction for the first time of an S Cabriolet, priced a cool £7,000 over the Coupe. ➤

## TURBO TIMELINE

### 1974

The first 911 Turbo model is revealed to the public, featuring a 3.0-litre 260bhp engine and now trademark rear spoiler.

### 1977

The first performance jump came in 1977 with the intercooler-equipped 300bhp 911 Turbo 3.3.

### 1990

Customers could now order the new 964 Turbo, featuring a further-tuned 3.3-litre engine found in the 930.

### 1992

The 964 Turbo was upgraded to a more powerful 3.6-litre engine.

### 1995

993 Turbo was the first to have a bi-Turbo engine, reducing lag.

### 2001

The first water-cooled Turbo engine arrived with the 996.

### 2006

997 Turbo introduced with 500bhp engine. Later given facelift and mechanical update.

### 2009

526bhp Turbo S arrives in bodyshell of facelifted 997.

## SPECIALIST VIEW

"997 Turbo S models were built in small numbers and left the factory with a great spec. Big power combined with PDK gearboxes make them ideal daily drivers or special cars for the weekend. As with all of the lower production number factory specials, buyers suspect residuals will firm at a higher price when they eventually settle. Look out for cars that have been on track or have damaged ceramic brakes, as they cost a fortune to replace."

**Darren Anderson, RPM Technik**







The bi-plane rear spoiler rises at speeds above 75mph, retracting again at 37mph





“

**THE HIGHEST LEVEL OF  
DRIVETRAIN TECHNOLOGY  
THAT PORSCHE HAS  
TO OFFER COMBINES  
PERFORMANCE WITH  
AMAZING REFINEMENT**

”

Interestingly, there was no ‘S’ version with the original launch of the 997 Turbo; Porsche waited until the arrival of the Gen2 engine before presenting the S variant of the turbocharged unit. The new engine represented perhaps the biggest milestone in the history of the Turbo, as the famous Mezger engine, versions of which had powered the Turbo for 34 years, was replaced by Porsche’s completely new direct injection unit. This was a major development; direct injection, originally used on diesels, squirts fuel directly into the cylinders at very high pressure, eliminating loss and increasing efficiency while allowing better control of the mixture, which in turn enhances power and economy. It’s a significant advance on traditional injection, which mixes the fuel and air in the manifold before it is sucked into the combustion

chambers. After launching the Gen2 997 Turbo in September 2009, Porsche would finally unveil the 997 Turbo S at the 2010 Geneva Show. As with the 993 and 996 Turbo S models, it offered more power and torque than the ‘base’ Turbo, with 526 instead of 500bhp and 700Nm rather than 650Nm. Porsche claimed a 0.4 seconds faster 0-62mph time, too.

Known for its abrupt mid-corner turbo boost and equally sudden loss of adhesion, the early single Turbo 911s had something of a reputation as experts’ cars – a state of affairs which perhaps suited Porsche at the time. But times and tastes change, and by the late Nineties twin turbo chargers were used for more modulated boost and four-wheel drive had completely changed the nature of the beast. The new century saw the introduction of electronic safeguards, notably traction control ➔



The Sport Chrono Package Turbo is standard on all Turbo S models, with visual features including a digital and analogue stopwatch in the centre of the dashboard, a performance display plus ‘Sport’ and ‘Sport Plus’ buttons, which illuminate on the steering wheel to notify the driver of the driving mode selected





## AN AUTOMATIC CHOICE

One of the refinements of the 996 Turbo was a Tiptronic version – an important option on such a sophisticated GT and the absence of which on earlier Turbos no doubt cost sales. However, by 2000 Porsche was rightly confident that the Tiptronic would cope with the Turbo's torque, and the two turned out to be a particularly successful pairing. Technology moves on, though, and the automatic 997 Turbo had the PDK gearbox, which offers the same levels of refinement as the Tiptronic and quicker step off than the six-speed manual. The 997 Turbo S is the first 911 to be offered without a manual option. Porsche has said that the majority of sales will be of the PDK variant, so it was not worth upgrading the six speed manual gearbox to handle the 700Nm torque of the latest S variant.



**PDK is fitted as standard on the 997 Turbo S**



**Occupant space is generous in the Turbo S, which features contrasting seams on the seats, door panels and dashboard**





and Porsche Stability Management, which made exploiting the Turbo's immense performance more secure. The advent of the 997 Turbo saw this advance further, and the 2010 Turbo S sports the full panoply of electronic watchdogs. In addition to PSM and PASM (Porsche Active Suspension Management, which lowers the suspension by 20mm and firms up the damping), the Turbo S has Porsche Torque Vectoring, as well as the popular Sport Chrono. Of all the options, the Sport Chrono is one of the most useful: the accompanying Sport button remaps the engine to give a more aggressive response. In the case of the PDK-equipped Turbo S, Sport Chrono holds the lower ratios longer and controls the turbo's overboost facility. It also controls the adjustable engine mounts: in a new development, Porsche's Dynamic Engine Mounts are fluid-filled rather than the regular solid bushes. As such, they remain pliable when refinement is required, but they harden when commanded by the Sport Chrono to enhance stability during cornering.

PTV works by applying braking to the inside rear wheel (an intervention mandated by the PSM), and the effect of torque vectoring is to rotate the car into corners, which is particularly reassuring on wet surfaces and, in the words of Porsche development engineers, makes the 911 "handle more like a mid-engined design." With the Sport Chrono button on and backed up by the standard mechanical LSD, which allows earlier application of throttle, the Turbo S can be made to corner at speeds once thought to be physically impossible.

The larger diameter 19-inch wheels may reduce ride quality in full Sport mode, but this is a small price to pay. Indeed, the Turbo S's agility has been described as almost GT3-like – albeit without any of the road-going cup car's intensity or demanding nature.

With its redesigned Gen2 engine, the 997 Turbo S upholds the 911 Turbo performance tradition. It doesn't quite reach 200mph, and if its lighter and altogether more austere cousin, the 997 GT2, could pip it by 6-7mph, step-off in the Turbo S will always be faster to 100mph because, as Porsche's figures show, the PDK transmission can swap cogs faster than any driver with a manual clutch. **Total 911** has already commented on how the Tiptronic transmission suited the 996 Turbo, and though the 997 Turbo is held to offer a sharper drive, it does seem that intelligent automation is inevitable with this kind of performance, especially given the way the transmission works in conjunction with the car's dynamic control systems. Certainly, the coupling of the double clutch with the Turbo S's 526 horsepower and 700Nm deploys this resource with aplomb. The 'highest level of drivetrain technology that Porsche has to offer' combines performance with amazing refinement. Adhesion on dry surfaces is phenomenal, and the S accelerates with the

## BUYING TIPS

The Gen2 engine, introduced in 2008 and turbocharged a year later, has got off to a better start than Porsche's first water-cooled engine. The Gen2 unit is lighter and stiffer and has 40 per cent fewer parts: in four years it has gained a reputation as a well-engineered design. Given that the Turbo S model is less than three years old, used examples are likely to be in the hands of the OPCs, though RPM Technik in Hertfordshire currently have one for sale and ready to view in their showroom. However, despite the thoroughness of Porsche's used car inspection, there are a few points to bear in mind.

• **Warranty:** Most used Turbo S models will still have some of the standard two-year warranty period left. Consider extending this by a third year. Given the sheer power attributed to the Turbo S, check for crash damage.

• **Alignment:** Make a geometry check part of the deal. UK roads are increasingly pockmarked with holes and sunken drains, and many authorities will not repair them until they are over 40mm deep.

• **Coils:** A (rare) weakness is the ignition coils. See whether the OPC will consider replacing them as part of the sale, as the warranty does not cover consumables.

• **Price:** The Turbo S is firm at the moment, but value falls by ten per cent when a new model is launched. Is it worth delaying purchase until the 991 Turbo arrives?

• **Porsche Experience:** Do you really need a Turbo S? Go to Porsche Silverstone and try the plain Turbo or the new 991 Carrera S. You might surprise yourself!



Variable Turbine Geometry utilises vanes within the turbo that direct exhaust flow onto the blades, giving greater boost across a wider rev range



## OWNING A 997 TURBO S

- **UK price:** (January 2013) £125,925 Coupe £133,663 Cabriolet
- **Numbers sold in UK (2011-13):** 350 (Coupe & Cabriolet)
- **Service intervals:** Two years / 30,000 km
- **Service costs minor:** £550
- **Service costs major:** £1,250 (includes spark plugs). Figures courtesy of Porsche Swindon

control and direction of a proverbial space rocket.

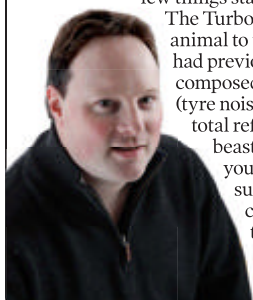
Porsche's standard-fit ceramic PCCB brakes and six-piston aluminium calipers at the front and four behind are more than a match for the Turbo S's performance. They offer a durability which should extend through several service intervals, and will overcome complaints from owners of 997s with conventional brake linings that PTV increases rear brake wear. **911**

### "I'VE GOT ONE"

"I purchased my Turbo S with just 800 miles on the clock, and so far it has proved to be near faultless. Two things dominate the experience: the way it goes and the way it stops – it is an imperious ground-covering machine. The instantaneous PDK gear changes give monumental uninterrupted acceleration just when you need it, and the ceramics offer phenomenal, confidence-inspiring braking power. In the real world, few things stand a chance of keeping up.

The Turbo S is an entirely different animal to the fidgety 996 GT3 I had previously. Comfortable and composed when you want it to be (tyre noise and poor acoustics spoil total refinement), but a snarling beast when the mood takes you. The only thing I haven't sussed yet is whether you can completely lock out the kick-down in full manual mode.

**Damian Butt**









# 3 ISSUES OF TOTAL 911 FOR JUST £1



**GO DIGITAL!**  
GREAT DIGITAL SUBSCRIPTION  
OFFERS AVAILABLE AT:  
[IMAGINESUBS.CO.UK](http://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](http://www.imaginesubs.co.uk/t9e)

And enter PCG098

### 2. Telephone

**0844 249 0463**

And quote PCG098

### 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**









# RK

## Roland Kussmaul

For many years the éminence grise of Porsche's motorsport department, the retired great talks to Total 911 about competition success and being labelled the father of the GT3

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



It's not often that a retired gentleman proves hard to track down. Then again, it's not every day we're trying to speak with Roland Kussmaul. After officially leaving Porsche at the end of 2008, our attempts to

meet him the following spring were thwarted by his busy schedule. Recently, we were luckier: despite his programme being just as full, Roland found time to meet us at his home in the charming village of Eberdingen, a convenient five miles from Weissach.

Here, Roland explains why at the age of 69 he is travelling as much as he ever was. Essentially this most dynamic of pensioners – he can still play a mean three sets on the tennis court – has been at the heart of Porsche's American Le Mans programme, as well as helping with the independent Lizard team of late. Such commitment entailed 13 trips to the US in eight months in 2012. He also acts as a consultant to Porsche Motorsport with regular meetings at Weissach, and retains a close connection with Olaf Manthey, long a 'semi-official' Porsche works team

and whose GT3s failed to win the 2012 Nürburgring 24 hours for only the first time in eight years.

### **Roland, how did you come to join Porsche and what were your first impressions?**

I graduated in engineering from Stuttgart University, and a lot of us went to Porsche at that time [the late Sixties]. It was an exciting period; Ferdinand Piëch was the technical director and

he really knew what he wanted. He was driving Porsche Motorsport to the very top with an energy that we could all feel. He would demand a solution to a problem, and would tell us we had five days to come up with it. That's how he always got 110 per cent from his people.

**You arrived at Porsche as it was ramping up to win Le Mans, and it was still a small family run company. Although you were instrumental in the development of the 911 and a key figure in the competition department, histories of Porsche never seem to mention you in this early period. What was your role at that time?**

My degree was in mechanical engineering, and I was selected to work on the Leopard Tank programme. Porsche had a long tradition of building military vehicles, and though I was based at Weissach, I wasn't in the competition department. I worked on several evolutions of the Leopard, which involved extensive driving trials but, of course, these were government contracts and never designed to attract publicity! ➔

## KEY FACTS

- Born 27 September 1943.
- Graduate in Mechanical Engineering from Stuttgart University.
- First assigned to 'Leopard Tank' military program.
- Later led the Porsche works team to overall victory at the Dakar Rally, himself in a 911 Feuerwagen as a 'swift service man'.
- Credited with devising the 964 RS and Cup.
- Former head of the Porsche Performance Department, now a Porsche consultant.





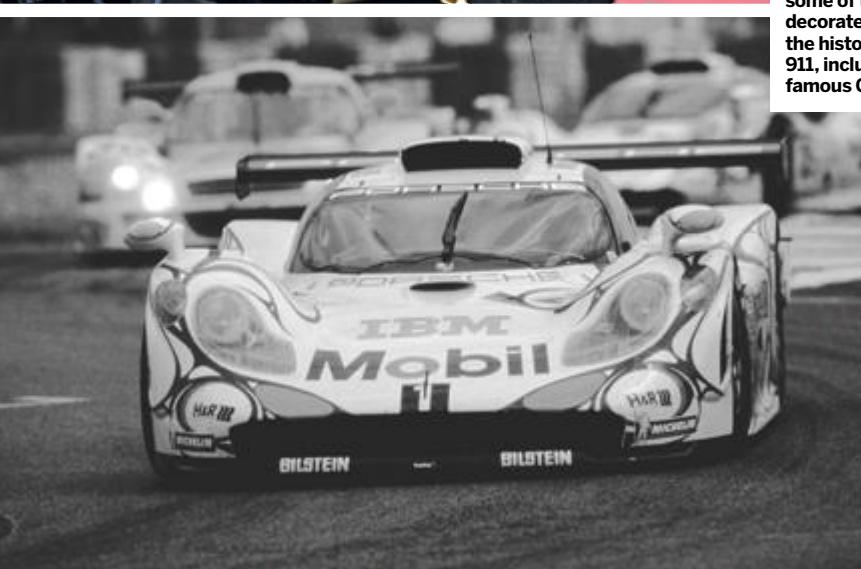
Kussmaul's career took in a wide variety of endurance events, including Le Mans and gruelling routes across Europe and Africa



Success at the African safari highlighted the 911's structural solidarity and rigidity, essential for success on such unforgiving terrain



Kussmaul can take due credit for developing some of the most decorated cars in the history of the 911, including the famous GT1





# “At Porsche there was always this commitment”

## But you soon moved into car development.

In 1974, Peter Falk, the manager of the racing division, approached me. This was at a time when Porsche had reverted to supporting third-party teams rather than fielding its own. Falk asked for my help with the Kuehne & Nagel team. The international freight forwarder was sponsoring a brace of 911s in European rallies and encountering recurring difficulties with dampers and suspensions. Mr Falk selected me to liaise with the damper manufacturers. He had obviously seen me in the tank proving ground, and knew what my job was. Porsche was taking an increasing interest in its competitors, especially with the advent of the 924 and 928, and Mr Falk often asked me to evaluate Ferraris and other sports cars on the circuit at Weissach. So looking back, the damper project was my ticket to Porsche Motorsport. When Porsche decided to reintroduce its own works team in 1978, I was appointed service manager alongside Jürgen Barth, who was competitions manager.

## What was the thinking behind the new team?

With the 911, Porsche had won virtually all the major rallies, and the object now was to win the Safari rally in Kenya. The Safari was an event where sheer structural strength rather than outright speed and power was what really counted. We still didn't win, but we learned a hell of a lot from it; Africa is nothing like a European rally, where you have the roadbook and service back up and off you go. The distances are vast, and you have to do endless reconnaissance and be able to repair the car yourselves. Above all, you have to be able to understand the terrain.

## You were the co-driver and navigator...

Yes. Porsche had recruited Bjorn Waldegård, who won the 1969 and '70 Monte Carlo Rallies in 911s, so I co-drove with him. It was almost unimaginably different in those days: we had no electronic equipment at all, and my job was to monitor everything from landmarks and road surfaces to listening to the car like the flight engineer in a piston engine aircraft at every step. It was quite fantastic for a young guy like me to be sitting alongside a champion like Waldegård – an amazing experience. I learned a lot in a few months.



Roland's 996 GT3 RS is part of an impressive personal collection of Porsches

## Tell us about Waldegård's driving.

Quite amazing! His technique defied description: roads were often extremely basic in Africa. A bridge over a stream might consist of a couple of planks narrower than the car. Bjorn used to get the 911 over them by coming broadside so that the car was up on two wheels as he went over the planks – pure stunt driving! He'd also accelerate hard before a wide river crossing so that the 911 would hit the water and bounce literally like a pebble skimmed across a pond. We built up a big lead, but despite everything we had suspension problems – both 911s were slowed by this, and in the end we finished second and the other works car fourth.

## Porsche withdrew from rallies after that, yet only a few years later you found yourself driving in Dakar. How did that come about?

When Peter Schutz became CEO in 1981, he saw that the 911 was Porsche's cash cow, and wanted to promote it rather than terminate it as Fuhrmann [Schutz's predecessor] had planned. So the Paris Dakar, which had been going since 1978, looked a good place to start, especially as not having won the Safari, Porsche still had unfinished business in Africa! So we got permission to enter the 1984 event in a 911 with huge ground clearance. People were derisive about our entry; the conventional approach to Dakar was a 4x4 vehicle, which was believed to be the only way to cope with the sand [Jacky Ickx won the 1983 event with a Mercedes Geländewagen]. But cars like Range Rovers or Mercedes G-Wagens were heavy and slow; we knew a great deal about off-road driving and African terrain, like how to traverse sand and water.

## What else was special about the Dakar 911, the 953?

It had four-wheel drive, and we detuned the standard 3.2 engine by about 5bhp for reliability and it weighed barely 1,100kg; there was no question of service vans at every stage as in the Monte, so besides two works cars, a third, the so called 'Feuerwagen' (fire wagon) carried spares and could be cannibalised if necessary to keep the other two in contention. This time we pulled it off thanks to René Metge. I drove the Feuerwagen and even won two of the stages, though ultimately we didn't finish because we lost our way at a crucial stage. That taught me the importance of navigation and local knowledge. It's also why René was so good. In '85, I co-drove with him too. He spoke no German and I can't speak French, so we devised a kind of sign language and I learned to shout "Frein!" when he needed to brake! He was a natural; he'd lived in Africa and had a nose for it. I remember how he surprised me when he braked massively from 200kph in the middle of the desert, though I hadn't said anything. He had seen a subtle change in the colour of the sand ahead. It was a shade darker, which meant it was wet and we would never have got out of it if we'd continued. He would get out of the car and check the ground on foot before deciding whether it was driveable. He could literally smell the damp before we got to it.

## You were involved with the 959 too.

Group B appealed strongly to Schutz, who saw an ideal launch pad for the super Porsche, which was how he envisaged the 959. Peter Falk managed the Dakar project and ➡



“We could outstrip the camera helicopter trying to follow us across the desert!”



Jürgen Barth and I took a 959 shell which we reinforced pretty thoroughly, then fitted a detuned version of the 2.1 turbocharged racing engine. The 959 Dakar version was a sensationally fast car; when we could get decent petrol it was so quick it could outstrip the camera helicopter trying to follow it across the desert! We still didn't win at first: Ickx crashed in 1985, but Metge won in '86. After that season the racing authorities deemed Group B too dangerous and Porsche withdrew from the rally scene.

#### What was your next competition role?

Porsche returned to sports car racing, and I was developing and testing the group C sports racer full time; Barth and I carried out final testing of the 77 customer 962s that Weissach built. I was also doing the testing of the F1 car [a project which promised much, but ultimately seemed to fizzle out as Porsche and Formula 1 drifted apart].

#### That brings us neatly to the launch of the 964 and the RS version, which was essentially your design. How did this come about?

As in 1981, it was a change at the top that started it. Helmuth Bott, who was technical director, was replaced by Ulrich Bez who had been at Porsche before, but arrived from BMW Tech [which designed the radical Z1]. Bez decided to replace the 944 in the Porsche Cup one marque series [effectively Porsche's

shop window] with the 964, which was logical once the C2 version was launched. He turned to me, and I set about developing the chassis design that Barth and I had built for the SC RS to produce a Cup version of the 964 [This car and its road-going homologation version, of which only 2,000 were made, marks the beginning of Kussmaul's reputation as a demi-god among 911 enthusiasts].

#### Was it true the engines were blueprinted?

No. I simply selected engines off the production line that were showing above average horsepower.

#### Ultimately, the 964 RS couldn't be sold in America though?

No, we never got type approval, though we did do a turbo version [the famous Turbo S Leichtbau], which won the IMSA championship over there in 1992 and '93.

#### You are also behind all the subsequent Cup, RS and RSR 911s, the GT1 of Porsche's last Le Mans win and the GT3, the largest volume production racer in history. Is it fair to call you the father of the GT3?

Well, I probably am, but at Porsche we have a huge advantage compared with other manufacturers in that we are able to build the race versions alongside the production GT3. Being under the same roof means homologation is so much more simple.

#### But it still takes planning and commitment.

It's the family effect, the tradition that goes back even before Piëch. You need to understand the car, you need to understand the rules and can't build a racecar by sticking to a 35-hour week; it needs absolute commitment. At Porsche there was always this commitment. That's how we got things done.

#### We've been admiring the 996 GT3 RS on your drive, Roland. What's in your garage?

A 964RS. It's one of the original Cup cars which I returned to road specification by taking out the roll cage and replacing the interior. I'm also restoring one of the original ex works 914/6s which has the 210bhp 2.0-litre race engine. But don't think of me as an old tech die-hard; I think the latest PDK is fantastic! It's so reactive: you can go round the north curve at Weissach much faster than in the manual car. I believe advances like ABS are essential, too, but for me new cars generally tend to have too much functionality and that adds weight.

#### Will the new GT3 have PDK then?

[Smiling enigmatically] You'll just have to wait and see. What I can tell you is that with 450hp it is sensational to drive [As we say our goodbyes, he is climbing into his 996 GT3]. I'm going to pick up my mother in law. If I take the Passat, she complains I haven't brought a Porsche! It's all about family. Porsche, and family. **911**



# YOUR LOCAL PORSCHE CENTRE APPROVED BODY REPAIRER

Fastlane's paint and body service starts from the moment you contact us and ends when we return your car, looking like new. Contact Fastlane and we'll do the rest. 'For your peace of mind' All Porsche repairs come with a unique **Fastlane 20 year guarantee**

PORSCHE GB **Bodyshop of the year 2011** Commended



## FASTLANE

PAINT AND BODY

**St. Albans Centre** Soothouse Spring, Valley Road Ind. Estate, St. Albans, AL3 6PF T: 01727 852 147

**Ascot Centre** Queens Road, Sunninghill, Ascot, Berkshire, SL5 9AF T: 01344 622 267

**Guildford Centre** Cobbett Park, 22-28 Moorfield Road, Slyfield Industrial Estate, Guildford, Surrey, GU1 1RU T: 01483 570 570

**[www.fastlanepab.co.uk](http://www.fastlanepab.co.uk)**



## fearnsport

Home of the Über Porsche

-  Servicing & M.O.T's
-  Performance upgrades
-  Diagnostics
-  Vehicle Storage

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

Email: [info@fearnsport.co.uk](mailto:info@fearnsport.co.uk)

Tel: 01327 856 993 Fax: 01327 856 994



**[www.fearnsport.co.uk](http://www.fearnsport.co.uk)**



# THE OTHER MONTE CARLO







## Usually associated with luxury living and celebrity fanfare, Monte Carlo assumes an altogether more challenging veneer for the participants of the Historic Rally. Johnny Tipler tracked the 911 armada

Written and photographed by  
**Johnny Tipler** and **Laura Drysdale**

**T**here's no doubt about it: competitors who tackle the Monte Carlo Historic Rally are brave souls. The route frequently involves travelling at speed on single-track roads over uncertain surfaces, against the clock, going at least a day or two with no sleep and constantly battling the elements. Oh, and don't forget the mechanical vagaries and esoteric handling of 40-year-old classics. Many of the 300-plus entrants return year after year because they're addicted to this heady formula, though in the teeth of a blizzard at midnight the word 'masochists' springs to mind. Make no mistake: this is hardcore.

The 2013 event was the 15th historic Monte. Like the perennial rally crews, I'm drawn back every January, even though it will mean standing out in the elements, ankle-deep in snow, culminating in that slithering haul round innumerable icy hairpins up to Col de Turini. It's fascinating, especially when

there are always that many Porsches to follow. This year there are no fewer than 46 911s, a mix of 2.0, 2.2 and 2.4-litre cars, plus 3.0 Carreras and SCs and one 930. There are eleven 924s as well – mostly Turbos – a couple of 356s and one 914/4. Ranged against them are 16 Lancia Fulvias, four Citroën DSs, a three-car Russian team of E-Type Coupes and a similar number of Polski Fiats and Gaz Volgas. As well as hot hatches, Beemers and Alfas, there are plenty of semi-exotics in action, too: an NSU 1200TT, a DKW F12, a Skoda 130RS and a couple of Lancia Aurelia B20s, to name but a few.

The second most numerous Porsche adversaries are the 13 dainty Alpine Renaults, A110s and A310s, celebrating the 40th anniversary of their triumphant 1-2-3 finish in 1973, when there was almost no 911 opposition. To put that into historical perspective, works or works-supported Porsche participation brought wins in 1968 for Vic Elford and in 1969 and 1970 for Bjorn Waldegård, with Jean-

Pierre Nicolas victorious in 1978 in a Carrera 3.0 prepared by the legendary Alméras Frères. There's a replica of this car here, crewed by Jean-Christophe Bonoron and Benoit Ravaut.

It's not just the cars that evoke interest; there are some halcyon heroes in the shape of Åke Andersson (works 911 pilot in 1970) who's driving a 924 Turbo, navigated from Copenhagen by Anna Sylvan. Her husband Hans was a co-driver in the Seventies with the likes of Stig Blomqvist and Per Eklund, and is now team principal in an ex-factory Rothmans' 911 SC. For two years this car was on the factory books, competing mostly in German events and ending up as a rallycross car until Mauritz instigated its restoration.

The Porsches are scattered throughout the 314-strong entry list, which is comprised of cars of a similar type that ran on the event between 1955 and 1980 and comply with FIA historic rally regulations. Crews select an itinerary for the 'Concentration' ➡





**Over 300 cars compete in the Monte, encompassing a wide and disparate variety of automobiles – including the 911**



Leg,' departing from various locations including Glasgow, Copenhagen, Reims, Barcelona, Turin and Monte Carlo. Despite the enthusiastic reception in Warsaw last year, the Polish start wasn't on the agenda this time, though a large and enthusiastic contingent accompanies the boxy Polski Fiats throughout the rally. The Concentration legs converge on Valence in the Ardèche region, and typically it takes the Denmark starters three days just to get there. Pragmatically, I pick up the action at Reims, a two-hour drive from the Channel ports, enabling the annual pilgrimage to the former Grand Prix circuit. It's always nice to have your own navigator and co-driver, and this year my wife Laura came with me once again.

Although the historic rally follows much the same route as the FIA WRC event of a fortnight earlier, it does change subtly from year to year. Previously, contenders went straight to Monaco, then north-west through the Alps to Valence for a day's intensive rallying in the remote Ardèche region. This year, though, everyone is routed on a convoluted course to Valence – especially those electing to start from Monaco itself. They begin

to roll into Valence at mid-afternoon, but not until 10pm do the barriers go down at Parc fermé in the vast formal gardens of the Champs de Mars. There's an air of levity in the city – or there would be if it wasn't so chilly. It may be sufficiently far south for umbrella pines, but it's still pretty cold. The atmosphere is party-like in the city centre bars and restaurants, packed with unwinding rallyists: it's the first time many of them have spent more than a comfort stop out of their cars in two or three days. "The toughest night was from Champagne to Valence," Copenhagen 911SC starter Lasse Hansen tells me. "We only spun once in the snow!"

With those 46 911s to follow, there's plenty to focus on. All employ spotlights, though some have lamps and others sport banks of Cibies that dwarf their headlights. Spoilers are present – or not – according to the era, though many favour Cookie-Cutter wheels instead of Fuchs. A few also have roof-racks laden with tyres. Late Seventies cars abound, several being familiar from previous years such as Tore Berntsen and Lasse Hansen's '79 SC, Valter Jensen and Monty Karlan's '78 SC, Ghislain and Guillaume Gaubert in another SC, and Michael

and Peter Pan (yes, that's his name!) in a 2.7S; there's Kjell Kristofferson and Bjorn-Erik Indahl in a Carrera 3.0, and Pier-Angelo Masselli and Paola Valmassoi with an immaculate '73 RS. They've come from far and wide: Ioannis Katsaounis and Alex Drouliscos have brought their 1965 car from Greece, and father and son Victor Sagi Snr and Jnr have come from Barcelona in their '68 911S. The list goes on, and representation is always good. Sometimes there's a designated area for service between stages, but mostly it's done on the hoof, with van and support crew parked up in laybys.

I've known the Swedish runners for a while: Anna was co-driver in a Saab 96 on La Carrera Panamericana in '07, and last year she navigated Mauritz Lange's 911T while Hans called the corners for Åke Andersson. They've switched roles this year, and over dinner at Valence Mauritz fills me in on their rally so far: "We had no heater and it was -27° in Stockholm when we set off, so it was bloody cold! We had trouble with the carburettors freezing, and when the gasoline can't go into the engine it goes into the oil instead. We had to change the oil three times, otherwise it would kill the engine!"



**Spectators get up close and personal with the action on the rally, while repairs are carried out roadside, as demonstrated by a French SC team**

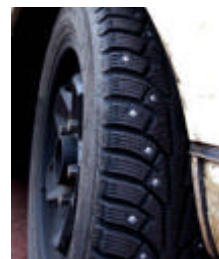






## OUT TO STUD

40 years ago, studded tyres were highly controversial. While rally organisers the AC de Monaco sanctioned them, local councils objected on the grounds that they would tear up their tarmac. The Swedish government took a similar view, and the Swedish Rally organisers ruled them out for '73, even though they were in daily use in rural regions. The organisers finally allowed that studs would be legal when the reluctant council capitulated just a fortnight before the start.



Mauritz's Rothmans 911 started life as a 1978 SC with a special 3.4-litre engine, reinforced Turbo transmission and Turbo brakes. It was only a Rothmans car until 1981, evolving to Group B SC RS spec, and its subsequent career was in rallycross. The bodywork was recently restored in Sweden, the engine having been rebuilt seven years ago in Germany. As Mauritz says, "It has so much horsepower – over 300bhp – it's impossible to get traction on some icy sections: Hans was screaming at me, 'Take it easy!' I was driving it sideways, but Hans said we left two tyres behind on one stage so you don't need more power than this."

Contenders start at 7.30am and tackle the four-stage day in the Ardèche. The topography builds quickly from the Rhône valley, winding higher into hilly farm country, and after an hour we reach the Les Ollières stage, essentially single-track country lanes through forested valleys. Sometimes there are long vistas over to the snow-capped Alps, perhaps 75 miles away. There are a few maisons-des-mâitres and subsistence farms, and small market towns like Pailhares, Lalouvesc and St Félicien where they still have Christmas lights, banners and bunting

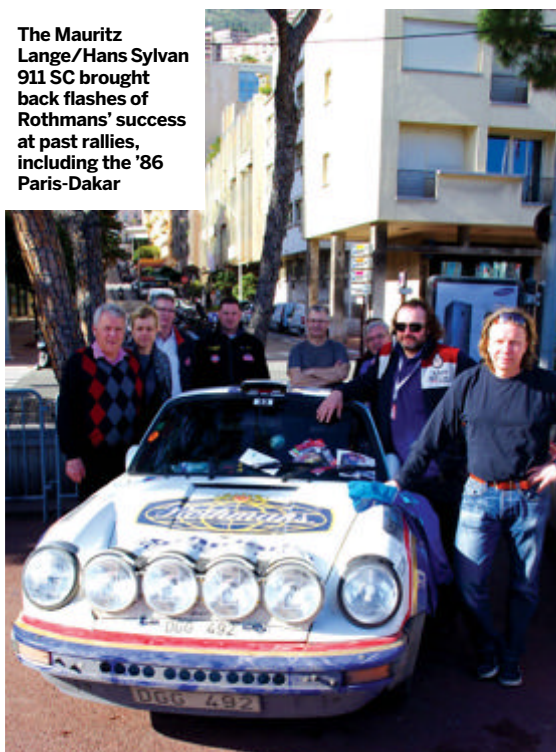
# "We had no heater and it was -27° in Stockholm when we set off – it was mighty cold, let me tell you!"

out from the big-time FIA rally's recent visit. The weather's changed, and although it rains at St Agrève, virtually all the snow and ice has melted on St Bonnet-le-Froid, proving a very different scenario from the whiteout we've come to expect: a fortnight earlier the FIA rally ran through deep snow here. There are a few hardy spectators, but most onlookers are back in town. Though some north-facing slopes are treacherous, the main medium for mayhem is mud, brought onto the tight, tree-lined corners by wayward competitors.


We make our way to Lalouvesc, suckering the GoPro onto the roof to track Porsches, which is feasible because they're only going at regularity pace. This causes many to misfire, such are the constraints against speeding, though occasionally

a car comes by at full tilt. At one particularly pinched hairpin the longer wheelbase cars get stuck and lose maybe 30 seconds, meaning they have to speed to catch up. There's a fine line between what's legal and what's not: the organisers are clamping down on speeding, whether on regularities or main road transit sections, imposing penalties and disqualification for repeat offences. "10,000 penalty points and you're out," says Hans. There's no overtaking on stages either if it means exceeding the average speed – often 45kph – by 20 per cent, which can be frustrating when a slow car won't move over. I notice that the winning 911 from 2011, a white 2.0 from Italy, has changed hands, its original crew nowhere to be seen after they were disqualified last year for punting off ➡

**The Mauritz Lange/Hans Sylvan 911 SC brought back flashes of Rothmans' success at past rallies, including the '86 Paris-Dakar**







“At the  
Monte  
Carlo rally,  
anything can  
happen”





Porsche was keenly represented by several 356s, as well as the customary 911s



Most cars at the rally utilised spotlights for the Monte Carlo classic...



...which proved to be ideal for the often treacherous mountain stages

a slowcoach Mini on the Col de Turini. Strangely enough, the new custodians appeared to be similarly disposed, hounding a tardy Opel Kadett down one stage, and again at the snowy Col de l'Arzeliers ski resort they come barrelling through at a rate of knots, scattering skiing families in their wake. In their defence, it was astonishing to see so much unrestrained local traffic on several special stages, regularities or not, since you make certain assumptions when driving a stage. One of those is that you can take a tight line on blind corners using the 'wrong' side of the road. "It's a bit scary," says Hans. "The roads are not closed here, and there are some terrible accidents, like yesterday when a service crew crashed head-on with a rally car."

The Alps then beckon. The target town on the first night after Valence is Gap, and en route the entourage head north-east towards Grenoble for the Col de Echarasson and Le Gua stages. Up at the top of Saint Andréol we're tracking the 930, and there's snow and ice on a few turns. Suddenly, round a blind bend he comes to a halt: there has been a serious rockfall, and we gingerly pick our way over the jagged rubble. We let him go, but a couple

of corners further on we're flagged down: young Pierre Casiraghi – son of Princess Caroline and third in line to the throne – has spun off in his R5 Alpine and hung its front axle over a precipice. An SUV hauls him out while stationary rivals fume. We now have a queue of delayed rallyists behind us, so we move over, and our right-hand wheels plop straight into the roadside snowdrift. A bit of shoving and to-ing and fro-ing gets us out, but around the next bend there's an Amazon in exactly the same predicament; despite our best efforts he is going nowhere.

After checking out the end of the Barillonnette stage, we head for Gap and catch the late arrivals checking in on the dais. Lange's Swedish contingent fill us in on the day's drama. "For one stage," says Anna, "Everyone's time cards were marked with an average of 49kph, but when we arrived at the time control they told us it had been changed to 45kph, and it seems a lot of cars didn't allow for that." Cue some long faces, though fortunately not at our table.

Covering rallies effectively means leapfrogging stages, and we move swiftly along the picturesque Route Napoleon to pick up Day five's second stage

action at sunny Digne. There's a fast-flowing river, a railway line that switches from one side to the other and deeply undercut cliffs netted to catch rock-falls. We begin to see our first Provençale foliage – umbrella pines, cypress and olive trees. It's then a matter of following the proscribed itinerary via Saint André-les-Alpes, Gréolières and Coursegoules; the landscape changes to barren, rock-strewn slopes, but the view of the distant Mediterranean coastline as we crest the summit above Vence is staggering. We wind down through affluent suburban villas to La Turbie before the final plunge through the tunnel into the principality and its harbourside Parc fermé. The final night's stages are back up the Alpes Maritimes at Col de Braus, La Tour Tinée and La Bollène, which implies the daunting Col de Turini, so there's a couple of hours respite in the Monaco sunshine before we need to head for hairpin heaven.

As much as it's an arduous rally stage, Turini is also a social gathering, and though the beers and braziers are less numerous due to this year's late schedule, we still meet a few old friends. The Monte's like that; anything can happen. Soon, a klaxon sounds, followed by the crescendo of a competition engine and the first car – a Kadett – hurtles through, lights ablaze, to the tumultuous accompaniment of snappers' flash guns. How are they not blinded by this fusillade? How come we're not run down? Freezing snow-melt causes black ice and it's even tricky to walk, which makes the competitors' rapid pace even more awesome. A 924 Turbo spins, though the 911s scuttle past with varying degrees of drama. It's hypnotic, but also cold, so after an hour we pull the plug and head downhill. It has been a long day, and we retire to our friends' apartment along the coast.

Late morning on Friday, competitors drift into Parc fermé to check out the results, declared official at 1.30pm. Alpine Renaults finish first and second, and the 911 of Fabio Babini and Andrea Capsoni is third. Our Swedes have done well, too: Åke and Anna place 12th overall, and Mauritz and Hans in the Rothmans SC are 22nd. To make it to the finish is an achievement in itself, so we then head to the Tip Top for a celebratory tippie. **911**

## VISITING MONTE CARLO

While many crews go 36 hours without sleep on the run down to Valence, spectators are under no such pressure. But tempting as it is to stay at a cheap hotel, it can be rewarding to go on Bookings.com and find something close to the target town that's out of the ordinary. Logis-de-France hotels are a good bet. In Monaco I've stayed at the reasonably priced Hotel Ambassador, and there's an underground car park over the road.

Avoid autoroute service areas, apart from fuel stops: go off the main drag and find a Les Routiers restaurant for proper French food. In Valence, eat at Le Café Victor Hugo or Le Bistrot des Clerks; in Gap go to La Cloche; in Monaco it's the Tip Top or Stars'n'Bars, and up on Col de Turini visit Les Trois Vallées Bar Hotel Restaurant.

Of course, there's much to see besides the rally. Once you've visited Monaco harbour, walk five minutes to the Fontvieille Museum on Avenue de Fontvieille and check out Prince Rainier's car collection, numbering around 75 vehicles. Admission is €6, and it's open daily.





# 24 hours

Despite much hope, Porsche had to settle for a top five finish after a blistering start at the historic endurance event and curtain raiser to the 2013 motorsporting season

Written by **Gene Greene**  
Photography by **Rick Stultz**





# of Daytona



**T**he 51st running of the Rolex 24 at Daytona again drew a world-class international field of teams and champion drivers from a variety of racing series around the globe, with 250 drivers representing 70 countries at the event in sunny Florida. Porsche holds a legendary status as the most successful manufacturer in the history of the Rolex 24, having claimed 22 overall victories and an amazing 73 class victories. Legendary drivers like Elford, Stommelen, Herrmann and many more have claimed victories in Porsches in years gone by.

In the extremely competitive GT class, eight Porsche factory pilots and two Porsche juniors competed in this year's race with various race teams driving the Porsche 911 GT3 Cup. Among them were last year's GT winner Richard Lietz (Austria) again with Magnus Racing,

previous overall Rolex 24 winner Joerg Bergmeister (Germany, The Racers Group), Romain Dumas (France, The Racers Group), Marc Lieb (Germany, Brumos Racing), Marco Holzer (Germany, Alex Job Racing), Patrick Pilet (France, MOMO/NGT Motorsport), Patrick Long (USA, Park Place Motorsports) and Britain's Nick Tandy (Konrad Motorsport/Orbit), who contested his first race as a Porsche works driver. For the two Porsche juniors Michael Christensen (Denmark, Konrad Motorsport/Orbit) and Klaus Bachler (Austria, Snow Racing/Wright Motorsports), this marked the first 24-hour race of their fledgeling careers. In the 2012 Porsche Carrera Cup Deutschland, the pair gave convincing performances and this year will contest the Porsche Mobil 1 Supercup.

On the eve of the race, Hartmut Kristen, Porsche Head of Motorsport, relayed: "The season takes off in Daytona with ➔



the toughest demands on man and machine. With 18 vehicles, Porsche is again strongly represented in the GT class. I'm especially interested to see how our two juniors perform at their Daytona debut. This is a unique opportunity for young drivers to pit themselves against opposition from all corners of the world."

In qualifying for his first race as a works driver, Tandy proved his mettle and showed why Porsche has shown faith in him as he grabbed the GT pole in the Konrad Motorsport/Orbit Racing GT3 Cup in the last moments of the session, edging out Andy Lally (USA) in last year's race-winning Magnus Racing Porsche, which he shares with works driver Richard Lietz, Nicolas Armindo (France), and team principal John Potter (USA). Third in the fiercely competitive qualifying session, where the 11 top placed cars qualified within one second of one another, went to Sean Edwards (MOMO/NGT) from Great Britain, just ahead of Porsche factory pilot Patrick Long.

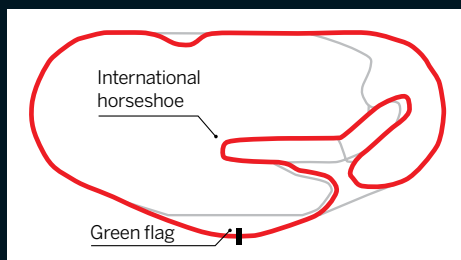
Tandy elated, "Pole position in Daytona shouldn't be underestimated, even if the race runs over 24 hours. Starting from the front allows you to avoid getting caught up in any skirmishes and that's certainly an advantage. Our car ran perfectly and that gives us a good feeling for the race."

The pre-race presentation is very popular, with thousands of fans enjoying the opportunity to be on the pit road along with the cars just moments before the race starts. Once they cleared away, Grand Marshal Hurley Haywood, five-time Rolex 24 winner, gave the command for the drivers to start their engines, and 24 hours of hard racing began.

The GT field charged into turn one to begin their own battle, with Tandy in front of Lally and Long. In the first few laps he built a gap of more than two seconds until the team's first setback. Tandy explained later, "I picked up some debris, which led to a tyre failure. On the long way to the pits a part of the suspension was damaged." The following repair

## WHAT IS THE ROLEX 24?

The Rolex 24 is considered a classic in the racing world, with Daytona International Speedway regarded as one of the world's most famous tracks. The 24-hour race is run on the 12-turn, 3.56-mile course configuration which makes use of almost all the steeply banked NASCAR oval with a chicane in the backstretch and an extra mile of infield road course. Three classes currently compete: Daytona Prototypes, GT race cars with about 450bhp, and the GX class for smaller production street cars.



cost a lot of valuable time and threw the car to the back of the field.

Within the next few hours, the squad's line-up of Tandy, Christensen, Christian Engelhart (Germany) and Lance Willsey (USA) fought back for Konrad. However their race ended abruptly after only six hours when Tandy once again suffered a tyre failure. "I was driving around 300kph when the front right tyre suddenly blew up," the 28-year-old said. The Porsche works driver made use of his considerable talent to prevent the car from hitting the concrete wall, but the disintegrating tyre smashed important structural parts of his 911 within just a fraction of a second.

The strongest Porsche performers were the Magnus Racing Flex-Box # 44 of Lally, Lietz,



Armindo and Potter, and the # 23 Alex Job Racing WeatherTech GT3 of works pilot Marco Holzer, Jeroen Bleekemolen (Monaco), Damien Faulkner (Ireland) and Cooper MacNeil. The next day, they traded the lead with one another, and with Ferrari 458s and Audi R8 GRAND-AMs. Along the way, the Magnus Racing GT3 led a race-high 250 of the total 678 GT race laps.

After 24 hours, the # 23 Porsche team was forced to stop the car in the waning moments for a splash of fuel. Faulkner had to pit with just three minutes remaining, giving up a possible podium finish and settling for sixth.

Holzer liked the way the team performed. "I was in the car a long time this morning with the fog delay," Holzer said. "We were able to gain some places in the morning and we had a chance to win the race. When I was in the car last the engine and transmission were near perfect, so we had a good car for 24 hours. We had to go for it at the end, but we had to splash with gas late. It was a tough race."

Magnus Racing likewise had to slow at the end. Lietz had to slow down to save fuel, and was unable to utilise his car's full potential. He finally finished in fifth in the lead lap after 24 hours of fierce racing, the highest placed Porsche, as the top six GT vehicles crossed the finish line on the lead lap.



Drivers change as much as the tyres in the demanding 24-hour event





Misjudged fuel strategies were all that stopped Porsche from claiming another podium finish at Daytona



"We had anticipated a better result than fifth, but still we can be satisfied with our performance," said Lietz. "Right up until 15 minutes before the flag everything was running to plan, but unfortunately our strategy didn't quite work. We did everything we could but it wasn't quite enough."

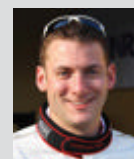
The GT victory eventually went to the Audi R8 GRAND-AMs of Audi Sport Customer Racing/Alex Job Racing and APR Motorsport Ltd UK, narrowly beating the Italian Ferrari 458 of AIM Autosport Team FXDD.

Porsche junior driver Klaus Bachler was clearly elated afterwards, telling us, "I learned a great deal from my first 24-hour race here. If we had not got the bad luck that we had in the night with



the brakeline and then in the morning with the suspension, I am quite sure we would have always been in the lead lap until the end."

The podium in the first-ever race in the new GX class was filled with drivers of Porsche Caymans. 2009 overall winner David Donohue won with his fellow countrymen Nelson Canache, Shane Lewis and Jim Norman in the Napleton Racing entry. With this win, they earned Porsche yet another class victory. Bullet Racing's Darryl O'Young (China), Karl Thomson (Canada) and Americans Daniel Rogers, James Clay and Seth Thomas finished in the runner-up spot. BGB Motorsports American drivers Lee Davis, Ryan Eversley, Jeff Mosing, Eric Foss and John Tecce finished in third. **911**



## NICK TANDY INTERVIEW

**Total 911** catches up with the talented Brit at Daytona, his first event as a Porsche works driver.

### What is being a Porsche factory driver like?

This is my dream come true. Ever since I first drove a Porsche it was clear to me that there could be nothing better than to become a works pilot. It's great that Porsche recognised what I have achieved and included me in the factory pilot family. I'll do everything to merit this trust.

### Was being a works driver a career goal?

Ever since I began racing I dreamed of driving as a career, and there is no better place to race than with Porsche. I had dreams of driving in open wheel cars, perhaps Formula 1, but I found my true home in sports cars and the Porsche 911.

### How did you find out that you were going to become the tenth Porsche factory driver?

I received a phone call, which told me that I would be receiving a document I should read and think about. Shortly after it arrived, I was on a plane on the way to Germany to meet with Porsche.

### Is it difficult working with different teams?

It requires some adjustment, but it is always a great learning experience. I'm pleased to be racing with my friends at Konrad Motorsport – we've raced together for several years!

### Are you accepted by others as a factory driver, and do they ask for advice?

Everyone has been very supportive in every way. And, yes they do ask my advice, but I ask them as well. The more information is shared, the better.

### What are your racing plans for 2013?

The details are still a work in progress, though I will be racing in the International GT Open, at Le Mans, and in some American Le Mans Series events.

### Do you enjoy endurance racing?

I love it. Mental alertness and physical demands are compounded, which is part of the fun.

### What 911 have you most enjoyed racing?

My favourite is the GT3 I raced in the Supercup championship. That was a great car.





# You're only seconds away from your favourite magazine

## GreatDigitalMags.com

Over **900** magazines and  
bookazines, for every device,  
from **one** great website

Read  
on all popular  
devices including  
Apple & Android





**1** Visit the website  
**GreatDigitalMags.com**



**2** Filter titles by your  
favourite store

 **iTunes**

 **Google play**

 **amazon**

 **zinio™**

  
**MAGZTER**  
DIGITAL MAGAZINE STORE

 **nook™**  
by Barnes & Noble

**3** Choose a digital  
magazine or book

**4** Purchase in-store,  
download & enjoy!

Save  
up to  
**40%**  
off regular print  
prices





# Living the Legend

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

**Joel Newman**  
• London, UK



**1999 996 Carrera 4**

**Date acquired:**

December 2011

**Last report:**

Issue 96

**Total miles:**

94,520

**Costs:**

£599

**H**aving fitted a performance sports exhaust thanks to QuickSilver, and just last month finally getting my new EuroCup GT carbon induction kit sorted, I've been keen to keep things moving. In speaking to various tuners, I was certain of what needed to be done next.

It seems that, with the additional airflow entering my engine (EuroCup GT quote at least 50 per cent more cold, fresh air) and the free-flowing exhaust expelling burned exhaust gases far more quickly, there were gains to be had in terms of both performance and driveability if I was to have the car properly remapped.

For those unfamiliar, remapping is in essence recalibrating your engine's Electronic Control Module to take advantage of the various parameters specific to your car.

Let me simplify what that actually means: first of all, as Porsches are sold worldwide, every single one must work in a vast range of conditions. That means your Porsche needs to be able to cope with much poorer fuel quality than we get here in the UK and far higher or colder temperatures.

Fundamentally, every Porsche has been dialled down to run in a worst case scenario, and frankly here in the UK those simply aren't the goalposts we play with! With the UK's relatively mild temperatures and high-quality fuel, there is a margin that can be breached safely and reliably, and means there's room for improvement when it comes to engine performance, in my case for my 3.4 (M96).

Having set myself a goal, I began hunting for a reliable, reputable and camera-friendly remapper. Following advice, I was pointed in the direction of Revo Developments, a specialist in engine software and performance tuning, and booked myself in.

The first thing the Revo team did was connect my car to their data loggers through the OBD2 port and took it out for a test drive. The aim was to measure the readable data including throttle position, fuelling and oxygen supply, to make sure there were no vacuum leaks or worn sensors, as Revo need



Same car, different character: Joel is impressed with the new response at low RPM of his 996

## This month: Why remapping and recalibration is recommended

to be assured that every car they work on is in good health. Even a minor fault can be accentuated through a remap as you are pushing everything a little more and wiping your car's stored adaptive data.

Without this data, the car's brain is back to square one, so it's essential that your 911 is working properly before you have any work done, or more to the point, before Revo will sell you their software. Thankfully, my car was returned with no anomalies, so following an inspection it was time to get underway.

First, it was plugged into Revo's Serial Port Programmer (SPP). Revo have a huge library of files should the need arise to return the car to the standard Porsche map. The ECU software wasn't on file, so was downloaded prior to anything else being done.

As Revo have been remapping 996s for years, they already have a range of maps. However, these are adjustable and allow for each car to be set up to suit variations in conditions, fuelling and components. As I have a new exhaust and induction system,

the team wanted to make further tweaks to incorporate and take advantage of the additional airflow and exhaust system. Because of these previous modifications, I would be looking at a Stage 2 remap rather than a Stage 1, which offers an advantage for a standard car with no modifications.

It turns out Revo had an updated factory software version for my car, so an hour later, with a technician squirreling away and manipulating my Revo map, the file was ready, uploaded and set up by the Revo guys. It was now time for a test drive.

First, I noticed on start up how immediately the car settled to a normal speed (800rpm). Previously, there was occasionally a little hunting (between 500-1,300rpm), as the car worked out how to handle all that fresh air coming into the engine bay.

I fired through the gears at slow speeds to see how the engine coped with low rpms. The car still pulled, but in sixth it pulled with more vigour below 2,000rpm than I was used to (more like fifth gear, actually). With the car





Remapping can quickly unlock an extra potential in performance

warmed up, I started to stretch her legs more, and was greeted with the same linear power delivery I have become accustomed to.

It's hard to quantify the improved performance, but I did notice the speed in which the tone of the car changed as the VarioCam kicked in. It's strange, but over the past few months I have learned how my car sounds, and how long it takes for that crescendo to build. There is no question about it; this is happening faster and more aggressively.

I also noted how it pulls more cleanly in higher gears; from 3,000rpm in fourth, you now get more

torque. I wouldn't say it was like being in third gear, but I would say it's not like being in fourth!

What else have I noticed? Well, the car just feels right, almost like it has had a full-on service and fluid change, or somehow someone has turned the clock back slightly. It does feel more responsive at lower rpms and pulls harder, but the character hasn't changed; it just feels a little bit more muscular.

As a point of reference, I was recently on a rather large stretch of 'private road' and pulled alongside a 2006 997S, a car with 355bhp and a larger 3.8-litre engine. While I certainly didn't beat him, the

difference was slight. In fact, there was no more than a couple of cars length in it from 60-120mph.

I have been very pleasantly surprised by the results of Revo's map. Despite countless arguments that tuning a naturally aspirated car is as useful as a chocolate ashtray, my experience tells me that is not the case. If you have modified your car then a remap will help you realise some of that untapped potential. If your car is as Porsche intended, it will indeed help you take advantage of the quality fuel and pleasant climate your Porsche will have become accustomed to here in the UK. **911**



**Chris Wallbank**

• Leeds, UK

**2005 997S Cabriolet****This month:  
Wrapping the 997 –  
the aftermath****Date acquired:**

November 2012

**Last report:**

Issue 97

**Total miles:**

22,998

**Costs:**

£995

(including VAT)



After being wrapped, the car is virtually unrecognisable from its previous guise



**T**he transformation is complete! I must admit that after a few friends telling me I should leave the 997 in its factory black guise, I did start to think "Am I making the right choice here?" but after seeing the finished product roll out glistening in the winter sun, I knew I had made the right decision. It felt like I was looking at a car that had just rolled off the production line, with its immaculate, super glossy 3M white finish! It definitely fooled a couple of the neighbours, too, who questioned why I had swapped the car so soon.

What amazed me the most about the process of wrapping a car is how the vinyl is applied. While watching the first couple of panels being fitted, I stood in amazement as

the vinyl was heated and stretched around corners into a super-smooth finish, thinking to myself "That shouldn't be possible." The capabilities of the latest 3M 1080 series material are unbelievable! I thought that areas like the rear spoiler might be a bit tricky because of the horizontal recessed cut-outs, but the material went into the corners a treat with a bit of gentle persuasion.

Something else that amazed me was the intricate detail that went into cutting the vinyl without even touching the panels, as Lee from LJS cuts down the edge of panels and then tucks the material in around the edges, ensuring a seamless finish and no hairline scratches to the paintwork. Lee also does the door panel separately to the rear wing and side skirt so that he can go well into

**"You'd have to look really hard to tell that the car was originally black underneath!"**

the door shut recess. I've seen some wraps where the sides are fitted in one large piece, leaving the whole door shut in the original colour, meaning a poor finish. On LJS's work, you'd have to look really hard to tell the car was originally black underneath!

After finishing the last panel, we found that there was still a decent amount of material left over. Not being one to waste things, I immediately started thinking about what else could be done, and my thoughts turned





Wrapping takes place one panel at a time



The process is time-consuming, requiring a heat gun to help stretch the vinyl over and round all necessary edges



Fiddly areas such as door handles are usually left until last

to the sport hard back seats. I had recently seen a couple of cars in my local dealership with painted hard back seats, and asked Lee if this was possible – he had a quick look and replied “I don’t see why not.” It’s a nice little finishing touch, which I’m told is a rather expensive option from the factory.

Finally, Lee went around the car with the heat gun to ensure the wrap was correctly adhered and there was no air trapped anywhere underneath the wrap, and that

was it, job done! The great thing about the gloss wraps is that there is no special treatment needed to maintain the finish; just treat as you would normal paint. You can wash it, wax it, polish it, the lot!

If you’re interested in getting your Porsche wrapped, I highly recommend L-J-S.co.uk for a personal and professional service. They will also come out to you (as in my case) if your garage is big enough, meaning your 911 doesn’t even have to move! **911**

## This month’s

updates from our Living the Legend contributors



### Martin Dalziel

**2001 996 Carrera 4**

Date acquired: October 2009 Total miles: 69,845

**Costs this month:** Fuel

**Lowlights:** Tesco filling station refurbishment led to the unfortunate necessity of more expensive fill ups at Shell!

**Highlights:** The car continues to be brilliant. Snow can’t even halt its progress. Sensible four-wheel drive!



### Kris Clewell

**1972 911 T**

Date acquired: November 2012 Total miles: 22, towed

**Costs this month:** £2,420

**Lowlights:** The temperature is currently -15F, and my new home is not heated which, obviously, is far from ideal.

**Highlights:** On the plus side, the car is with me in its new home, so I at least have a trusty companion to be cold with.



### Andrew Moffat

**2001 996 Turbo**

Date acquired: March 2007 Total miles: 64,406

**Costs this month:** £24 fuel + £400 annual oil service plus minor repairs

**Lowlights:** Unwelcome news that the front discs and pads are coming up for replacement in the very near future.

**Highlights:** The car is otherwise going fantastically after annual service. Not much use, though, due to summer holidays.



### Gina Purcell

**1989 964 Carrera 4**

Date acquired: September 2004 Total miles: 118,517

**Costs this month:** £90, fuel

**Lowlights:** Temperamental central locking on the passenger door is pointing to the mechanism within needing attention.

**Highlights:** Not fearing the snow by enjoying my motoring in the best 964 x 4 x far, to paraphrase the old Land Rover advertising line.



### Ben Przekop

**1988 3.2 Cabriolet**

Date acquired: November 2011 Total miles: 51,194

**Costs this month:** £350

**Lowlights:** None to speak of; even the costs incurred to replace the passenger window felt and trims was well worth it!

**Highlights:** Watching my son driving away in the Carrera for some shopping; I never get to see it being driven, it’s so cool!



### Maurice Tillaard

**1972 911T RS Hot Rod**

Date acquired: February 2012 Total miles: 0

**Costs this month:** £520

**Lowlights:** The car is still in storage for the winter, and will be there for another two months or so. When will the sun return here?

**Highlights:** Spent four weeks on the west coast of the USA driving a few of Magnus Walker’s 911s. I’ve forgotten it’s winter!



### Ross Kirkman

**2000 996 Carrera 4**

Date acquired: January 2012 Total miles: 104,500

**Costs this month:** £50, fuel

**Lowlights:** I was enjoying the 996 after the rebuild, ready to take it in for an oil change and was T-boned by a Citroen! Not my luck!

**Highlights:** Putting the 996 through its paces as a daily driver and getting the 3.2 out of bed and blowing a few cobwebs away.





## This month: Hibernating for the winter – and enjoying the 911 fun on forums

### Maxie Islam

• Stevenage, UK

### 2006 997 Carrera 4S

**Date acquired:**

August 2010

**Last report:**

Issue 93

**Total miles:**

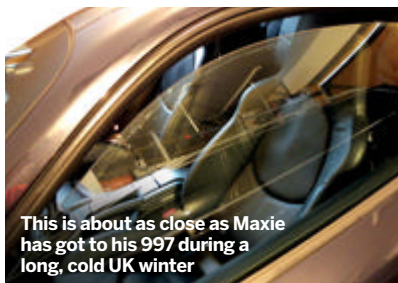
36,160

**Costs:**

None

I'm singin' in the rain! Throughout the whole of December and in the early part of January, my Carrera 4S might well have been humming along to the delightful Gene Kelly tune in this rather undelightful wet weather. Mind you, I only took the car out twice during the months of November and December.

Both times the car performed impeccably, but I am always weary about driving on surfaces with standing water. On a straight piece of dual carriageway in Oxfordshire, the amount of water kicked up by those huge 305 section rear Bridgestones was considerable. I switched on the rear fogs to add some extra illumination, but you always get some morons who believe rear fog lights are for foggy conditions only, so some promptly flashed me. Probably a good job they couldn't see how many fingers I flashed back at them! Having said that, the grip afforded by those tyres was immense, but I knew that any sudden turns of the steering wheel and I'd probably be facing the way I had just come, as wide summer tyres and slippery wintery conditions do not mix.



This is about as close as Maxie has got to his 997 during a long, cold UK winter

After the rain went away in early January, temperatures plummeted here in Hertfordshire and we have been blessed with a blanket of snow! However, with the car tucked away in the garage, I have a few plans for cleaning out the insides, notably the carpets, dashboard, centre console, steering wheel and binnacle. Replenishing the leather seats with Gliptone's excellent leather feeder/polisher will also be done.


Meanwhile, things have been more interesting on the 911uk forum – I have recently been promoted to moderator status! Currently, we seem to be inundated with would-be salespeople who join the forum and on their first (and only ever) posting, advertise their wares and disappear. What's wrong with that, you may be saying? If something went wrong between a forum member and the seller, then the proprietors of 911uk could get in trouble. There are plenty of official sellers on the website, though, who

manage to cover the vast majority of the forum's needs.

Aside from that, 911uk remains a great place to learn from. Some interesting threads (at the time of writing) include: '993 Turbo vs 996 Turbo vs 997 Turbo – which shall I buy?' 'OPCs vs Indy?' '993 with over 200k miles... to buy or not to buy!?' and 'Is your wife/GF allowed to drive your 911?'

Perhaps the area where most banter is generated is for private registration plate sellers. Quite a few of them are ridiculed simply because a new member has just joined the site for the mere purpose of selling their plate (which used to be on their Peugeot 205 and had the numbers 911, 997 or 993 etc on it). Because it is a Porsche website, their plates are therefore being advertised at appropriate Porsche prices; you can imagine what kind of responses those have yielded!

However, what does add value to members is when they post cars they have seen and are interested in buying. Usually, the replies are pretty healthy, and result in the originator of the thread being satisfied.

The next major outing the forum is currently organising is a gathering for 100+ 911s to be photographed at Gaydon. Our trip abroad is a drive to the Porsche museum, with the Nürburgring soon after that. Get in touch if you'd like to be involved. Hopefully, I will have something more to report on the 997 in my next submission to **Total 911!** 



**Panasonic**  
ideas for life



# YOUR SPECIFICATION IS OUR INSPIRATION

CHANGING PHOTOGRAPHY **G**

## The new LUMIX GH3. Created through collaboration.

It's our most complete camera yet. Not our words – but those of the photographers and filmmakers who helped create it. Designed from the ground up to provide seamless performance for both stills and videos, it features a free-angle OLED monitor, professional timecode capability and broadcast-standard full HD 50p video. The dust and splash-proof magnesium body lets you take on more daring angles and shots, and with Wi-Fi remote functionality on smartphone and tablet, it's a camera designed with you in mind.

But don't take our word for it – judge for yourself at: [panasonic.co.uk/lumixgh3](http://panasonic.co.uk/lumixgh3)

**1<sup>st</sup> MIRRORLESS**

World's 1st DSLM Digital Single Lens Mirrorless live view camera introduced by Panasonic on 12/09/2008



Camera featured with battery grip, available with various lens configurations; please check with your dealer.



**LUMIX G**



# Learn to inspire

www.dphotographer.com



## Digital Photographer

Available  
from all good  
newsagents and  
supermarkets

ON SALE NOW

> Creative landscapes > Lighting > Pro interviews > New kit



## BUY YOUR ISSUE TODAY

Print edition available at [www.imagineshop.co.uk](http://www.imagineshop.co.uk)

Digital edition available at [www.greatdigitalmags.com](http://www.greatdigitalmags.com)

Available on the following platforms



facebook.com/DigitalPhotographerUK



twitter.com/DPhotographer



# 911 PREMIER PORSCHE

Everything you need for your 911



## 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 categories (right).

DATA FILE 88

SHOWROOM 96

SERVICING & TUNING 99

INSURANCE & FINANCE 109

PORSCHE LIFESTYLE 111





# 911 PREMIER PORSCHÉ

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 columns according to age. Many models were available in Coupe, Targa and Cabriolet forms, with the option of automatic transmission.

## Ratings: ★★★★★

We've rated each model according to performance, handling, appearance and desirability. These are subjective and any debate generated from them is welcome!



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



All 911s are fast, this is particularly so.



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

## SPOTTED FOR SALE >>

### SPOTTED FOR SALE >>

#### 1979 911 SC

£7,795

Location: Southampton, UK  
Contact: 01234 567890  
This appears to be an SC that's been updated with 1984-style bumpers front and rear plus Cup-type mirrors and wheels, and a later-style Turbo spoiler. Mileage is hefty at 147,000 and the ad says there's some rust on the front wings, so that needs checking carefully.

We'd rather see an original-spec SC but, if you go in with your eyes wide open this could turn out to be a fun little 911 for not much money.



**A selection of noteworthy 911s currently on the market are highlighted throughout the data file in each issue.**

They may have caught our eye for a number of reasons, largely based on rarity or price. However, unlike in our main 'Tested' section, neither ourselves or our contributors have inspected the cars, and all opinions are therefore based on the information provided in the adverts.

As with any purchase, take professional advice before proceeding. Arrange to view the car at the seller's own premises and check the paperwork to ensure the ownership details are in order.

If you're happy with a car you've found and are serious about buying it, we recommend you first run a vehicle data check (available online) which will tell if the car is stolen, an insurance write-off or has finance outstanding on it. This process isn't infallible, but helps alleviate the possibility of you inheriting a bad egg. You should also arrange to have the car inspected by a Porsche specialist who is familiar with the model and can further advise if the car is a good buy. A seller with nothing to hide will fully co-operate, and don't forget to negotiate a good price before you enjoy your new Porsche!

## CAR OF THE MONTH >>

### 2008 997 C4S

£26,995

Location: Suffolk, UK  
Contact: 01284 827427

The later-generation 991 Carrera 4S may well be all the rage at OPCs right now, but the Type 997 C4S currently represents exceptional value for money at a third of the price of the latest model. This '08 plate means it's a late Gen1, and comes equipped with manual transmission – ideal for those still repenting Porsche's PDK technology. 79,000 miles on the clock isn't the lowest out there for the year, but with the classy Sports Chrono package thrown into the mix, this really does represent £27,000 well spent.



## 911 2.0 Litre (O series) 1963-67



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

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

**RATING:**  
★★★★★

## 911S (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 carburettors.

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

**RATING:**  
★★★★★

## 911L (A series) 1967-68



In 1967, the 911 received its first, albeit minor, update with the A-series. This coincided with an expansion to the range: the standard car became known as the 911L (for Lux, or Luxury) and sat alongside the high-performance 911S and the entry-level Porsche 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 carburettors instead of fuel injection. The interior specification was similar to that of the 912.

**Specification**  
Capacity: 1,991cc  
Compression ratio: 8.6:1  
Maximum power: 110bhp @ 5,800rpm  
Maximum torque: 156Nm @ 4,200rpm  
Brakes: Front: 282mm discs; Rear: 290mm discs  
Wheels & tyres: Front: 15x5.5J, 165HR; Rear: 15x5.5J, 165HR  
Length: 4,163mm  
Width: 1,610mm  
Weight: 1,020kg  
0-60mph: n/a  
Top speed: n/a  
**RATING:**  
★★★★★



**911E****(B series)**  
1968-69

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

**Capacity:** 1.991cc  
**Compression ratio:** 9.1:1  
**Maximum power:** 140bhp @ 6,500rpm  
**Maximum torque:** 175Nm @ 4,500rpm  
**Brakes:** Front: 282mm discs; Rear: 290mm discs  
**Wheels & tyres:** Front: 15x6J, 185VR; Rear: 15x6J, 185VR  
**Length:** 4.163mm  
**Width:** 1.610mm  
**Weight:** 1,020kg  
**0-60mph:** 7.6 sec  
**Top speed:** 130mph

**RATING:**  
★★★★★

**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****(E series)**  
1972

The entry-level 911T received a boost in engine size to 2.341cc in 1972 to compensate for its increased power. However, a lower compression ratio and the inclusion of Zenith 40 TIN triple-choke carburetors led to the relatively lower power output of 130bhp.

**Capacity:** 2.341cc  
**Compression ratio:** 7.5:1  
**Maximum power:** 130bhp @ 6,200rpm  
**Maximum torque:** 196Nm @ 4,000rpm  
**Brakes:** Front: 282mm discs; Rear: 290mm discs  
**Wheels & tyres:** Front: 15x5.5J, 165VR; Rear: 15x5.5J, 165VR  
**Length:** 4.163mm  
**Width:** 1.610mm  
**Weight:** 1,050kg  
**0-60mph:** n/a  
**Top speed:** n/a

**RATING:**  
★★★★★

**911 Carrera 2.7RS****(...)**  
1972-73

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:**  
★★★★★

**SPOTTED FOR SALE >>****1972 911R recreation****£39,995**

**Location:** Suffolk, UK  
**Contact:** +44(0) 1440 714884

Just under £40,000 will see you take home this fantastic recreation based on the spirit of Porsche's first competition-focused 911 assembled by the factory, the 911R. While this car is not an exact replica of the classic R, it adopts a similar philosophy of using lightweight parts to save weight, deploying modern materials such as carbon fibre. Built on a 1972 non-sunroof, left-hand-drive 911E, the car was imported from the US in 2006 and built up by specialists in the UK, and has a later 3.0-litre engine.

**911E****(F series)**  
1973

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

**Capacity:** 2.341cc  
**Compression ratio:** 7.5:1  
**Maximum power:** 130bhp @ 6,200rpm  
**Maximum torque:** 196Nm @ 4,000rpm  
**Brakes:** Front: 282mm discs; Rear: 290mm discs  
**Wheels & tyres:** Front: 15x5.5J, 165VR; Rear: 15x5.5J, 165VR  
**Length:** 4.163mm  
**Width:** 1.610mm  
**Weight:** 1,050kg  
**0-60mph:** n/a  
**Top speed:** n/a

**RATING:**  
★★★★★

**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. Impact-absorbing bumpers were added in order to conform to US regulations. Furthermore, from 1976 all 911s were hot-dip coated and fitted with distinctive 'elephant ear' mirrors.

**Capacity:** 2.687cc  
**Compression ratio:** 8.0:1  
**Maximum power:** 150bhp @ 5,700rpm (165bhp @ 5,800 from 1.976)  
**Maximum torque:** 235Nm @ 3,800rpm (235 Nm @ 4,000rpm from '76)  
**Brakes:** Front: 282mm discs; Rear: 290mm discs  
**Wheels & tyres:** Front: 15x6J; Rear: 15x6J, 185VR  
**Length:** 4.291mm  
**Width:** 1.610mm  
**Weight:** 1,075kg  
**0-60mph:** n/a  
**Top speed:** n/a

**RATING:**  
★★★★★

**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 which boosted 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****(C & D series)**  
1969-71

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

**Capacity:** 2.195cc  
**Compression ratio:** 8.6:1  
**Maximum power:** 125bhp @ 5,800rpm  
**Maximum torque:** 177Nm @ 4,200rpm  
**Brakes:** Front: 282mm discs; Rear: 290mm discs  
**Wheels & tyres:** Front: 15x5.5J, 165HR; Rear: 15x5.5J, 165HR  
**Length:** 4.163mm  
**Width:** 1.610mm  
**Weight:** 1,020kg  
**0-60mph:** n/a  
**Top speed:** n/a

**RATING:**  
★★★★★

**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 short-lived external oil-filler flap in the right-hand rear wing. It also adopted the fashionable black trim around the front and rear lights and black front quarter grilles.

**Capacity:** 2.341cc  
**Compression ratio:** 8.5:1  
**Maximum power:** 190bhp @ 6,500rpm  
**Maximum torque:** 216Nm @ 5,200rpm  
**Brakes:** Front: 282mm discs; Rear: 290mm discs  
**Wheels & tyres:** Front: 15x6J, 185VR; Rear: 15x6J, 185VR  
**Length:** 4.163mm  
**Width:** 1.610mm  
**Weight:** 1,050kg  
**0-60mph:** n/a  
**Top speed:** n/a

**RATING:**  
★★★★★

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

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

**Capacity:** 2.687cc  
**Compression ratio:** 8.5:1  
**Maximum power:** 175bhp @ 5,800rpm  
**Maximum torque:** 235Nm @ 4,000rpm  
**Brakes:** Front: 282mm discs; Rear: 290mm discs  
**Wheels & tyres:** Front: 15x6J, 185VR; Rear: 15x6J, 185VR  
**Length:** 4.291mm  
**Width:** 1.610mm  
**Weight:** 1,075kg  
**0-60mph:** n/a  
**Top speed:** n/a

**RATING:**  
★★★★★

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

The C series saw an increase in engine capacity to 2.195cc. Other minor improvements were made to the engine, including 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:**  
★★★★★

**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:**  
★★★★★

**911T****(F series)**  
1973

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

**Capacity:** 2.341cc  
**Compression ratio:** 8.0:1  
**Maximum power:** 165bhp @ 6,200rpm  
**Maximum torque:** 206Nm @ 4,500rpm  
**Brakes:** Front: 282mm discs; Rear: 290mm discs  
**Wheels & tyres:** Front: 15x6J, 185VR; Rear: 15x6J, 185VR  
**Length:** 4.163mm  
**Width:** 1.610mm  
**Weight:** 1,050kg  
**0-60mph:** n/a  
**Top speed:** n/a

**RATING:**  
★★★★★

**911 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 whale tail spoiler.

**Capacity:** 2.687cc  
**Compression ratio:** 8.5:1  
**Maximum power:** 210bhp @ 6,300rpm  
**Maximum torque:** 255Nm @ 5,100rpm  
**Brakes:** Front: 282mm discs; Rear: 290mm discs  
**Wheels & tyres:** Front: 15x6J, 185VR; Rear: 15x7J, 215VR  
**Length:** 4.291mm  
**Width:** 1.610mm  
**Weight:** 1,075kg  
**0-60mph:** n/a  
**Top speed:** n/a

**RATING:**  
★★★★★



# 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.porschespecialistshethrow.co.uk](http://www.porschespecialistshethrow.co.uk)

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

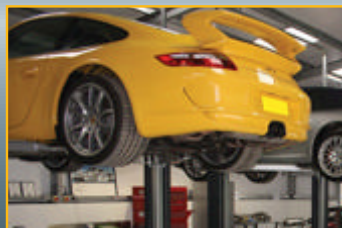
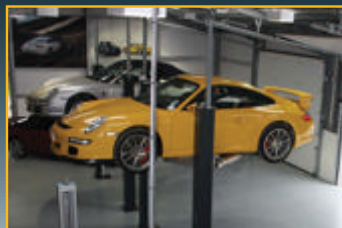


all major credit cards are accepted



WWW.SCSPORSCHE.CO.UK

## Factory Trained Porsche Specialists in Devon



Purpose-built Porsche workshop for all your Porsche needs.

01404 549921

07762 244477 / 07770 933054

[scsporsche@hotmail.co.uk](mailto:scsporsche@hotmail.co.uk)

[www.scsporsche.co.uk](http://www.scsporsche.co.uk)

90

Data file

### 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:  
★★★★★

### 911 Turbo 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: 432 @ 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:  
★★★★★

### 911 Turbo

(3.0-litre)  
1975-77



Fitted with a KKK turbocharger with its 2.994cc engine, 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 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:  
★★★★★

### Carrera 3.2

(...)  
1984-89



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

Capacity: 3.164cc  
Compression ratio: 10.3:1  
Maximum power: 231bhp @ 5,900rpm  
Maximum torque: 284Nm @ 4,800rpm  
Brakes: Front: 304mm discs; Rear: 309mm discs  
Wheels & tyres: Front: 15x7J, 195/65VR; Rear: 15x8J, 215/60VR (16 inches for 1989)  
Length: 4.291mm  
Width: 1.650mm  
Weight: 1.210kg (Coupe)  
0-62mph: 5.6 sec (Coupe)  
Top speed: 148mph (Coupe)

RATING:  
★★★★★

### 911 Turbo 3.3

(...)  
1978-83



A larger engine led to an extra 40bhp of power, and an intercooler on top of the engine resulted in the adoption of a new spoiler, known as the 'teatray'. Brakes were finally upgraded with the addition of 917 racecar-based items, larger discs and four-piston calipers.

Capacity: 3.299cc  
Compression ratio: 7.0:1  
Maximum power: 300bhp @ 5,500rpm  
Maximum torque: 343Nm @ 4,000rpm  
Brakes: Front: 304mm discs; Rear: 309mm discs  
Wheels & tyres: Front: 15x7J, 185/70VR; Rear: 15x8J, 215/60VR  
Length: 4.491mm  
Width: 1.775mm  
Weight: 1.300kg  
0-62mph: 5.0 sec  
Top speed: 160mph

RATING:  
★★★★★

### 911 Turbo SE

(...)  
1986-89



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

Capacity: 3.299cc  
Compression ratio: 7.0:1  
Maximum power: 330bhp @ 5,500rpm  
Maximum torque: 432Nm @ 4,000rpm  
Brakes: Front: 304mm discs; Rear: 309mm discs  
Wheels & tyres: Front: 16x7J, 205/55VR; Rear: 16x9J, 245/45VR  
Length: 4.491mm  
Width: 1.775mm  
Weight: 1.335kg  
0-62mph: 4.6 sec  
Top speed: 173mph

RATING:  
★★★★★

### 911 SC

(...)  
1978-83



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

(1978/1980/1981)  
Capacity: 2.994cc  
Compression ratio: 8.5:1/8.6:1/9.8:1  
Max power: 180/188/204bhp @ 5,500rpm  
Max 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:  
★★★★★

### 911 Turbo LE

(...)  
1989



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

Capacity: 3.299cc  
Compression ratio: 7.0:1  
Maximum power: 330bhp @ 5,500rpm  
Maximum torque: 432Nm @ 4,000rpm  
Brakes: Front: 304mm discs; Rear: 309mm discs  
Wheels & tyres: Front: 16x7J, 205/55VR; Rear: 16x9J, 245/45VR  
Length: 4.491mm  
Width: 1.775mm  
Weight: 1.335kg  
0-62mph: 4.6 sec  
Top speed: 173mph

RATING:  
★★★★★

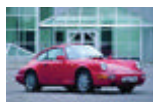


**Carrera 3.2****(Clubsport)**  
1987-89

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: 15x7J, 195/65VR; Rear: 15x7J, 215/60VR  
Length: 4.291mm  
Width: 1.650mm  
Weight: 1,170kg  
0-60mph: 5.1sec  
Top speed: 151mph

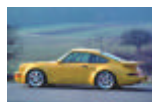
**RATING:**  
★★★★★

**911 Carrera 2****(964)**  
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: 5.5sec  
Top speed: 164mph

**RATING:**  
★★★★★

**911 Turbo S****(964)**  
1992-93

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

Capacity: 3,299cc  
Compression ratio: 7.0:1  
Maximum power: 381bhp @ 6,000rpm  
Maximum torque: 490Nm @ 4,800rpm  
Brakes: Front: 322mm discs; Rear: 299mm discs  
Wheels & tyres: Front: 18x8J, 235/40ZR18; Rear: 18x89J, 265/35ZR18  
Length: 4.250mm  
Width: 1.775mm  
Weight: 1,290kg  
0-62mph: 4.9sec  
Top speed: 169mph

**RATING:**  
★★★★★

**911 Carrera 3.8 RS****(964)**  
1993

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

Capacity: 3,746cc  
Compression ratio: 11.6:1  
Maximum power: 300bhp @ 6,500rpm  
Maximum torque: 359Nm @ 5,250rpm  
Brakes: Front: 322mm discs; Rear: 299mm discs.  
Wheels & tyres: Front: 18x9J, 235/40ZR; Rear: 18x11J, 285/35ZR  
Length: 4.250mm  
Width: 1.775mm  
Weight: 1,210kg  
0-62mph: 4.9sec  
Top speed: 169mph

**RATING:**  
★★★★★

**SPOTTED FOR SALE >>****1989 3.2 SSE Cabriolet** £POA

Location: **US**  
Contact: **203-675-3235**

Hidden among a plethora of gems at Sloan cars in the US is this Guards red 'Turbo Look' 3.2 SSE. Extremely rare, this example is only one of four 'Turbo Look' Cabriolets to be made in the last year of production, 1989. This SSE has covered only 34,122 miles in 24 years, and has been in California since new. Supplied with a certificate of authenticity, this 911 has been given a new tyre and a fresh 30,000-mile service ready for a new home.

**Speedster****(...)**  
1989

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

Capacity: 3,164cc  
Compression ratio: 10.3:1  
Maximum power: 231bhp @ 5,900rpm  
Maximum torque: 284Nm @ 4,800rpm  
Brakes: Front: 304mm discs; Rear: 309mm discs.  
Wheels & tyres: Front: 15x7J, 195/65VR; Rear: 15x8J, 215/60VR  
Length: 4.291mm  
Width: 1.650mm  
Weight: 1,210kg (Coupe)  
0-60mph: n/a  
Top speed: n/a

**RATING:**  
★★★★★

**911 Turbo****(964)**  
1990-92

This used the revised 964 body shell, extended arches and 'teatray' spoiler. The engine was essentially the 3.3-litre unit from the previous model, but updated to give more power. Brakes were ABS-equipped. 17-inch Cup wheels were a new design, as were the 'teardrop' door mirrors.

Capacity: 3,299cc  
Compression ratio: 7.0:1  
Maximum power: 320bhp @ 5,750rpm  
Maximum torque: 450Nm @ 4,500rpm  
Brakes: Front: 322mm discs; Rear: 299mm discs  
Wheels & tyres: Front: 17x7J, 205/50ZR17; Rear: 17x9J, 255/45ZR17  
Length: 4.250mm  
Width: 1.775mm  
Weight: 1,470kg  
0-62mph: 5.0sec  
Top speed: 169mph

**RATING:**  
★★★★★

**911 Turbo 3.6****(964)**  
1993-94

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

Capacity: 3,600cc  
Compression ratio: 7.5:1  
Maximum power: 360bhp @ 5,500rpm  
Maximum torque: 520Nm @ 4,200rpm  
Brakes: Front: 322mm discs; Rear: 299mm discs.  
Wheels & tyres: Front: 18x8J with 225/40ZR18 tyres; Rear: 18x10J with 265/35ZR18 tyres  
Length: 4.250mm  
Width: 1.775mm  
Weight: 1,470kg (Coupe)  
0-62mph: n/a  
Top speed: n/a

**RATING:**  
★★★★★

**911 Carrera 4****(993)**  
1994-97

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

Capacity: 3,600cc  
Compression ratio: 11.3:1  
Maximum power: 272bhp @ 6,000rpm  
Maximum torque: 330Nm @ 5,000rpm  
Brakes: Front: 304mm discs; Rear: 299mm discs  
Wheels & tyres: Front: 16x7J, 205/55ZR16; Rear: 16x9J, 245/45ZR16 (17-inch rims optional)  
Length: 4.245mm  
Width: 1.735mm  
Weight: 1,420kg (Coupe)  
0-62mph: 5.8sec  
Top speed: 166mph

**RATING:**  
★★★★★

**911 Carrera 4****(964)**  
1989-93

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

Capacity: 3,600cc  
Compression ratio: 10.3:1  
Maximum power: 250bhp @ 6,100rpm  
Maximum torque: 310Nm @ 4,800rpm  
Brakes: Front: 298mm discs; Rear: 299mm discs  
Wheels & tyres: Front: 16x6J, 205/55ZR16; Rear: 16x8J, 225/50ZR16 (17-inch rims optional)  
Length: 4.250mm  
Width: 1.650mm  
Weight: 1,450kg (Coupe)  
0-62mph: 5.7sec (Coupe)  
Top speed: 162mph (Coupe)

**RATING:**  
★★★★★

**911 Carrera RS****(964)**  
1991-92

Around 120kg was shaved from the car by deleting 'luxuries' and fitting magnesium Cup wheels. Engine power was boosted by 10bhp and fed through a solid 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: 5.2sec  
Top speed: 162mph

**RATING:**  
★★★★★

**SPOTTED FOR SALE >>****2002 996 Carrera Cab** £17,995

Location: **Tunbridge Wells, UK**  
Contact: **01825 830424**

Paragon Porsche have this fantastic facelifted Carrera 2 Cabriolet for sale. As an '02 plate, the facelifted model also enjoys an improved and more powerful engine, with the 3.6 flat six offering 320bhp to a willing owner. This particular option is packed with options too, including 18-inch Carrera wheels, Bose sound system, embossed crested headrests and sport seats. The interior is in super condition for nearly 60,000 miles, but the grey hue may not be to everybody's taste.





• Sales • Service • Repairs  
• Monthly paid maintenance package  
• Re-con suspension parts



986 996 987 997 & Cayman engine repair specialists



... to this

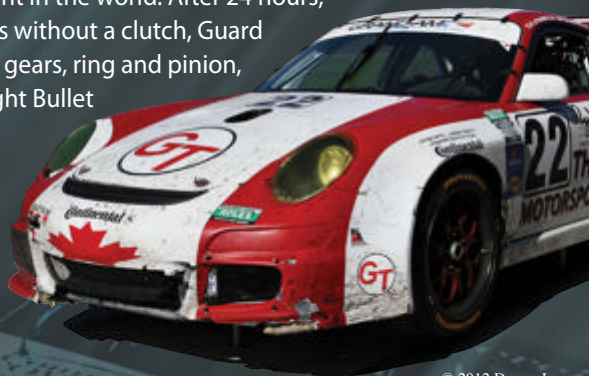


Tel: 01204 302809 Web: [www.hartech.org](http://www.hartech.org)  
Email: [auto@hartech.org](mailto:auto@hartech.org)

## 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.

Many consider Daytona the toughest test of equipment in the world. After 24 hours, the last 5 hours without a clutch, Guard Transmission's gears, ring and pinion, and LSD brought Bullet Racing home.



© 2012 Donna James

### Sequential Cup Car Gear Sets

Available in all standardized  
2008 & 2010 homologated ratios



**GT Guard Transmission LLC**  
(303) 530-1094 [www.guardtransmission.com](http://www.guardtransmission.com)

### 911 Carrera RS

(993)  
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 uprated. It is recognisable by the fixed rear whaletail and large front spoiler.

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

**RATING:**  
★★★★★

### 911 Carrera S

(993)  
1997-98



The features that come with the Carrera S are very similar to the credentials of the Carrera 4S, only in rear-wheel-drive. Very sought after today for its superb handling and distinctive looks, the split engine cover lid and wide body give this a superb and distinct appearance.

Capacity: 3,600cc  
Compression ratio: 11.3:1  
Maximum power: 285bhp @ 6,100rpm  
Maximum torque: 340Nm @ 5,250rpm  
Brakes: Front: 322mm discs; Rear: 322mm discs  
Wheels & tyres: Front: 18x8J, 225/40ZR18; Rear: 18x10J, 285/30ZR18  
Length: 4,245mm  
Width: 1,795mm  
Weight: 1,450kg  
0-62mph: 5.2 sec  
Top speed: 174mph

**RATING:**  
★★★★★

### 911 Carrera 4S

(993)  
1995-96



The 4S was effectively a Carrera 4 with a Turbo wide bodysell (but without the fixed rear spoiler). It also boasted Turbo brakes and suspension, and the 18-inch wheels were markedly similar to the Turbo items. The cockpit was made according to full Turbo specification.

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

**RATING:**  
★★★★★

### 911 Carrera

(996)  
1997-2001



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

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

**RATING:**  
★★★★★

### 911 Turbo

(993)  
1996-98



For the first time, the Turbo was fitted with two small KKK turbochargers to reduce lag. Also new was the fact that the power now 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:**  
★★★★★

### 911 Carrera 4

(996)  
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. E-Gas gave 'drive-by-wire' throttle control.

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

**RATING:**  
★★★★★

### 911 GT2

(993)  
1995-96



Basically a 911 Turbo, but with reduced equipment in order to cut down weight in RS style. It also included rear-wheel-drive, making it a better track car. The massive front and rear spoilers and bolt-on wheel-arch extensions also served to give it an especially 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:**  
★★★★★

### 911 GT3

(996)  
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 were uprated. Available in Clubsport and Comfort guises, a total of 1,890 cars were built, of which it is believed 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:**  
★★★★★



**911 Turbo****(996)**  
**2000-05**

Distinguished by wide rear arches, air intakes and a deep front spoiler, plus part-fixed, part-retractable rear spoiler. The 3.6-litre engine is based on the 996 unit and fitted with twin KKK K17 turbochargers and VarioCam Plus. The all-wheel transmission is like the Carrera 4, and 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:**  
★★★★★

**911 GT2****(996)**  
**2001-03**

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

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

**RATING:**  
★★★★★

**911 Carrera 4S****(996)**  
**2001-05**

Basically a Carrera 4 with the Turbo bodysheet without rear air intakes, and with the addition of a full-width rear reflector panel. The suspension and brakes were similar to the Turbo, while wheels were 18-inch items. The interior spec was higher than that of conventional Carrera 4.

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

**RATING:**  
★★★★★

**911 Carrera 4****(996)**  
**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:**  
★★★★★

**911 Carrera****(996)**  
**2001-04**

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

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

**RATING:**  
★★★★★

**911 GT3****(Gen2 996)**  
**2003-05**

Also known as the GT3 Gen2, it was based on the face-lifted 996-model Carrera, but with new spoilers. The revised 3.6-litre engine produced 381bhp. Suspension was lowered and uprated, and ceramic brakes were 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:**  
★★★★★

**SPOTTED FOR SALE >>****1998 993 Turbo S****£POA**

Location: **London, UK**  
Contact: **020 8202 8011**

The 993 Turbo S is an icon among icons, heralded as the last air-cooled version of forced induction on the 911 marque, easily distinguishable by the now synonymous side vents. In its famous shade of Speed yellow, this is an extremely rare 911, and has clearly delighted previous owners as its 60,000 miles on the clock to date show. The Turbo S is in fantastic condition, including yellow brake callipers and Aerokit front and rear spoilers. A great chance to own what will be in many dream garages.

**Data and video systems**  
for your **PORSCHE**

Obtain data directly from the CAN bus (most modern models), or OEM sensors (older models)

**Data + Video**

- Data analysis with synchronised video
- Create videos with graphical data overlays
- Complete integrated systems, or import videos - optimised for GoPro HD video
- VIDEO4 systems - record from multiple cameras. Video and data perfectly synchronised to a single card for fast loading and analysis

**Data Loggers**

- High accuracy GPS data loggers
- GPS track maps, lap/sector timing
- Integrated accelerometers for grip use measurement
- Expandable with external sensors & enhancement options

**Data Displays**

- Fully configurable multiple screens of data and configurable shiftlights
- DASH2 road/race ready display
- Range of auxiliary data displays to suit your application



From occasional **track days** to a world-class **race team**, we have a system to suit.

Data logger and display systems from **£599 + VAT**

**Race Technology**  
www.race-technology.com

Race Technology Ltd (UK) 01773 537620  
(US) 804 358 7289  
sales@race-technology.com





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



[www.brauntonengineering.co.uk](http://www.brauntonengineering.co.uk)  
01271 814144



**Porsche Specialist**  
**DEVON**  
EX33 2JP



**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 1970's.

JMG Porsche  
Unit 1 Station Approach  
Fairmile Road  
Christchurch  
Dorset  
BH23 2LJ

Tel: 01202 488800 or 07000 996911

Email: [service@jmggarage.co.uk](mailto:service@jmggarage.co.uk)  
[mailorder@jmggarage.co.uk](mailto:mailorder@jmggarage.co.uk)

**[www.jmggarage.co.uk](http://www.jmggarage.co.uk)**



## 911 GT2

(Gen2 996)  
2004-05



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

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

**RATING:**  
★★★★★

## 911 Carrera 4

(997)  
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 as required. It was 44mm wider at the rear than the Carrera in order to allow for wider wheels.

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

**RATING:**  
★★★★★

## 911 Turbo S

(996)  
2004-05



A 911 Turbo with the previously optional 30bhp power upgrade, consisting of larger turbochargers, uprated intercoolers and revised ECU. The ceramic brakes were also as standard, and 18-inch alloys were 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: 4.1sec  
Top speed: 191mph

**RATING:**  
★★★★★

## 911 Carrera 4S

(997)  
2005-08



The same 3.8-litre, 355bhp engine as the Carrera S, but coupled with the four-wheel-drive system on the Carrera 4. Also had 44mm wider rear arches to allow for the 11-inch wider wheels and helped give a more aggressive look. Currently makes for a great buy thanks to the 991 C4's introduction.

Capacity: 3,824cc  
Compression ratio: 11.8:1  
Maximum power: 355bhp @ 6,800rpm  
Maximum torque: 400Nm @ 4,250rpm  
Brakes: Front: 330mm discs; Rear: 330mm discs  
Wheels & tyres: Front: 19x8J, 235/35ZR19; Rear: 19x11J, 295/30ZR19  
Length: 4,427mm  
Width: 1,808mm  
Weight: 1,475kg  
0-62mph: 4.8sec  
Top speed: 179mph

**RATING:**  
★★★★★

## 911 Carrera

(997)  
2004-08



Fully revised 911 with 993-influenced bodywork and all-new interior. The 3.6-litre engine was like the 996, but refined to give 5bhp more power. Twin exhaust tailpipes were coupled with rear-wheel drive via six-speed manual or optional Tiptronic transmission. PASM was optional.

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: 5.0sec  
Top speed: 177mph

**RATING:**  
★★★★★

## 911 Turbo

(997)  
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: 8.5x19, 235/35/ZR19; Rear: 11x19, 305/30/ZR19  
Length: 4,450mm  
Width: 1,852mm  
Weight: 1,585kg (manual Coupe)  
0-62mph: 3.9sec  
Top speed: 193mph

**RATING:**  
★★★★★

## 911 Carrera S

(997)  
2004-08



As per the 997 Carrera, but with the more powerful 3.8-litre engine that produced 355bhp, and PASM as standard. 19-inch wheels were standard, with larger 330mm ventilated discs behind. It had Quad exhaust tailpipes, and was available as rear-wheel-drive only.

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: 5.0sec  
Top speed: 177mph

**RATING:**  
★★★★★

## 911 GT3

(997)  
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 characteristics. Revs to 8,400rpm, 200rpm higher than 996 GT3. VarioCam was also 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:**  
★★★★★



**911 GT3 RS****(997)**  
2006-07

The RS was similar to GT3, but with the inclusion of the wider rear bodyshell of the Carrera S. 20kg weight was saved from the original model thanks to carbon fibre engine cover and rear wing and plastic rear window, not to mention the relatively lightweight interior.

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

**RATING:**  
★★★★★

**911 Carrera 4****(Gen2 997)**  
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: 5.0 sec  
Top speed: 176mph

**RATING:**  
★★★★★

**911 GT3 RS****(Gen2 997)**  
2009-

Updated in line with the GT3, but with wider front arches and larger fixed rear spoiler. Dynamic Engine Mounts and PASM are standard. Air con is an optional extra, with no door handles, wheel brace or sound proofing. Claimed the lap record for Porsche road models at the Nürburgring.

Capacity: 3,800cc  
Compression ratio: 12.2:1  
Maximum power: 450bhp  
Maximum torque: 430Nm  
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:**  
★★★★★

**911 Carrera****(991)**  
2011-

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

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

**RATING:**  
★★★★★

**911 GT2****(997)**  
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, 235/35ZR19; Rear: 11Jx19, 305/30ZR19  
Length: 4,469mm  
Width: 1,852mm  
Weight: 1,440kg  
0-62mph: 3.7 sec  
Top speed: 204mph

**RATING:**  
★★★★★

**911 Carrera 4S****(Gen2 997)**  
2008-12

Bodywork as per the Carrera 4, but with the larger 3.8-litre engine of the rear-wheel-drive S. Utilised the 997 Turbo's four-wheel-drive, PTM (Porsche Traction Management). Viscous coupling gives way to electromagnetically controlled multi-plate clutch for power shift.

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:**  
★★★★★

**Sport Classic****(997)**  
2010

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

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

**RATING:**  
★★★★★

**911 Carrera S****(991)**  
2011-

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

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

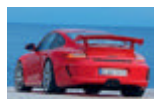
**RATING:**  
★★★★★

**911 Carrera****(Gen2 997)**  
2008-12

Revised with restyled LED rear lights and front driving lights. M97 engine replaced with a 91 DFI unit, using fewer parts (with no problematic Intermediate Shaft) and direct-fuel injection to give much-improved economy. Seven-speed PDK transmission was a new option.

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

**RATING:**  
★★★★★

**911 GT3****(Gen2 997)**  
2009-

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

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

**RATING:**  
★★★★★

**911 Turbo S****(997)**  
2009-

As standard 997 Turbo, but with facelift body, more power (530 bhp) and higher levels of standard equipment, including PCCB, centrelock wheels and ceramic brakes to go with unique two-tone interior and Sport Chrono Plus. Cabriolet is £7,000 more than the Coupe variant.

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

**RATING:**  
★★★★★

**911 Carrera 4****(991)**  
2012-

Carrera 4 enjoys wider body, with rear fenders pulled out by 22mm on each side. Major tell-tale sign over Carrera 2 is the connecting rear tail light that comes as standard. Also features a torque distribution indicator, which keeps you informed where exactly the car is distributing torque.

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

**RATING:**  
★★★★★

**911 Carrera S****(Gen2 997)**  
2008-12

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

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

**RATING:**  
★★★★★

**911 Turbo****(Gen2 997)**  
2009-

As original 997 Turbo, but with new LED taillights and driver lights up front as per the rest of the 997 range. Features larger tailpipes, plus a larger 3.8-litre engine featuring 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, 235/35ZR19; Rear: 11Jx19, 305/30ZR19  
Length: 4,450mm  
Width: 1,852mm  
Weight: 1,570kg  
0-62mph: 3.4 sec  
Top speed: 194mph

**RATING:**  
★★★★★

**911 GT2 RS****(997)**  
2010-

The GT2 goes back to its roots, with RS-style lightweight body and interior, plus extra power (620bhp). Instantly recognisable over standard GT2 thanks to lashings of carbon fibre on bonnet, air intake and mirrors. With only 500 examples, this is a 911 at its most extreme.

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

**RATING:**  
★★★★★

**911 Carrera 4S****(991)**  
2012-

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

Capacity: 3,800cc  
Compression ratio: 12.5:1  
Maximum power: 400bhp  
Maximum torque: 440Nm  
Wheels & tyres: Front: 8.5Jx20, 245/35ZR20; Rear: 11Jx20, 305/30ZR20  
Length: 4,491mm  
Width: 1,852mm  
Weight: 1,450kg  
0-62mph: 4.5sec  
Top speed: 185mph

**RATING:**  
★★★★★





Featured Cars 1972 911S RHD Light Yellow, 1973 911E RHD Silver

PAUL STEPHENS

Classic, Bespoke and Performance Porsche Specialist

## Current Showroom Highlights...

1972 911S 2.4 RHD Light Yellow	1990 911 964 C4 Targa Guards Red
1972 911 2.8 RSR Evocation Green	1992 911 964 C2 Coupe Choice of 2
1973 911E RHD Coupe Signal Yellow	1996 911 993 Targa Polar Silver
1973 911S 2.4 Two Owner Car Black	1998 911 993 Turbo Arctic Silver
1981 911 3.0 SC Targa Grand Prix White	1998 911 993 Carrera 4 S Ocean Blue
1986 911 3.2 Carrera Manual Low Mileage	2007 911 997 GT3 RS Orange Low Mileage
1989 911 3.5 Supersport Turbo Red	2009 911 997 Carrera 2S PDK Black
	2009 987 Cayman S Sport White

All Porsche considered for purchase or consignment, especially pre 73, RS, GT and Turbo models, plus any rare or low mileage examples.

Halstead, Essex  
Stansted Airport: 30 mins  
London: One Hour

01440 714 884

email@paul-stephens.com  
www.paul-stephens.com  
twitter.com/PorscheUK

Nationwide Delivery Available

Please feel free to come and visit us by appointment at our North Essex based showroom where you will find a fine selection of over thirty used Porsche for sale.

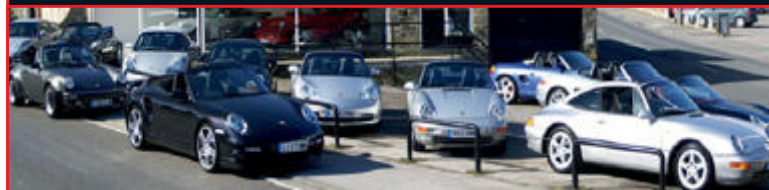
Find us on Facebook

Paul Stephens Ltd Sudbury Road, Little Maplestead, Halstead, Essex, CO9 2SE  
01440 714 884 www.paul-stephens.com email@paul-stephens.com Twitter: @PorscheUK

## Yorkshire Classic Porsche

Yorkshire's No. 1 choice for classic to modern Porsche

Please call us on 08434 996 911



www.yorkshireclassicporsche.co.uk

Leeds Road, Collingham, nr Wetherby, West Yorkshire LS22 5AA



SPECIALIST IN PORSCHE

Whitehouse Garage, High Street, Nettlebed,  
Henley on Thames RG9 5DB  
Service, Repair and Sales  
by factory-trained technicianswww.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

991 "2S" 3.8 PDK (2012 - 61)  
Basalt black with black leather, Sat Nav, 5k miles .....£80,000997 Turbo 3.6 Tip (2007 - 07)  
GT silver with black leather, Sat Nav, 23k miles .....£52,000997 Turbo 3.6 (2006 - 06)  
Cobalt blue with stone leather, Sat Nav, 28k miles .....£46,000997 "2S" 3.8 Gen 2 (2008 - 58)  
Aqua blue with black leather, Sat Nav, 23k miles .....£45,000997 Turbo 3.6 (2006 - 06)  
Cobalt blue with black leather, Sat Nav, 45k miles .....£44,000996 Turbo Cab "X50" Tip (2003 - 53)  
Silver with ocean blue leather, Sat Nav, 40k miles .....£35,000997 "4S" 3.8 (2006 - 06)  
Basalt black with black leather, Sat Nav, 29k miles .....£34,000997 "4S" 3.8 (2006 - 06)  
Silver with black leather, Sat Nav, 47k miles .....£32,000997 "2S" 3.8 (2006 - 06)  
Basalt black with black leather, Sat Nav, 33k miles .....£32,000997 "2S" 3.8 (2005 - 55)  
Seal grey with black leather, Sat Nav, 40k miles .....£30,000997 "2S" 3.8 (2005 - 55)  
Atlas grey with black leather, Sat Nav, 44k miles .....£29,000997 "2S" 3.8 (2005 - 55)  
Lapis blue with black leather, Sat Nav, 43k miles .....£28,000Cayman "S" 3.4 Design Edition (2007 - 57)  
Black with black leather, No. 104 of 777 worldwide, 24k miles .....£27,000997 "2S" 3.8 (2004 - 54)  
Silver with ocean blue leather, Sat Nav, 57k miles .....£25,000996 "4S" 3.6 (2004 - 54)  
Basalt black with black leather, Sat Nav, 51k miles .....£23,000996 "4S" Cab 3.6 (2003 - 53)  
Seal grey with black leather, Sat Nav, 59k miles .....£23,000

## 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

PORSCHES WANTED (2003 TO 2010)



## HENDON WAY MOTORS

porsche ferrari and classic car retailers since 1952

www.hwm.biz

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](http://www.hwm.biz) for more information on the company and our stock.

## PORSCHÉ PANAMERA TURBO

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

## PORSCHÉ 997 - TURBO, C4S, C2S, C2

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

**2008 - 997 TURBO COUPE TIP (BASALT BLACK) 29,000 Miles**  
Full Black Leather Interior, PASM, PSM, PCM, Sat Nav, BOSE, White Dials, Xenon Headlights, 19" Turbo Alloy Wheels, Tyre Pressure Monitoring System, Full Porsche Service History, Recently Serviced With New Tyres Fitted.

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

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

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

**2009 - 997 C2S COUPE PDK (GEN II) (BASALT BLACK) 31,900 Miles**  
Full Grey Leather Interior, Touch Screen Sat Nav, PDK 7 Speed Gearbox, PASM, PSM, PCM, Heated Seats, iPod Connection (Universal Audio Interface), 19" Sport Design Alloy Wheels, Full Service History With Recent Service.

**2009 - 997 C2S COUPE PDK (GEN II) (METEOR GREY) 34,000 Miles**  
Full Black Leather Interior, PDK 7 Speed Dual Clutch Gearbox, BOSE, iPod Connector, PASM, PSM, PCM, Touch Screen Sat Nav, White Dials, 19" 5-Spoke Porsche Alloy Wheels with New Tyres and Coloured Crested Wheel Centres, One Owner From New, Full Porsche Service History.

**2008 - 997 C4S CABRIOLET MANUAL (BASALT BLACK) 10,000 Miles**  
Full Savannah Leather Interior, Sport Chrono, Sports Exhaust, PSM, PCM, BOSE, CD Changer, Sat Nav, White Dials, Xenon Headlights, 18" Porsche Sport Design Alloy Wheels with Colour Crested Wheel Centres, Full Porsche Service History.

**2008 - 997 C2S CABRIOLET TIPTRONIC (BASALT BLACK) 40,000 Miles**  
Full Black Leather Interior, Sport Chrono, PCM, PSM, PASM, Xenon Headlights, 19" Porsche Sport Design Alloy Wheels, Full Porsche Centre Service History.

**2006 - 997 C2S CABRIOLET MANUAL (SLATE GREY) 30,000 Miles**  
Full Black Leather Interior, Sport Chrono, Sports Exhaust, PASM, PCM, Sat Nav, Bluetooth, BOSE, Porsche Crested Headrests, 19" Carrera Alloy Wheels, Full Porsche Service History.

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

**2005 - 997 C2 CABRIOLET TIPTRONIC (BASALT BLACK) 34,000 Miles**  
Full Black Leather Interior, PSM, PCM, Sat Nav, Red Dials, Porsche Crested Seats, Extended Leather Package, Xenon Headlights, 19" Carrera Alloy Wheels, Only 1 Previous Owner, Full Porsche Service History.

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

## PORSCHÉ CAYMAN

**2007 - CAYMAN TIP S (BASALT BLACK) 66,000 Miles**  
Full Leather Interior, PSM, PASM, PCM, Sat Nav, Porsche Crested Seats, CD Changer, Xenon Headlights, 18" Porsche Alloys with Coloured Crests, Only One Previous Owner, Full Official Porsche Centre Service History.

## PORSCHÉ BOXSTER 2.7

**2008 - BOXSTER (987) MANUAL (BASALT BLACK) 42,000 Miles**  
Full Black Leather Interior, PSM, Upgraded Porsche Sound System, Xenon Headlights, Silver Painted Vents, Unmarked 18" Alloy Wheels with Colour Crests, Only Two Previous Owners, Full and Up-To-Date Service History.

## PORSCHÉ 996 - GT2, GT3, TURBO, C4S

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

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

**2004/54 - 996 TURBO 'S' MANUAL (BASALT BLACK) 19,000 Miles**  
Full Black Leather Interior, Standard Porsche Equipment Cage, 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, Standard Fly Wheel with Updated Clutch, Only One Previous Owner.

**2003 - 996 TURBO COUPE MANUAL (BASALT BLACK) 42,000 Miles**  
Black Leather Interior, PSM, PCM, Sat Nav, Telephone, On-Board Computer, BOSE, CD Changer, Cruise Control, Heated Sports Seats, Alcantara Headlining, Sunroof, Xenon Headlights, Rear Wiper, Rain Sensor, Full Porsche Service History.

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

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

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

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

## PORSCHÉ 993 - TURBO, C2S, C2, TARGA

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

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

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

**1998 - 993 C2S COUPE TIPTRONIC (ARCTIC SILVER) 59,000 Miles**  
Full Grey Leather Interior, Original Porsche CD Player & Radio, Original Carrera S Engine Lid, 18" Carrera Alloy Wheels, Full Main Dealer Service History (Just Been Serviced at an Official Porsche Centre).

**1997 - 993 CARRERA 4 COUPE (MIDNIGHT BLUE) 75,500 Miles**  
Dark Grey Leather Interior, Varioram, Permanent 4 Wheel Drive, Upgraded Alpine Soundsystem, MP3/CD and External Audio Connector, 17" Carrera Cup Alloy Wheels, New Tyres Fitted, Full and Extremely Comprehensive Service History (Spare Key, Old MOTs and Tax Discs, Original Manuals, etc).

**1996 - 993 C4 COUPE MANUAL (POLAR SILVER) 81,000 Miles**  
Full Stone Grey Leather Interior, Varioram, Permanent 4 Wheel Drive, Upgraded Stereo With Sony Head Unit, CD Changer, Minidisc Reader, Hardback Sports Seats, 18" Turbo Alloy Wheels, Full Set of Manuals, Invoices and MOTs, Spare Keys and Original Tool Kit, Full Specialist and Main Dealer Service History.

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

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

**1995 - 993 C2 COUPE TIPTRONIC (SLATE GREY) 81,000 Miles**  
Black Leather Interior, On-Board Computer, Climate Control, 18" Porsche Turbo Alloy Wheels, OPC and Specialist Service History.

**1995 - 993 C2 COUPE TIPTRONIC (MIDNIGHT BLUE) 55,000 Miles**  
Marble Grey Leather Interior, Varioram, Sony Stereo Player, AC, Rear Wiper, 17" Porsche Cup II Alloy Wheels, Full Service History, Recently Serviced.

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

## FERRARI - MODELS FROM 1967 +

**2002 FERRARI 360 MODENA (T. DE FRANCE BLUE) 25,000 Miles**  
Creme Leather Interior, Manual, Stainless Steel Gated Shifter, Scuderia Shields, Challenge Stradale Grill, CD/DVD Player, Ferrari Crested Seats, 18" Modena Alloy Wheels with Ferrari Crests, Full Detailed Service History

**1998 - F550 MARANELLO COUPE MANUAL (SILVER) 49,000 Miles**  
Navy Leather Interior, Sat Nav, ASR Sports Mode, Upgraded Radio and 6 CD Changer, Ferrari 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, PORSCHÉ, JAGUAR, BENTLEY

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

**1978 - PORSCHÉ 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,

**1992 - PORSCHÉ 964 RS Lightweight 10,000 KM**  
Original Rubystone Red With White Vinyl Wrap (Removable), Matching Numbers 3.6i RS Engine (260BHP) and G50 Gearbox, Red Racing Harnesses, Full Roll Cage, 964 RS Momo Steering Wheel, 964 RS Magnesium Wheels Painted Black, 964 RS Suspension, One of Only 2282 Ever Made, Recent Major Service.

**1964 - PORSCHÉ 356 SC 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 [sales@hwm.biz](mailto:sales@hwm.biz)[www.hwm.biz](http://www.hwm.biz)

established 1952





**FINLAY GORHAM**

PORSCHE SPECIALISTS

Established 1972

sales | service | aftersales

**2006 997 C4S COUPE TIPTRONIC £29,995**

Brilliant White metallic wrap with Sand Leather Interior, 46,000 miles

SatNav & Phone	Park Assist	Switchable Sports Exhaust	Rain Sensors
Bose upgrade	Heated Electric Memory Seats	Autodim Mirrors	19" S Alloys
Litronic Lights	PASM		

**2008 997 WIDEBODIED C4S MANUAL £28,995**

Arctic Silver with Black Leather Interior, 79,000 miles

Comfort Seats PSM	SatNav & Phone	Home Light	Sports Chrono Package Plus
AirCon & Climate Control	CD Changer	Rear Park Assist	19" Alloys
	Litronic Lights	Sports Exhaust	

**2000 MILLENNIUM C4 TIPTRONIC S COUPE SPECIAL EDITION £12,995**

Metallic Violet with Savanna Leather Interior, 77,000 miles

SatNav & Phone	Onboard Computer	CD Player	Sports Steering Wheel
Heated Electric Memory Seats	AirCon & Climate Control	PSM	GT3 Alloys
		Cruise Control	
		Litronic Lights	

**2005 997 CS2 CABRIOLET 3.8 MANUAL £28,995**

Seal Grey with Black Leather Interior, 36,000 miles

Matching Black Hood	Heated Comfort Leather Seats	Litronic Lights	SatNav & Phone
Onboard Computer	PASM	AirCon & Climate Control	Home Light
		CD Player	19" Alloys

**2003 996 CARRERA 4S TIPTRONIC £17,995**

Midnight Blue with Grey Leather, 74,000 miles

Memory Seats	AirCon & Climate Control	PSM	18" Carrera Twist Alloys
Onboard Computer	CD Player	Rear Park Assist	

**1999 CARRERA 4 CABRIOLET TIPTRONIC £12,995**

Ocean Blue with Grey Leather, 74,000 miles

Heated Electric Memory Seats	PSM	Pioneer Touchscreen	Rear Park Assist
Onboard Computer	AirCon & Climate Control	SatNav	18" Carrera Twist Alloys
	Hard Top	Phone	

**2008 997 C4 CABRIOLET MANUAL £28,995**

Arctic Silver with Black Leather Interior, 77,000 miles

PSM	CD Player	SatNav & Phone	Rear Park Assist
Heated Seats	AirCon & Climate Control	Home Light	18" Alloys
Litronic Lights			

**2002 996 CARRERA 2 CABRIOLET 3.6 FACELIFT £15,995**

Arctic Silver with Black Leather Interior, 74,000 miles

Heated Comfort Seats	Matching Arctic Silver	AirCon & Climate Control	18" Carrera Alloys
PSM	Hard Top		
Side Skirts	CD Changer		

**1999 CARRERA 4 COUPE MANUAL £11,995**

Arctic Silver with Grey Ruffled Leather, 77,000 miles

Sports Chassis and Exhaust	AirCon & Climate Control	Sunroof	18" 5 spoke alloys
Comfort Seats	PSM	Rear Wiper	

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](http://www.finlaygorham.com)

# Charles Ivey

## Specialist Cars Ltd.

London's leading Porsche specialist for over 35 years.

[www.CharlesIvey.com](http://www.CharlesIvey.com)We supply and use genuine Porsche parts. Free collection and delivery/loan car  
**FIXED PRICE SERVICING**

12,000 miles service. Fully synthetic oil &amp; sundries inclusive. All prices include parts labour and V.A.T.

911 SC 78-83.....	£ 625.00	911 Carrera 2/4 (964).....	£ 805.00
911 Carrera 84-89.....	£ 620.00	911 Turbo (964).....	£ 860.00
911 Turbo 78 onwards.....	£ 865.00	911 Carrera (993).....	£ 735.00
924.....	£ 355.00	911 Turbo (993).....	£ 860.00
924S.....	£ 405.00	911 Carrera (996).....	£ 340.00
924 Turbo.....	£ 480.00	911 Turbo (996).....	£ 370.00
944/S/S2.....	£ 405.00	Carrera (997).....	£ 420.00
944 Turbo.....	£ 490.00	Boxster.....	£ 395.00
968.....	£ 445.00	Cayenne.....	£ 410.00
928 S/S2.....	£ 545.00	Cayenne.....	£ 420.00
928 S4/GT.....	£ 560.00		

**997 Carrera 2S Cabriolet Manual**  
Seal Grey with Full Black Leather, Heated Sports Seats, On-Board Computer, Sat Nav with Phone Module, Bose Sound System, Sports Exhaust, Sport Gear Shifter, Parking Sensors, One Owner From New, FSH, 53k miles, Mar '06. £28,995**997 Carrera 2S Coupe Manual**  
Arctic Silver Metallic with Full Metropole Blue Leather, Electric Memory Heated Seats, On-Board Computer, Sat Nav, Bose Sound System, PSM, Cruise Control, Litronic Headlights, Sunroof, Climate Control, FSH, 51k miles, Dec '04. £24,995**993 Turbo**  
Silver with Full Black Leather, Sports Seats, On-Board Computer, Climate Control, Sunroof, FSH, 40k miles, Mar '98. £59,995**993 Carrera 2S Tiptronic (Turbo Body)**  
Ocean Blue Metallic with Full Leather Package in Grey and Blue, Walnut Pack, On-Board Computer, Cruise Control, Becker Traffic Nav System, Full Porsche Cat 1 Alarm System, Litronic Headlights, Sunroof, FSH, 44k miles, Jan '98. £37,995**993 Cabriolet Manual**  
Midnight Blue Metallic with Grey Leather, Sports Seats, CD Player, Porsche PA100 Alarm System, Full Electric Roof, 17" Cup Alloy Wheels, Only Three Owners From New, New Cabrio Roof Just Installed, FSH, 108k miles, Apr '95. £20,995**996 Carrera 2 Coupe Manual**  
Basalt Black with Full Black Leather, PSM, CD Player, Porsche Sports Exhaust, On-Board Computer, Climate Control, Only One Owner From New, FSH, 77k miles, Dec '03. £15,995WE SUPPLY AND USE GENUINE PORSCHE PARTS. FREE COLLECTION AND DELIVERY/LOAN CAR.  
FIXED PRICE SERVICING, 12,000 MILES SERVICE, FULLY SYNTHETIC OIL AND SUNDRIES INCLUSIVE

Tel: 020 7731 3612

Fax: 020 7736 3554 Email: [info@charlesivey.com](mailto:info@charlesivey.com)

Porsches always wanted!

160 Hurlingham Road  
Fulham, SW6 3NG.



TYRES • EXHAUSTS • BRAKES • SUSPENSION • ALIGNMENT • WHEELS



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



ELEPHANT RACING™

# Curve-Straightening Kits

For suspension performance, visit [www.elephantracing.com](http://www.elephantracing.com)

**From 911 to 997,  
Boxster/Cayman  
Suspension**



Von Shocks™

Coilover Kits and Conversions

GT3 Control Arms

QuickChange™ Spring Plates

ASPT™ Spring Plates

935 Spring Plates

QuickChange™ Torsion Bars

PolyBronze™ Bearings

Rubber Bushings

De-Cambered Ball Joints

Weather Sealed Monoballs

QuickChange™ Camber plates

Hollow Sway Bars

Bump Steer Correction Kits

QuickChange™ Strut Brace kits

Turbo Tie Rod Kits

Low Friction Control Arm Mounts

and More...

*Everything for your suspension!*

## Sphericals™ Control Arm Bearings



**Better Ride  
Better Grip  
Better Performance**

- Three-axis freedom of movement
- Free-floating to relieve chassis flex
- Never binds
- Superior performance
- Maintenance free, squeak free
- For 68-89 911 / 912 / 930 / 914

**Go online to see  
Sphericals™ floating action!**

Fast shipping worldwide  
Low international shipping rates  
24 x 7 web ordering and information

[www.elephantracing.com](http://www.elephantracing.com) +1 408-297-2789

[www.elephantracing.com](http://www.elephantracing.com) +1 408-297-2789  
Santa Clara, California







# SPORTS AND CLASSIC LTD

North West Porsche Specialist

## SPECIALISING IN ALL THINGS PORSCHE IN THE NORTH WEST

- MOT Service
- Pre-purchase inspections
- Cayenne repair specialist
- Porsche trained technicians
- Hunter 4 wheel alignment
- Full dealer level diagnostics
- Air-conditioning repair/services
- Porsche gearbox repair specialist
- Maintenance & service plan available
- Collection/Delivery
- Menu priced servicing
- BMW courtesy cars available
- Performance upgrades all models



We specialise in the servicing and repairs of all Porsche cars from early 911s to Cayennes. We have a fully equipped workshop with the latest in diagnostic equipment and are fully trained to work on even the latest models. Why settle for any less?

Email: [info@sportsandclassic.com](mailto:info@sportsandclassic.com) Tel: 01565 621 311 Mobile: 07833 911911  
Unit B, Longridge Trading Estate, Mobberley Rd, Knutsford, Cheshire WA16 8PR

[www.sportsandclassic.com](http://www.sportsandclassic.com)

## Engineered for Fun. On the road and track.



From the Vintage 911 to the 997 GT3 RSR

We specialize 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 Aluminum Valve Covers



DEALER  
INQUIRIES  
WELCOME

**TARETT**  
ENGINEERING  
Competition Suspension Components  
13000 Danielson St., Unit K  
Poway, CA 92064  
858-674-5573  
[www.Tarett.com](http://www.Tarett.com)





call now 0121 5577 911

[www.ramusporsche.com](http://www.ramusporsche.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



ENGINE REBUILDS - ALL MODELS  
 GENERAL REPAIRS & SERVICING



GEARBOX REBUILDS  
 ALL MODELS



AIR CONDITIONING



DISC RE-FACING



TYRE SUPPLY & FITTING  
 WHEEL ALIGNMENT

## RGAP

### LONDON'S MAJOR PORSCHE SPECIALIST

UNITS 32-34 MILES ST, VAUXHALL SW8 1RY  
[WWW.RGAPORSCHELONDON.CO.UK](http://WWW.RGAPORSCHELONDON.CO.UK)

EMAIL [BOB@RGAPORSCHE.CO.UK](mailto: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 COMPANIES



TORQUE TUBE OVERHAUL  
 924,944,968,928



# 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



VIDEO DEMONSTRATION/EXPLANATION of all PRODUCTS at FABSPEED.com



**FABSPEED**  
MOTORSPORT  
EXOTIC CAR PERFORMANCE SPECIALISTS

In-house dyno  
testing available  
on Fabspeed's  
AWD Dynojet

See, Hear, & Feel  
the Fabspeed  
Difference!



## 2012+ 991 Carrera Maxflo Performance Package



### Maxflo Mufflers

C.N.C. mandrel bent  
T304L stainless steel.

### Primary Muffler Bypass

2.25"/57.2mm F1/Indy Car  
X-Pipe Merge Collector  
with two resonators.

### Sport Headers

German imported HJS 200 cell  
sportcats. NO CEL!!

### Deluxe Quad-Outlet Tips

3.5"/88.9mm T304L  
stainless steel rolled edge.

### Competition Air Intake

Dual-conical carbon fiber  
intake system. Works with  
OEM sound symposer.

981/987.2/987/986  
Boxster/Cayman



Maxflo Muffler System

970 Turbo/S/V6  
Panamera



Maxflo Muffler System

997.2 DFI Turbo  
997 Turbo  
996 Turbo/GT2



Supersport Exhaust System

993 Carrera



Modular System  
200 cell Sportcat  
Catbypass Pipes

911 Turbo - 930  
Dual Outlet



Maxflo Muffler System

944 Turbo



Maxflo Muffler System

Maxflo Products Also Available for:  
Ferrari Lamborghini McLaren  
Bentley Maserati BMW

**Fabspeed.com**

**888-646-4945**

155 Commerce Drive, Ft. Washington PA 19034 PHONE: 215-646-4945 FAX: 215-646-9828 info@fabspeed.com



# Porsche experts world-wide count on us for world-class service.

## THE REASON: Porsche Parts Exclusively

For assistance we encourage you to contact our expert staff toll-free at **800-462-3774** Monday – Friday 8 am – 5 pm pst, or send us an email through our website at **EBSracing.com**.

We look forward to hearing from you!

### Engine Development Program

- Current Projects
- 911 2.7-2.8 conversion
  - 911 3.2-3.4 conversion
  - 911 3.2-3.6 conversion
- Check our website for updates.

### Fuel Injection Service

- Diagnostics and rebuilds
- Fuel pumps
- Fuel distributors
- Fuel injectors
- Electronic control units

### Guaranteed Used Parts

- 356 to 996 GT3
- Pistons & cylinders
- Engine cases
- Crankshafts
- Cylinder heads
- Transmission Parts

### Engine Rebuild Kits

- 356 to 996 GT3
- Basic & master rebuild kits
- High-performance & racing
- Machine shop service available
- Tool rentals for EBS customers

### Machine Shop Services

- Crankshaft race prep
- Engine case upgrades
- Connecting rod rebuilds
- High performance valve jobs
- Competition camshafts

### Porsche Pistons & Cylinders

- 356 to 996 GT3
- Mahle Motorsports
- JE Lightweight Forged Pistons
- LN Engineering Nickies
- Perfect Bore Pistons & Liners
- Reconditioned Mahle Cylinders

### Engine Coatings

- Thermal barrier coatings
- Drive film lubricants
- Thermal dispersants
- Oil Shed coatings
- Coated bearings in stock

### Transmission Rebuilds

- 901 to 996
- Diagnostics & rebuilds
- Racing upgrades
- Special gear ratios
- Limited slip differentials

### Gift Items

- Books & literature
- DVDs & accessories
- Gift items starting at \$20
- Gift certificates available
- Brey Krause safety equipment
- Sport & racing seats



Visit our website for:

Secure Online Catalog Ordering  
Bolt-on Performance Parts  
Porsche News and Updates



800-462-3774 | EBSracing.com  
4068 S. McCarran Blvd. Unit B, Reno, NV 89502  
International 775-673-1300  
fax 775-673-2088





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**



**ORDER ONLINE**  
**www.allzim.com**

**PARTS FOR ALL PORSCHES • LOW PRICES • FAST SHIPPING**



**1804 RELIANCE PKWY. BEDFORD, TX 76021 USA**



**FedEx**  **UNITED STATES POSTAL SERVICE**

**Fax: 001-817-545-2002  
Phone: 001-817-267-4451**



**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**

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**



The first line of defense against IMS Bearing failure.



**815-472-2939**  
**www.LNEngineering.com**

dealer enquiries welcome | prices subject to change | please mention this ad when calling





Choose by Model &gt;

Classic	911	964	993	996	997	991	924	944	968	928	Boxster	Cayman	Cayenne	Panamera
---------	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	---------	--------	---------	----------

WORLD LEADERS IN PARTS DIRECT

## SPECIALIST

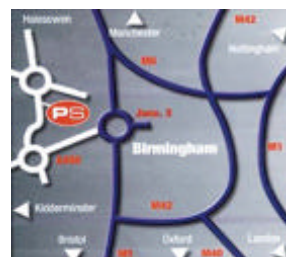
## Web/Mail Order

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



## 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 &amp; 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



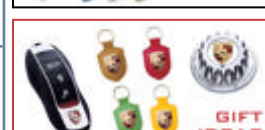
## PERFORMANCE &amp; TUNING

- 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 &amp; MAIL ORDER

- All parts for all models from 1965 to the present day
- 15,000 lines in stock
- Sage Pay secure online payment system
- Full tracking on all shipped orders
- Worldwide shipping with UPS & DHL







- 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](http://www.leathercaredirect.com)

**from this**

**to this**

**Tel: 01925 851621**

**[www.leathercaredirect.com](http://www.leathercaredirect.com)**

Unit 2 & 3 Aston Court, Kingsland Grange, Warrington, Cheshire WA1 4SG  
Fax: 01925 456331



old school porsche mechanics for the 21st century

### Old School Porsche Mechanics for the 21st Century.

Servicing, restoration,  
engine builds and race prep

Hutton, Essex  
Tel: 07002 911356  
or 07774 854 418  
[www.dsdmotorwerks.co.uk](http://www.dsdmotorwerks.co.uk)



### Specialising in Porsche

- Servicing • Repairs • Diagnostics •
- Engine/Gearbox rebuilds • Restoration •

**Tel: 01304 812379**

Goss Hall Ash Canterbury Kent CT3 2AN

### Advanced Car Care

PORSCHE SERVICING / PORSCHE SPECIALISTS

We are a progressively high tech,  
fully equipped Porsche servicing facility.  
The professional personalised care for you and  
your car is what makes us so unique.

**NEW!**  
We now offer air-con  
re-gas/service  
£75 +VAT

**0117 944 1 944**  
[www.advancedcarcare.co.uk](http://www.advancedcarcare.co.uk)

Unit 3, Fairway Industrial Estate, Golf Course Lane,  
Filton, Bristol, BS34 7QS



CONTACT GARY ON 01202 586412



GARY.PEARCE@IMAGINE-PUBLISHING.CO.UK




**direct line**

Underwritten by U K Insurance Limited

# Direct Line Together.

## Our new way of rewarding customers.

With Direct Line Together, we'll reward you, or anyone else in your household, for taking more than one product with us – with an extra **10% off** each additional product you take out. And that's on top of any other offer that's running, including the ones below.

(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.)



Get **10% off** your first car, plus **10% off** every additional car with our new multi-car discount.

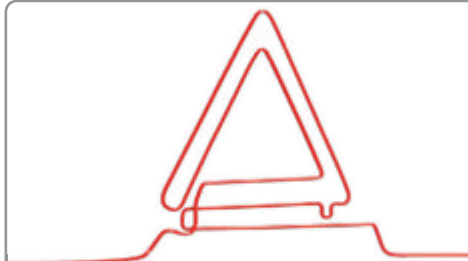
Call **0845 246 3769** or visit [directline.com](http://directline.com)



Get **20% off** your Van Insurance and a free MOT.

(Introductory offer valid until 01.04.13.)

Call **0845 605 9323** or visit [directline.com](http://directline.com)



5 Star rating Breakdown Cover from just £25 a year online.

(10% of online Rescue Cover customers achieve this price or lower.)

Call **0845 246 0007** or visit [directline.com](http://directline.com)

In partnership with  
**GreenFlag**  
No Matter What

Home Insurance  
0845 246 3997

Travel Insurance  
0845 246 3393

Small Business Insurance  
0845 301 5096

Pet Insurance  
0845 300 7859

Landlord Insurance  
0845 604 2287

*take the direct line*



# Porsche Insurance

New & exclusive scheme  
at reduced rates

10%\* discount for  
Porsche Club Members **guaranteed!**



**mayfaironline**  
insurance & mortgage consultants

**[www.mayfaironline.co.uk](http://www.mayfaironline.co.uk)**

**Tel: 08444 935 716**

\* Subject to terms & conditions. Calls may be monitored for training purposes.

**Performance  
INSURANCE**

A member of Mayfair Insurance & Mortgage Consultants Limited

**Mon-Thurs: 9am-7pm,**

**Fri: 9am-5.30pm - Sat: 9am-1pm**





# Specialist Car Insurance

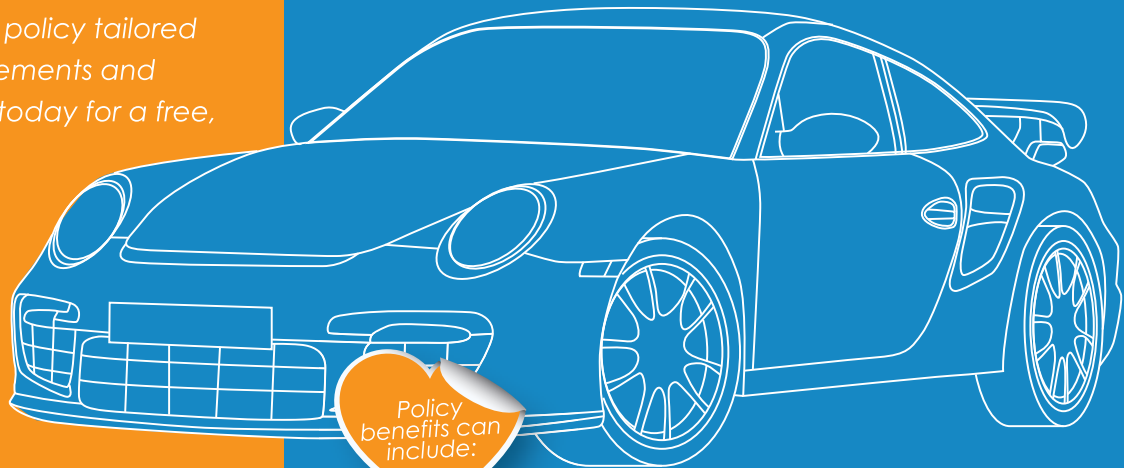
Adrian Flux know how much you love your 911, that's why we are dedicated to finding you a great policy tailored to your specific requirements and driving history. Call us today for a free, no obligation quote.



**0800 081 8989**  
**adrianflux.co.uk**

Authorised and regulated by the Financial Services Authority

## YOUR PRIDE AND JOY



Policy benefits can include:

- FREE Legal Cover
- Limited Mileage
- Club Discounts
- Agreed Value
- Modified Cover
- Plus Much More...

# 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](http://www.porscheclubgb.com)**



# 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



TOLL FREE  
**1-800-428-3003**

QUOTE CODE IMST98



ORDER ONLINE  
[www.imsnews.com/total911](http://www.imsnews.com/total911)

ENTER CODE IMST98

**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.



# NEXT ISSUE

In **Total 911** the world's only magazine dedicated to the iconic Porsche 911

## Legacy of the GT3

996 & 997 models relived: where does Porsche go next?



### STUNNING 930 SE

Behind the wheel of an iconic and rare flatnosed Eighties favourite



### ULTIMATE COLLECTION

Up close and personal with Sloan Cars' collection of low mileage gems



### TALKING DAKAR

How the classic 911 fared at one of Earth's most gruelling motorsport events



### RENTING A 911

Why anyone can experience the thrill of a classic 911 on the road

Issue 99 in shops and online from 27 March 2013



# Great roads<sup>43</sup>

Written and photographed by **Maurice van den Tillaard**



## Essential info

**LOCATION:** Southern California  
Latitude N 34° 6' 2.5325" -  
W 118° 47' 36.4951"



**LENGTH OF DRIVE:**  
30 miles

**POINTS OF INTEREST:**  
• Malibu Lake  
• Peter Strauss Ranch

**FOOD AND ACCOMMODATION:**  
The Rock Store  
[www.rock-store.com](http://www.rock-store.com)



The Rock Store, one of the notable stops

# Mulholland Drive

Switching continents this month, we take on a route which is perhaps second only to Route 66 as an iconic roadway

**T**he majority of American **Total 911** readers will have heard of this stretch of winding tarmac located in Southern California. Extremely popular among sportsbike enthusiasts, you will also find many sportscar drivers attacking the curves of the Mulholland Highway. One such regular visitor is Magnus Walker, who made for an ideal compatriot as **Total 911** again took in the adoring sights of this esteemed West Coast route.

The Mulholland Highway is located in the hills high above Malibu, between the Ventura freeway (101) and the Pacific Ocean. The plan was to meet Magnus in his 1976 911 Turbo before setting off from downtown

Los Angeles. From there, it's not too far to the Calabasas Hills, where the Mulholland road begins. From here, we took the Mulholland Drive exit, which leads to the Mulholland Highway and the start of our zig zag through the Santa Monica Mountains, going from east to west.

The eastern part contains many fast sections with long sweeping corners. Just past the Peter Strauss Ranch, 'the Snake' will get you in an endless rollercoaster of twists and hairpins, all the way to the Kanan Road intersection. It's here that the Rock Store can be found, a place very popular with car and bike enthusiasts as a stop-off point. You'll even find photographers set up down the Snake, from who you can buy photos of yourself on the route. After the

SNAKE, Mulholland keeps its curvy shapes and takes you all the way to the ocean, where you'll eventually end up at the Pacific Coast Highway.

An interesting diversion is Stunt Road, which turns into Piuma Road. Fast and curvy, rollercoaster-like sections take you back to the regular Mulholland route.

Although weekdays are the best time to visit, we went back on Sunday with Magnus' #277 car. We first met up with Chad McQueen to check out his 911 hot rod, and he even gave me a ride in his father's '58 Speedster. After that, Magnus and I drove down from PCH, through the Snake and to the Rock Store, and finished the rest afterwards. Another morning well spent on a great road – I can't wait for the next trip to LA! **911**





# 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](mailto:info@KWautomotive.co.uk)



[www.KWautomotive.co.uk](http://www.KWautomotive.co.uk)



*Made in Germany / [www.fvd.net](http://www.fvd.net)  
Porsche® Tuning / Parts / Service*



**since 1984**

# Tuning | Parts | Service

**Durametric Diagnostic  
Solution for your shop.**



**FVD Flashload Software  
Tuning for many models**



**Multi Adjustable Short Throw  
Shifter for all 986, 996,  
997 and 987**



**FVD LBII Kits for your 964.  
Gain of up to 50HP!**



**Bilstein "Walter Röhrl"  
Edition - 2 way adjustable  
Clubsport Suspension  
for 997 GT2/GT3**



**FVD Brake Service Kits  
Available for many models!**



Like us on Facebook  
[facebook.com/fvdbrombacher](https://facebook.com/fvdbrombacher)



Watch our YouTube™ Channel  
[youtube.com/fvdbrombacher](https://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](http://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](http://www.fvd.net)

**fvd** North America

phone: +1-954-571-2050

fax: +1-954-571-2060

[www.fvd.net](http://www.fvd.net)