

CELEBRATING  50 YEARS OF PORSCHE 911 • NOTHING ELSE MATTERS

Total 911

THE PORSCHE MAGAZINE

FLACHBAU 930

Unique and powerful, but why was the slantnose so divisive?



www.total911.com

New engine, electric steering and PDK only: a step too far?

GT3 UNLEASHED

- Every detail on the 475hp 991 uncovered
- Industry reaction • Expert opinion

LEGACY OF THE MEZGER GT3

13 glorious years of the 996 and 997 GT3 variants relived



- PLUS**
- 993 Turbo S
 - Tackling Dakar
 - Inside LA Dismantler
 - Ultimate low mileage 911s

EXCLUSIVE
FIRST LOOK:
NEW 991 GT3
AT GENEVA



 **DigitalEdition**
GreatDigitalMags.com
ISSUE 99



Take corners, don't cut them.

Porsche has always stood for handling, performance and safety. And the tyres we fit are no exception – only our 'N' rated tyres have been specially developed by Porsche and our tyre partners to provide the performance and safety originally intended by Porsche engineers and to maintain your Approved Warranty policy.

As your Porsche's only contact with the road, your choice of tyres is crucial. And it's not just about the choice of tyre – correct pressures, wheel alignment and balancing all play a big part in ensuring maximum tyre life, safe handling and optimum performance. So, if you'd rather not cut corners when it comes to your tyres, contact your Porsche Centre – it's the only place where you'll find Porsche-trained technicians using Porsche approved equipment to expertly fit and maintain the correct 'N' rated tyres for your car.

To find out more about the benefits of 'N' rated tyres and other services available, please contact your nearest Porsche Centre or call **08457 911 911**.



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Welcome

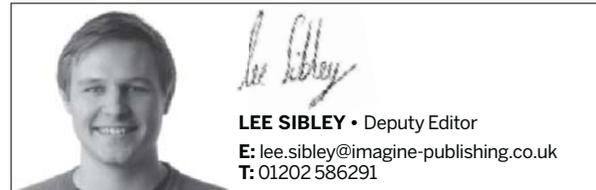


The new GT3 greatly excites me. With its ancestors long admired for delivering raw, track-honed performance for the road since the first Gen1 996 model, such forthright evolutions to the latest GT3 promise to take the car to the next level. This won't be achieved without controversy, however. When we released first pictures of the 991 GT3 on Total911.com and via our Twitter page, initial reactions were mixed. Those who aspire to own such a car whipped themselves into a suitable frenzy over the lowered stance, extra vents and beefy 991 appearance. At the other end of the scale, those who have already pressed a pedal inside one of Stuttgart's most revered naturally aspirated sports cars were incredulous, stunned even, that the new model will be offered as PDK only – with no manual option. Among the internet howls, you could even sense an undertone of content from Gen2 997 owners, who quickly realised the added worth to their last-of-the-line manual GT3s.

Whatever your politics, we can be sure of two things: firstly, this new release will succeed in delighting in the flesh. New technology will always ruffle the feathers of purists, but Porsche has shown more than anybody how to consistently and successfully evolve. We can't wait for the first drive. Secondly, the new GT3 also marks the start of the more serious 991 variants. Exciting times are very much ahead.

“Porsche has shown more than anybody how to consistently and successfully evolve”

Speaking of exciting times, those with a keen eye will have noticed that we're fast approaching a landmark of our own at **Total 911**. Next issue will be our 100th, and to celebrate we have a fantastic edition planned for you, spearheaded by a very special guest editor who holds immeasurable clout in the world of 911s. There's a whole issue to enjoy before that, though, beginning with the 930 SE on the very next page.



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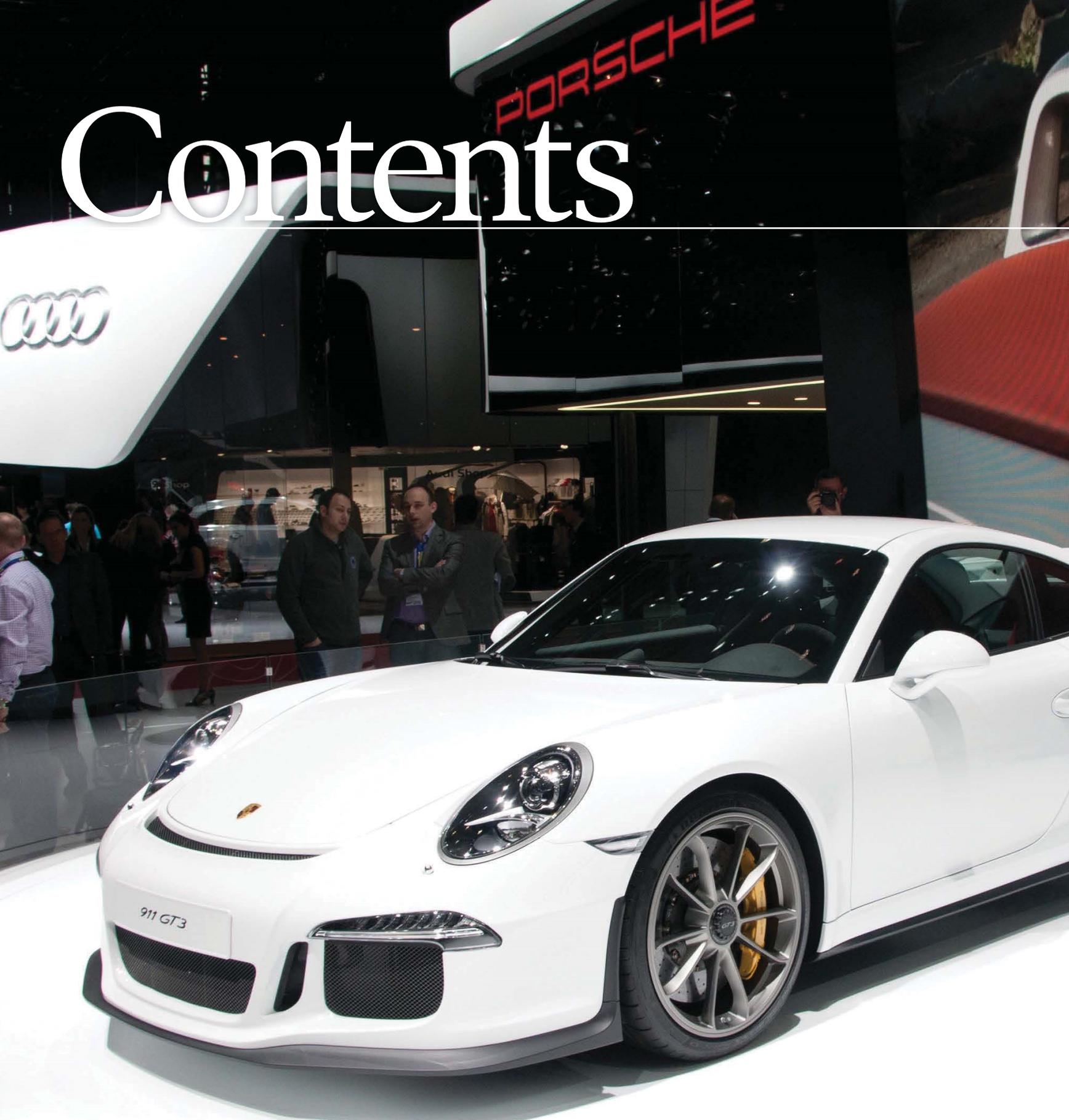
Shot ¹⁹¹¹Opening

Loved by some, loathed by others: few traits in the history of the 911 divide opinion as much as the Slantnose look. Having covered just 14,500 miles, this right-hand-drive SE looks stunning, now based on South Africa's Cape Peninsula.

Photograph by **Danie Nel**



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Exclusive first-look pictures from the 991 GT3's first public appearance at the Geneva Motor Show

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Update

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

In brief



Eibach springs

Eibach have launched new Pro-Kit springs for the 993, lowering the car by 30mm. The four springs are pre-stressed and progressively wound, and are electrostatically powdercoated for long life and faultless performance. The Pro-Kit surpasses all OEM specifications, and is suitable for all-year-round use. For more information, visit the website. eibach.com



997 induction

Forge Motorsport have released their impressive new induction setup for 997 Turbo models. The new kit offers a vastly improved filtration area, with carefully selected multi-layered foam within the unit offering 30 per cent more air-flow than even the most efficient OEM filters. The surrounding induction cowl is made from carbon fibre to save weight. The two-piece kit costs £399 exclusive of VAT.

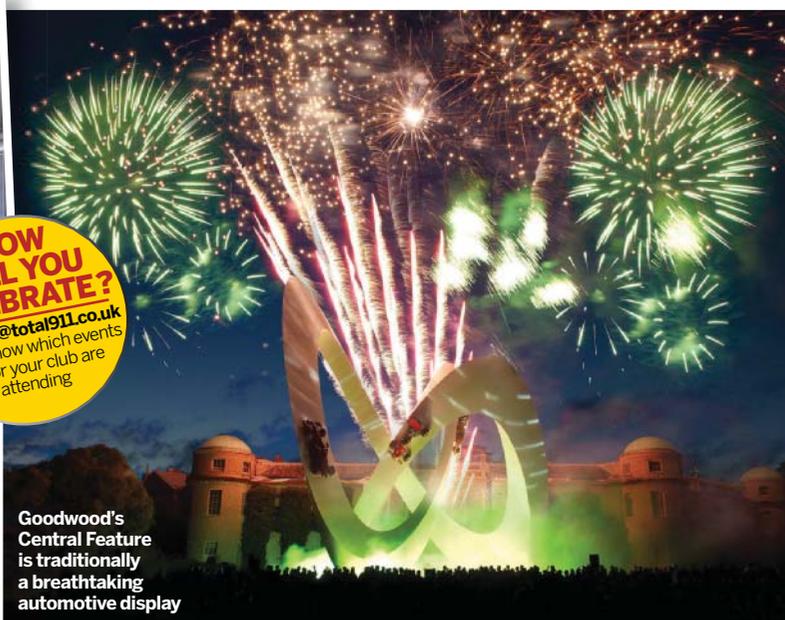
forgemotorsport.co.uk

911 to take centre stage at 2013 Goodwood Festival of Speed



The iconic Porsche 911, this year celebrating its landmark 50th year of existence with celebrations around the globe, is to take pride of place as the Central Feature at the UK's Goodwood Festival of Speed from 11-14 July. Goodwood organisers have confirmed that a bespoke sculpture, traditionally displayed outside Goodwood House, will be a highly distinctive 911-inspired 'art installation'. The 911 has featured at every Goodwood Festival since the inaugural event in 1993, and Porsche's representation promises to be bigger than ever, with a stunning line-up of race and road cars set to star at Goodwood's 20th Festival. Among the 911 highlights on display

HOW WILL YOU CELEBRATE?
editorial@total911.co.uk
Let us know which events you or your club are attending



Goodwood's Central Feature is traditionally a breathtaking automotive display

will be an authentic 1967 classic on a celebratory world tour from Porsche. The model will also visit other major events across the world over the year, including Pebble Beach CA, Shanghai, Paris and Australia. Further information

on the special events planned for Porsche at Goodwood is to be announced later in the year. For more information on the premier UK event for motoring enthusiasts, visit the Goodwood website: www.goodwood.co.uk.

Falken's GT3R to return for 2013 VLN campaign

Falken has unveiled its 2013 Porsche 911 GT3R in preparation for the VLN and Nürburgring 24-hour events.

A host of performance upgrades have been implemented on their GT3R this year, including a new aero package that includes wider wings, a new splitter and double canards at the front with a larger rear wing to increase downforce. Enlarged cooling vents around both the front and rear arches have also been enhanced, and the car is now able to run 12-inch wide rims at the front, 0.5 inches wider than last year. As is crucial for any 24-hour race, the 997 now sports four front headlamps.



Falken's engineers in Japan have also developed a range of new tyres, and the unchanged driver line up of Sebastian Asch, Peter Dumbreck, Wolf Henzler and Martin Ragginger will be pushing for a top ten finish in the 24-hour events.



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The perfect model

£40

Increase your collection of premium model 911s with this 1:43 991 Carrera S from Porsche Design. Available in Carrera White and featuring the Tequipment ducktail wing, this new model has been limited to just 4,000 units.

shop1.porsche.com/uk/

At a glance

- Black English Bridle Leather
- Red suede interior
- 12x14x2.25-inches



Carry your documents in style

£395

This small document briefcase in Black English Bridle Leather from Aspinall of London is a stylish way to carry your essential documents. Featuring a mobile phone pocket, two pen loops and a secure pocket fastened with metal zip on the inside,

it also features a convenient external pocket for extra storage. Measuring 12x14x2.25 inches in size, the briefcase comes gift-wrapped and boxed according to Aspinall's exquisite signature presentation.

www.aspinalloflondon.com



Wrap your iPhone 5 in a layer of luxury

£60

Porsche Design have released this leather case for the iPhone 5, ensuring your Apple smartphone is protected and delightfully presented. The case comes in a choice of black leather with red

stitching, Yachting blue with grey stitching or Cognac with Cognac stitching. For more information, visit the Porsche Design website or your local Porsche Centre. shop1.porsche.com/uk/

Apps of the month

Editor's choice

Camera Awesome

Free

Whether it's photographing your favourite 911 or capturing a moment with the family, Camera Awesome takes your photos to the next level by shooting sharper, better exposed shots from your iPhone. Post-shot touchscreen editing is first class too.



You may also like

Quantum Tuning

Free

This data-led app lets you find the factory performance figures of your 911, and the subsequent, dyno-proven performance gains a Quantum remap will induce. The app then provides the location of your nearest Quantum outlet who can carry out the remap.



Wild card

Cars Quiz Game Multiplayer

Free

Billed as the ultimate quiz for car experts, this iPad app tests your petrolhead knowledge against not only the game, but your friends, too. Expect a good standard of automotive trivia presented in a fun way: there's not many apps out there that offer such engaging fun for free.



Views

Your letters, emails and tweets

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Trending topics currently on Total911.com

996 v 997 turbo

"I consider the 996 Turbo to have a more attractive interior. The 997 interior's a bit too linear for me..." *Carlos*
"I have owned my 2004 Speed Yellow Turbo for the past two years and love it. Canadian roads aren't good enough, so more power would just be too dangerous." *Vick*
www.total911.com/coming-up-in-total-911/996-or-997-turbo

Total 911 hot topic

Our hot topic this month focused on the release of the new 991 GT3 at the Geneva Motor Show. Many opinions were voiced via email and across our website and social media pages. Here's some of your best responses:



It's sad they are going the Ferrari route; no more stick shift. So sad!
Leon Valverde, via Facebook

I've spent the morning going over the GT3 specs. PDK only? Are they serious? Thing is, if manual isn't available now, it won't be on the options list going forward. I'm yet to be convinced here!
Jay Tann, via email

Looks awesome from behind, interior a bit too elegant. Overall - desirable.
Damian Butt, via Twitter

I expect something harsh and unforgiving... to shock and excite. Porsche have certainly shocked!
Romeo Soler, via Facebook

I have a Gen2 997 GT3 and it looks like I'll be holding on to it for a while longer. Manual for me thanks!
Nathan Wood, via email

About time they got the look right before the tuners!
Ray Trainor, via Twitter

It looks amazing and the figures are all wrong. No doubt Porsche will have it spot on, though!
Kieron Hart, via Twitter

Evolution is needed. Everyone forgets PDK is on the Cup car, so Porsche know it works.
David Bennett, via email

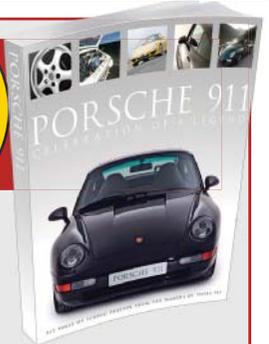
Looks fantastic, I can't wait to drive it!
Peter Wingott, via Twitter

Letter of the month

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

WIN!

Porsche 911: Celebration Of A Legend bookazine



OPCs vs independent specialists Part 1



Dear Sir,
I was very much looking forward to receiving my copy of **Total 911** this month, as I wondered whether my chat with your very nice journalist at the Official Porsche Centre Portsmouth might make it into print. Great news, it did. I am the 'middle-aged gentleman' with the 997 referred to in the article (Issue 97, page 44).

For reasons of clarity, the quotes I had asked Portsmouth OPC to 'match' were from other Porsche OPCs for my two new front tyres, and not from two local independents. As my 'local' OPC this was for my convenience, as I had bought the 997 from OPC Exeter.

To date, having had a health check and MOT, as well as the tyre fitment referred to in the report, my experiences at the Portsmouth OPC have been excellent. A full valet has

taken place on each visit, and every member of staff has been courteous and welcoming. Likewise, Exeter OPC are excellent, and the provision of 'Porsche Experience' offerings at Silverstone is a great selling point, accepting, of course, the aspiration that a 991 goes on one's wish list!

I trust this input is of value.

Dai Davies, via email

Thanks for raising the point, Dai. Regardless of where your other quotes

came from, it's great to see Portsmouth displaying a flexibility to adjust their Menu Pricing to match another OPC. The OPC v independent specialists debate has certainly thrown up healthy discussion among enthusiasts, and it's been pleasing to see owner views haven't been governed by the age of their 911. More than ever, there's a great choice for the consumer when it comes to Porsche maintenance, and as we said at the end of our piece, it comes down to personal opinion and experience.



OPC vs independent specialists Part 2

Dear Sir,
Your report into OPCs and independents threw up some interesting points. As a 997 Carrera S owner, I used an independent specialist to resolve an issue after first visiting an OPC. The indy won my business for up-front knowledge: the technicians seemed to have a higher comprehension of what the problem

was rather than what it may have been. Granted, I didn't take the courtesy car offered as I deemed it nowhere near the value of my 997S, instead utilising the pick up/drop off service. Nevertheless, I was delighted at 1) their attitude, 2) the atmosphere and manner in which the premises was presented, and 3) how quickly I got my car back.

Davin Young, via email

997 v 991 head to head

"The 991 is barely a 911 any more. It feels too big and bulky and too reliant on technology. 997 for me please." *Tom*
 "The 997 is an unquestionably good buy at present. I bought a 2008 Carrera S and am frankly not envious of 991 owners. The 997 should not be overlooked." *Volante*
www.total911.com/news/997-vs-991/

911 colour choice

"Personally I think the brighter the better, my '07 GT3 was Cobalt Blue, my '10 GT3 is Mexico Blue..." *Larry Cable*
 "I don't think it matters too much what colour your 911 is. Someone will surely have a similar taste to you?" *J3mmy*
www.total911.com/opinion/thought-of-the-day-911-colour-choice/



Clubsport help

Dear Editor,
 I have just read the Carrera Clubsport article in Issue 97 of your magazine. As a former owner of one of only seven factory ultra-lightweight Clubsports (without underseal), I would be interested to hear from any of your readers on the present whereabouts of my old 911, registration number E550 WDA. A Porsche GB letter on file shows this is one of these ultra-light Clubsports, making it extremely rare and even more collectable. I raced the car for some years in the Porsche Sprint &

Hillclimb championships under my personal registration SBH 3. First registered on 6 February 1988, it had the chassis number 91JS105076, and when sold by me had a genuine mileage from new of 55,000 miles, and was in tip-top condition. Can you help?

Brian Hunt, via email



On Twitter this month, we asked: 'Most 911 wheel designs are iconic by nature, but what particular type gets your juices rolling?'



Here are some of your best responses:

Fuchs on a 2.8RSR or cookie cutters on a nice SC for me please.
@DickieMeaden

Cup 1s or three-piece speedlines on a 964.
@tobin_bridge

1. 993 Turbo twist hollow spoke 2. Magnesium Cup 3. RS Fuchs.
@u2runfar

64/65 hub caps or longhood Fuchs.
@GuyInglis

Centre-lock wheels on the Turbo S! Simply beautiful, especially when finished in gunmetal.
@samduverne



M96/M97 engines

Dear Sir,
 Thanks for an informative read on the plight of the M96 engine (Issue 97, page 56). Your slant was refreshing: it's easy to slaughter the M96 for its faults, as I've seen in other titles. With the appropriate care, the M96 is an admirable unit. Can I suggest you look at the later M97 engine in a similar feature? They too suffer from bore-scoring and IMS failure, to name but a few.

Charles Law, via email

Appreciate your asset

Dear sir,
 In response to the online article discussing the attitudes of 911 drivers towards each other, I think a lot of what the writer said depends where you live. Just this morning I came across another 911 and got the friendly headlight flash (which I returned, of course). I would say that 60-75 per cent of Porsche 911/Boxer/Cayman owners wave or wave back. I am in the Raleigh area of North Carolina, but I'm sure if I lived in LA or Miami my experience would be similar to yours. Sad.

Eduardo, via Total911.com



Total 911

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COMPETITION



Driving perfection

Total 911 has teamed up with HappyFewRacing to offer two lucky winners and their Porsche a complementary place on the sensational Rally Privé



After a successful first season organising stellar touring events around Europe last year, HappyFewRacing has launched a fascinating programme for 2013 to whet the appetite of any supercar owner.

HappyFewRacing's many events are conducted in the same spirit throughout, finding the best locations and routes to create a fantastic driving experience and allowing drivers to have fun at the wheel of their car while abiding by local security and law constraints. This winning formula is a prime reason for the popularity shown at HappyFewRacing's lavish rallies held last year.

As such, the calendar of events in 2013 continues to be refreshingly engrossing.

HappyFewRacing are starting proceedings this year with 'P Zero by night', a nighttime regularity rally in association with Pirelli in Beaune, Burgundy on 23 March. There are also rallies in June (Le Touquet) and September (Rallye Père-Fils, a rally for father and son entries) as well as the Porsche-only Rally Privé, taking place between Chantilly, north of Paris, and Cabourg, Normandy on 25 May. This stellar event will see a plethora of Porsches contest a regularity rally across the north of France, where you'll be ranked according to average speed between checkpoints using just a roadbook for guidance. To add to the spice of the trip, the final checkpoint remains secret, and will only be disclosed once the rally has started. More information and an entry form

for the 100 per cent Porsche event can be found on the website www.happyfewracing.com, but two lucky **Total 911** readers can win a free place on the rally for their Porsche and a co-driver. To be in with a chance of winning this exclusive prize, just answer the following question:

Where will the Porsche-only Rally Privé begin on 25 May?

Send your answer together with your name and address to competitions@total911.com with 'Rally Privé' in the subject line before the closing date of 15 April 2013. To find out more about events being organised by HappyFewRacing, visit the website www.happyfewracing.com. **911**

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911 GT3

SPECIALIST VIEW

Simon Lenton, Dove House Motor Co

"With a new engine, transmission, body and chassis, the new 991 GT3 will undoubtedly be a great car. The PDK is a quicker, more technical gearbox than a manual, but how many purists would rather have a manual GT3? Especially as the PDK box will be heavier, which surely goes against the GT3 ethos."



UNLEASHED

New direct injection engine, electric power steering and no manual gearbox option: are the new GT3 specs a step too far?

Written by **Richard Aucock**
Photography by **Porsche AG**



No more Mezger. No more manual gearbox. No more hydraulic power steering. More gadgets. More size. More miles per gallon. To say the new 991 911 GT3 is a challenge to hard-driving Porsche die-hards is putting it lightly. At face value, the new variant fails to live up to the GT3's reputation as the purest of all 911s, but delve a little deeper and it's not all bad news. The new 991 GT3 produces 475hp, revs to 9,000rpm and is at least ten seconds faster than the old one around the Nürburgring. Despite outcry from purists, Porsche clearly must have done something right here. It certainly makes for fascinating reading.

The GT3 was unveiled on the eve of the 2013 Geneva Motor Show. New technologies were championed as Stuttgart's big guns rolled out to hammer the message home. That's fine, Porsche, but one thing dominated initial reactions among motoring press and experts: Why PDK only?

However, this wasn't just any PDK, Porsche was extremely quick to assure us. This one has had both its mechanical components and control technology 'extensively revised', has lighter wheels and gears that make it 2kg lighter and offers a choice of manual or auto shifting. Manual is via either paddleshifters on the steering wheel or a shift lever with the 'correct' forward-for-downshifts layout.

This is all well and good, but it's not enough for those die-hards. And so Porsche reveals its ace card: 'paddle-neutral'. Pull both shift paddles together and the PDK clutches are opened, halting the flow of power from engine to transmission. Release them and the clutch closes fast. It's there to quell understeer, reckons Porsche, but it also allows the driver to destabilise the car with the clutch.

As an example, if you want to drift the rear in a manual, you may dip the clutch, give it a bootful and unstick the rear tyres by dropping it again. You can't do that in a normal PDK, but you can in a paddle-neutral GT3. You can also hold the clutches on the line, choose how many revs you want and then engage them yourself. This gives back some of the control manual drivers enjoy without taking away another advantage of PDK: fast gearchanges.

And with this GT3, Porsche mean very fast. The new GT3 has a 'lightning shift' feature, which pulses a torque overshoot during gearshifts, allowing the next gear to be snicked in with blistering speed. With significantly shorter gears than a Carrera, the top speed is reached in seventh, while engine revs remain in the max power band even after upshifts.

Porsche say there's no chance of a manual gearbox in the future. The team's so small and focused that the diversions of engineering a manual weren't allowed. There will never be anything other than a PDK 991 GT3. Upset? Don't be: top-line racing 911s haven't used a manual gearbox for years – and this *is* a GT3, so named for its direct connections to motorsport.

The bit it's bolted to also raised the hackles. There's no 'Mezger Six' because the old motor



“The
GT3 produces a total of
475hp at the heady heights of
8,250rpm”



SPECIALIST VIEW

Dan Kennedy, SharkWerks

“In my opinion, they would have been more accurate in calling the car a GTS, not a GT3. No stick, no racing, no fun!”

had finally reached the end of its road car potential. This 3.8-litre is instead based on the direct injection 3.8-litre in the Carrera S, although shares hardly anything with it. It has forged aluminium pistons, forged titanium conrods, 'fundamentally different' cylinder heads with bigger (hollow) valves working within larger intake and exhaust ports, six-hole injectors instead of the swirl injectors in the regular Carrera, direct fuel injection pressure of up to 200 bar and valve rocker arm control.

The low mass is fundamental to the GT3's new 9,000rpm redline. It's the only way the engine chains could be kept free from stress, and it's so motorsport-honed that Porsche doesn't know of another street-legal car using such a system. Dry sump lubrication, with two additional suction points in the front and rear of the oil pan, ensure it's well oiled, and the cooling system for the cylinder heads has been updated, too.

A total of 475hp at the heady heights of 8,250rpm combines with 324lb/ft at 6,250rpm to give power output per litre of 125bhp. It's potent stuff, helping it run to 196mph and reach 62mph from rest in 3.5 seconds. The engine is also 25kg lighter than before, all but neutralising the 30kg extra weight of PDK.

It sounds quite something. Indeed, it's going to 'sound' something else, promises Porsche. Even the Mezger idle has been purposefully retained, and the scream at 9,000rpm is meant to be incredible. The amount of engineering that's gone into this one looks, on paper, to be something else. Another great Porsche engine in the making? We shall see.

Not only are the engine and transmission all new, but so too are the body and chassis. Another addition is the Porsche-first introduction of active rear-wheel steering. Instead of regular control arms in the rear suspension, two electro-mechanical actuators are used, which can steer the rear wheels by up to 1.5 degrees.

It works in two stages. At speeds of 31mph or below, it steers the rear wheels in the opposite direction to the front. This 'virtually' shortens the car's wheelbase by around 150mm, making it more agile and easy to park. Between 31-50mph, it doesn't do anything. But above 50mph it steers the rear wheels in the same direction as the front. Not only does this mean steering inputs are built up much more quickly; it also 'virtually' lengthens the wheelbase by 500mm, improving high-speed stability. The car, in other words, responds faster, but is always much more stable when doing so. Porsche believe this system played "a decisive role" in making it go faster around the Nürburgring.

It's not been a simple add-on to a standard Carrera rear axle, either. The entire unit has been almost completely bespoke-developed for the GT3, with independent wheel mounts and wheel hubs, plus subframe, side panels and control arms constructed from a hollow aluminium casting. The weight saving here amounts to 3.9kg – and it's much stronger than before, too.

The rear end also has an additional gadget now as standard – Porsche Torque Vectoring Plus. Once again, it's been specifically developed for the

GT3 and comprises a fully variable electronically controlled locking rear diff with the ability to selectively brake rear wheels.

Up front, there are again independent wheel mounts and extended wheel bearings and hubs for greater strength and stability, which a newly developed transverse control arm enhances further. The springs are lighter, as are the damper struts: they save 3kg alone. Overall, the new GT3 sits 30mm lower than a Carrera, and yes, still enjoys the benefits of the PASM variable damping its predecessor made such good use of.

Oh, and not only is the 991 GT3 13 per cent lighter than before, its body's extensive use of aluminium, including roof and wings, front boot lid and doors plus parts of the floor assembly, helps boost torsional rigidity by 25 per cent.

It promises exceptional handling, which you can enhance thanks to adjustable height, toe and camber settings. Even the way the engine is hung has been redesigned: not only are dynamic engine mounts standard, but they've been updated to enhance their ability to stiffen during driving, and ensure mass impulses from the engine don't affect the handling.

Wheels are an inch bigger: 20-inch rims now feature, measuring nine inches wide with 245/35s on the front and 12-inches wide with 305/30 rubber on the rear. Because the wheels are now made from forged aluminium, Porsche says they weigh less than the old GT3, despite the extra dimensions. Enthusiasts will be delighted to spot the centre locking wheel system, too. ➔

SPECIALIST VIEW

Darren Anderson, RPM Technik

"The GT3 has in every previous incarnation raised the bar so much higher than its Carrera counterpart that expectations are seriously high for the 991 GT3. The spec in the press pack demonstrates that they have pushed the technological envelope a long way with this car, and I have no doubt that it will be sensationally fast."

Typical GT3 rear vents carry a greater motorsporting appeal on the 44mm wider body



“The engine is 25kg lighter, neutralising the 30kg extra weight of PDK”



Specification

911 991 GT3

(2013)

Engine

Capacity: 3,799cc

Compression ratio: 12.9:1

Maximum power: 475hp at 8,250rpm

Maximum torque: 440Nm at 6,250rpm

Transmission

Seven-speed PDK with controlled rear axle differential lock and PVT Plus

Suspension

Front: MacPherson strut with transverse links, longitudinal links and struts; cylindrical coil springs with internal dampers; electro-mechanical power steering

Rear: Five-link suspension; cylindrical coil springs with coaxial internal dampers; active rear-wheel steering

Wheels & tyres

Front: 9x20-inch with 245/35 ZR 20 tyres

Rear: 12x20-inch with 305/30 ZR 20 tyres

Dimensions

Length: 4,545mm

Width: 1,852mm

Weight: 1,430kg

Performance

0-60mph: 3.5secs

Top speed: 196mph

In true GT3 fashion, the cabin is predominantly sports focused. PDK gears look odd at first



However: they're less delighted to spot the electro-hydraulic power steering system. In what will seem like sacrilege to many, Porsche seems keen not to go into too much detail here, hinting that it has been revised more fundamentally than a mention of "characteristics specially developed for the 911" suggests. We'll have to wait and see.

With many mechanical changes, what about the aesthetics? Continuing the tradition of bespoke front and rear designs, the 991 GT3 is 44mm wider at the rear, with a large rear wing replacing the electric pop-up spoiler adding further allure. It's here where the air intake plenum is housed, using the ram air principal to increase intake manifold pressure.

Poking out the bottom is an exhaust system that has been largely carried over. It has two switchable front silencers and a common rear silencer, plus twin central tailpipes; back pressure can be reduced to boost torque between 3,000-4,000rpm by as much as 25lb ft.

Porsche hasn't forgotten the front end: the front apron is GT3-specific, with a jutting lip spoiler and larger air intake holes. Full LED lights are optional, and the super-low matt black apron can be saved from being ground away on uneven surfaces with a front axle lifting system.

The tiny details make the new GT3 look as purposeful as it sounds. The matte finish for the lower aero section makes the 991 look more compact, for example, while the spoiler continuations add menace. The trademark GT3 air outlet remains, and trick aerodynamic features continue at the rear, where underbody panelling boasts diffuser functionality. Factor in underbody panelling with rising contours in the engine, and Porsche is claiming positive downforce at both the front and rear axle.

Pre-orders are available, but customers won't be able to put this new math into practice until November. This could be a good thing: the 991 GT3 costs £100,540, although that does include Alcantara sports seats, climate control, Bi-Xenon headlights and audio interface.

One other option remains: the Clubsport half roll cage, multi-point seatbelts, fire extinguisher and battery cut-out switch.

Granted, the specs have taken many by surprise and left some with doubts, but the confidence of its makers has us intrigued and hopeful of the birth of another legendary driving machine. **911**



FAQ'S ON THE 991 GT3

• **If the new GT3 is PDK-only, is a manual option ever likely to be offered?**

No. At the official launch of the 991 GT3, Porsche were quick to point out that they will not offer a manual option on the car in the future.

• **Is this the same PDK fitted to the 991 Carrera models?**

No. PDK on the new GT3 has been "extensively revised" so it can be driven like a sequential manual gearbox. The driver can also shift using the selector lever, shifting up by pulling the lever back, and shifting down by pushing it forward.

• **Why has the famous 'Mezger Six' engine been retired?**

Porsche believe the Mezger engine has extracted as much power as it can from the GT3. The new direct injection engine revs even higher, adding to the motorsports feel of the car.

• **When can I drive it?**

Pre orders are being taken now, with first deliveries of the new GT3 expected in the UK in November.

TOTAL 911 VERDICT

What we like:

- Active rear wheel steering
- Improved PDK transmission
- 9,000rpm rev limit

What needs our convincing:

- Electric powered steering
- New engine design



“One thing completely dominated
initial reactions among motoring
press and experts:
why PDK only?”



PORSCHE

918

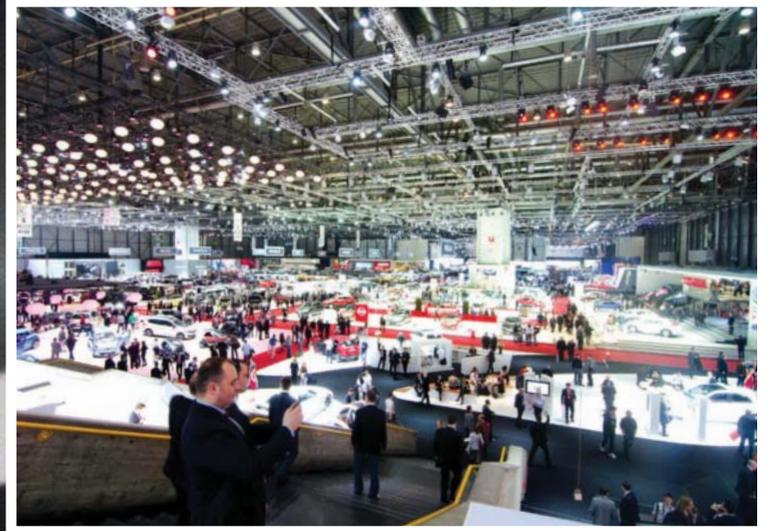
New GT3 at Geneva

First look in person at the 991 GT3 from the Geneva Motor Show

As the first major motoring exhibition of the year, the Geneva Motor Show has always provided the perfect platform for mainstream and aftermarket manufacturers to launch their very latest innovations.

Among a plethora of big releases – this was the biggest Geneva show in years – the new 991 GT3 drew great attention as the world's media were treated to a first look in the flesh at Porsche's latest 911. Further releases from tuning giants Gemballa, TechArt and Ruf also came under the public spotlight, with their respective innovations of the Carrera 4 ensuring Geneva was used to highlight the brimming future of the 911 in a year when the world celebrates its past.





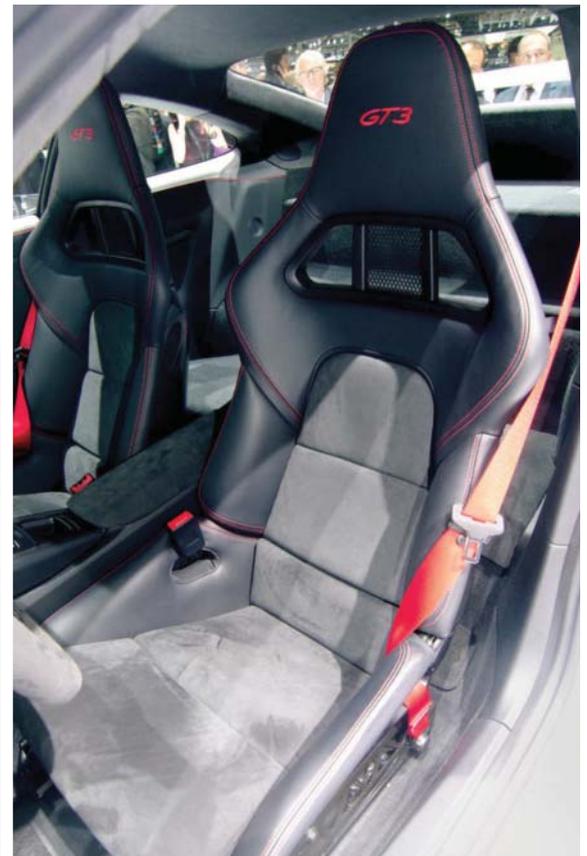
Following the cues of the previous Type 997 GT3, the 991 GT3 has huge, air-grabbing vents up front, a deep front spoiler and the now customary bonnet edge air vents. Vents behind the arches aid brake cooling, while the twin central exhausts separate the GT3 from the standard 991. Sitting 44mm wider at rear, the 991 GT3 nails that typically hunkered down stance. 20-inch centre-lock wheels shield 380mm carbon ceramic disks and six-piston calipers, assuring the GT3 of big stopping power



A fixed rear wing remains with, interestingly, the same '3.8' decal as the 997 GT3 – a hint at future, larger-engined variants, perhaps?



The expulsion of the manual gearbox will split the opinion of many enthusiasts, but the logic of the sequential shifter has been changed to the more natural pull to change up, push to change down. From what we've seen so far, then, £100,540 for this GT3 still seems like good value in the sports car market



Best of the rest

Away from Porsche's new GT3, plenty of other landmark 911s made their public debut at Geneva 2013...



Top: Taking centre stage of the tuners at the show was TechArt, who debuted their green and black 991 Carrera 4S – painted as a homage to the Porsche models of the Seventies. The comprehensive cosmetic makeover features RSR-inspired centre exit exhausts and a front spoiler that reduces front end lift by 5kg at 140kph
 Left and right: Gemballa have updated their GT Cabrio, with subtle carbon additions including rear spoiler and front accents. 21-inch GForged One wheels now have a diamond-cut finish
 Below left: Ruf brought old and new along to Geneva, including Alois' own 901 and the RT35S with revised rear wing
 Bottom right: Porsche's new GT3 Cup car



Legacy OF THE GT3

After 13 years, Porsche retires the esteemed 'Mezger Six' from the GT3. Total 911 looks at the development of the world's largest volume production race car

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





Built to homologate the 911 for the Porsche Cup, the GT3 was virtually a turnkey racer, tractable enough to drive in town upon its release in 1996 form at the turn of the 20th Century. The popular GT3's unbeatable combination of performance, responsiveness and chassis has since set an unprecedented benchmark to which competitors still aspire to today.

Enthusiasts recognised immediately that the GT3 reignited the flame of the much-missed RS, but were initially disappointed that it had abandoned the hallowed 'lightweight' tradition, weighing 30kg more than the 996 Carrera 2. However, this was to underestimate the new competition version of the 911. With previous RSs, Weissach had lightened and fettled 911s off the production line. The 1996 GT3 was a more rigorous conception built entirely at Weissach. Chassis design was carried out under Roland Kussmaul, Porsche's long-serving suspension specialist and test driver, whose previous work includes the 964 and 993 RSs, their Cup derivatives and the GT2s.

With the demise of the 993, Porsche abandoned competition in the GT2 category and concentrated its resources on developing a GT3 entrant. The 1996 GT3 used the stiffer Carrera 4 body with a bespoke engine, and was essentially shaped around these components. Porsche could have made use of lightweight materials, possibly saving 100kg, but this would have made the car far more expensive to homologate and undermined its commercial potential: in 1999, the company had only four years of profitability behind it after the near bankruptcy of the early Nineties.

The heart of a 911 is its engine: prone to oil starvation at the highest cornering speeds, the 'integrated dry sump' M96 engine of the 996 was

unsuitable for racing, so the GT3 engine was based on the unit developed for the Le Mans-winning GT1. A dry sump design using the bottom end of the 964/993 engine – this is often referred to as the 'Mezger' engine after its original designer – while the water jacket of the GT3's four valves per cylinder head owed much to advances made with the 959. No fewer than four scavenge pumps: two in the sump and one in each bank of cylinders, kept oil from the reservoir circulating, their efforts supplemented by oil and water radiators mounted on the crankcase. A forged steel crankshaft supported by seven plasma-nitrided bearings, an eighth carrying the intermediate shaft and titanium connecting rods and forged pistons showed that Porsche was taking no chances with a basic design, which would last until the unveiling of the 991 GT3.

Water cooling and the superior respiration of the four valve head allowed a much higher rev limit – race engines went up to 9,000rpm with ease, which Porsche limited to a more conservative 7,800rpm. Together with the latest engine management electronics from Bosch and an entirely new hydraulically operated VarioCam, the 1999 GT3

GT3 CUP CARS: BACK TO BASICS

Using the same engine with basically a more simple air cleaner, the race versions all weighed around 1,150kg thanks to the interiors being emptied of everything except the racing seats, fire extinguisher and roll cage. Six-speed sequential gearboxes are fitted, so the clutch is used only for starting. Since 1999, Weissach has built 2,400 Cup GT3s, and the road-going car is famously assembled on the same line.



Slow evolution has been the key to the GT3's success to date





“It’s set a benchmark
to which competitors
still aspire to today”

The famous ‘Mezger Six’
dry sump engine enjoyed
13 glorious years of
service to the GT3



produced 360bhp – a remarkable figure for natural aspiration. In fact, this potent but robust piece of engineering might never have made it into mass production but for some lateral thinking from its chief engineer, Herbert Ampferer, and development director Horst Marchart. The cost of adapting the Mezger block to the new heads was enormous, but Ampferer persuaded Marchart that its costs could be justified if this engine was employed in the forthcoming 996 Turbo and GT2 variants as well.

The GT3's six-speed box was bespoke, too, derived from the 993 GT2's competition unit as a limited-slip differential completed the specification. The suspension was from the 996, but lowered by 30mm. Stiffer springs, dampers, antiroll bars and harder bushings were virtually as the Cup racing version was specified. Chassis modifications involved moving the mounting points for the GT3 engine and revised pick up points, which allowed suspension settings to be adjusted.

SETTING UP FOR THE TRACK

Calibrating the GT3's suspension is vital. According to JZMachtec's Steve McHale, the GT3 requires regular recalibration. Geometry is affected not just by curb impacts, but heating and cooling. Bushes and dampers will need replacing often, and balancing is crucial.

JZM changes gearbox oil frequently; the LSD is reliable and track users should get three seasons at least from it. Porsche's mild steel disc brakes are heavy (12kg/wheel) and need to be warmed up to avoid cracking through heat stress. For the track, the GT3 is overbraked at the rear and the TC should be turned off.

Possibilities for performance tuning are few: "Porsche has tried everything," says McHale. "The 3.6 GT3 is at its limit: for performance improvements, you have to look at changes which save weight – lighter brakes, exhausts and wheels. The 3.8 direct injection engine adds more power and 40lb ft torque, but you can't do much more with it beyond special catalytic converters."

In the braking department, larger (330mm) front discs were used, and the then very new ceramic brakes were also an option.

The cabin followed the Rennsport tradition with Comfort and Clubsport variants, both fitted with Porsche's thin non-folding bucket seats: the Clubsport's was designed for a six-point harness on the driver's side and covered in flame-resistant material. In both models, carpet covered the rear space while the Clubsport gained a roll cage in place of the Comfort's side air bags. It also had the uncompromising single mass flywheel and racing clutch and rod rather than cable linkage to the gearbox. On the other hand, a radio and air conditioning could be specified on for both.

Emissions regulations meant that once again the US, Porsche's biggest market, was deprived of the company's most sporting 911. However, in 2003 this at last was remedied when Weissach out-shopped a second batch, the Gen2 GT3. Visually, this was updated in line with the 996, having the revised headlight design; the GT3's boomerang-shaped spoiler was replaced with a double fixed wing which gave 30 per cent more downforce without increasing the GT3's 0.30 drag coefficient and complemented by a lip on the front skirt. Under the hood, substantial lightening of reciprocating parts, – notably pistons and connecting rods – shaved off a few kilograms, while revised engine management boosted horsepower to 381bhp. Porsche also felt confident enough to raise the redline to a remarkable 8,200rpm. Steel synchro rings were fitted to third, fourth and fifth ratios, and gearbox cooling was improved. For the rear roll bar there was a choice of four settings, and once again the GT3 had no electronic driver aids beyond ABS. The front brake discs grew to a diameter of 350mm and gained six piston calipers.

The media fell in love with the car, prompting French weekly *Auto Hebdo* to sum up the essence of the GT3: "It is the 911 for those who thought ➔



The 996 GT3 provides a lot of car for your money today



Specification

**GT3 996
Gen1
(1998-2000)****Engine**

Capacity: 3.6-litre
water-cooled flat six
Compression ratio: 11.7:1
Maximum power:
360bhp@ 7,200rpm

Transmission

Six-speed manual; twin
mass flywheel

Suspension

Front: Lower wishbones
and MacPherson struts with
combined coil springs &
dampers; antiroll bar
Rear: Multi link with
parallel wishbones,
combined coil springs &
dampers, antiroll bar

Wheels & tyres

Front: 8.5x20-inch wheels,
235/350/18 tyres
Rear: 12x12-inch wheels,
295/30/18 tyres

Dimensions

Length: 4,430mm
Width: 1,765mm
Weight: 1,350 kg

Performance

0-60mph: 4.8s
Top speed: 188 mph



“The
cabin followed the
Rennsport
tradition”

The interior has
worn well here after
120,00 miles of no
doubt pulsating
driving



Although the ride
is firm for everyday
use, the 996 GT3 is
not stripped of all
its interior comforts



the clock had stopped with the 993. The GT3 is extraordinarily communicative... you sit in it and turn the key, instinctively delighting in the melody of the flat six and marvelling at the absolute feel of the electronic accelerator. Neither too pure nor too hardcore, the GT3 simply sets out to satisfy the real enthusiast for whom driving is an end in itself.”

The GT3 RS was a derivative first shown at Frankfurt in 2003, visually distinguished by the blue or red GT3 flash on the sides. Around 50kg was saved thanks to a bonnet, rear wing and window in polycarbonate. A stiffer, lower suspension was fitted and the engine modified with the Cup car's intake and exhaust ports. In theory this adds 20bhp, but Porsche still homologated the GT3 RS at the 381bhp of the standard car. Only 300 were built, none of which were sent to North America. 113 right-hand-drive examples came to the UK.

The advent of the 997 brought about, of course, its GT3 variant. The 3.6-litre capacity engine was retained, but modified induction and lengthened connecting rods, enabling an increased compression ratio of 12:1, were among subtle changes which boosted power to 415bhp. There were significant alterations made to the chassis, notably the introduction of active damping, which allowed the 997 GT3 to have a more compliant street ride, yet be firmed up for the track. This, combined with sharper turn-in, is the major advance over the harshly sprung 996 GT3, which some find marginal for everyday use. The Clubsport option was as previously, with roll cage, fire extinguisher, racing seats, harnesses and ignition cut-off. Once again, a six-speed manual gearbox was fitted. The 3.6 version was superseded in 2009 by the 3.8; FIA rules changed the previous year, allowing the GT3 class to run at 4.0 litres



“Few sports cars come anywhere near the GT3’s race car precision”





Specification

GT3 997 Gen2 3.8 (2009-2012)

Engine

Capacity: 3.8-litre
water-cooled flat six

Compression ratio: 12.2:1

Maximum power:
435bhp@7,900rpm
430Nm@5,500bhp

Transmission

Six-speed manual

Suspension

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

Rear: Multi link with parallel wishbones; combined coil springs & dampers; antiroll bar

Wheels & tyres

Front: 245/35/19

Rear: 325/30/19

Dimensions

Length: 4,435mm

Width: 1,808mm

Weight: 1,385 kg

Performance

0-60mph: 4.1s

Top speed: 194mph



Although honed for track use, the interior of the 997 is pleasant, with road-going gadgets including satnav and air conditioning



A sight to behold: this is the last of the manual gearboxes you're likely to see in a GT3



“The jury is out to see if the 991 can live up to the GT3 legacy”



Thanks

Thanks to RPM Technik for the use of their Gen1 996 GT3. For the full list of RPM's 911s for sale, visit www.rpmtechnik.co.uk. Thanks to Porsche Cars GB for the use of their Gen2 997 GT3.

rather than 3.6. For the road car, the 3.8's real gain was in driveability, its torque making the 430bhp 997 GT3 Gen2 astoundingly easy-going. Porsche also altered the PSM so that it could be switched off completely, only coming into play when the brakes were applied. Changes to the rear wing gave even greater downforce – **Total 911's** Ian Kuah reported that the 3.8 was uncannily stable at a steady 300kph.

The final 997 GT3 RS needed no input from the marketing department: even at a UK price over £130,000 (\$185,000 in the US) all 600 cars were sold within 14 days.

Today, Hans Mezger is a legendary Porsche figure. When in 1963 he designed a dry sump, seven main-bearing engine with unique flat six architecture for the new 901, nobody ever imagined that it would power not just 35 years of 911s, but also race winners over three decades of top level motor sport including 16 Le Mans Victories, a record which will never be beaten. The GT3 is the brilliant union of that Mezger block with a water cooled twin overhead cam 24 valve head in effectively a bespoke chassis. Where the larger capacity air cooled flat sixes run out of breath, the GT3's multi valve head surges on a further 2,000rpm to an

intoxicating 8,500rpm-plus crescendo. Few track-capable sports cars come anywhere near the GT3's combination of race car precision and off circuit driveability, a primary reason behind the GT3s undoubted success to date. The fact that the new PDK-only 991 GT3 appears to be a mere derivation of the 991 Carrera rather than a separate model can only enhance the reputation and value of the 996-997 GT3s going forward. Certainly, the jury is out to see if the fiercely different 991 GT3 variant can live up to the legacy of such decorated motorsporting ancestors. **911**



BUYER'S GUIDE

How/where to buy: The GT3 is a specialist car; besides the OPCs for the newer cars, look at specialist independents, or for private sales deal with an owner who is also a Porsche Club member. The VIN number must match the registration documents.

Owners: Besides the usual checks, an underside inspection of the GT3 is vital to ensure any accident damage has been repaired, and a geometry check should be part of the sale. 911 cabins wear well, but check for scuff marks and seat damage.

Maintenance: Maintenance is carried out by an independent. As with any Porsche, it pays to get on well with your specialist and have confidence in his advice.

Comfort or Clubsport? The standard cabin is easier to live with and more versatile. Buy the latter if track is your primary use, but ensure it is genuine.

Value: GT3s depreciate less than other water-cooled 911s. The 1999 Gen1 has been steady at £30-£35,000; and £50-£55,000 buys a 2006-07 997 Gen1, while the rarer RS models cost 10 to 15 per cent more. The cars likeliest to retain or increase in value are the original Gen1 and final build GT3, the 4.0-litre RS.



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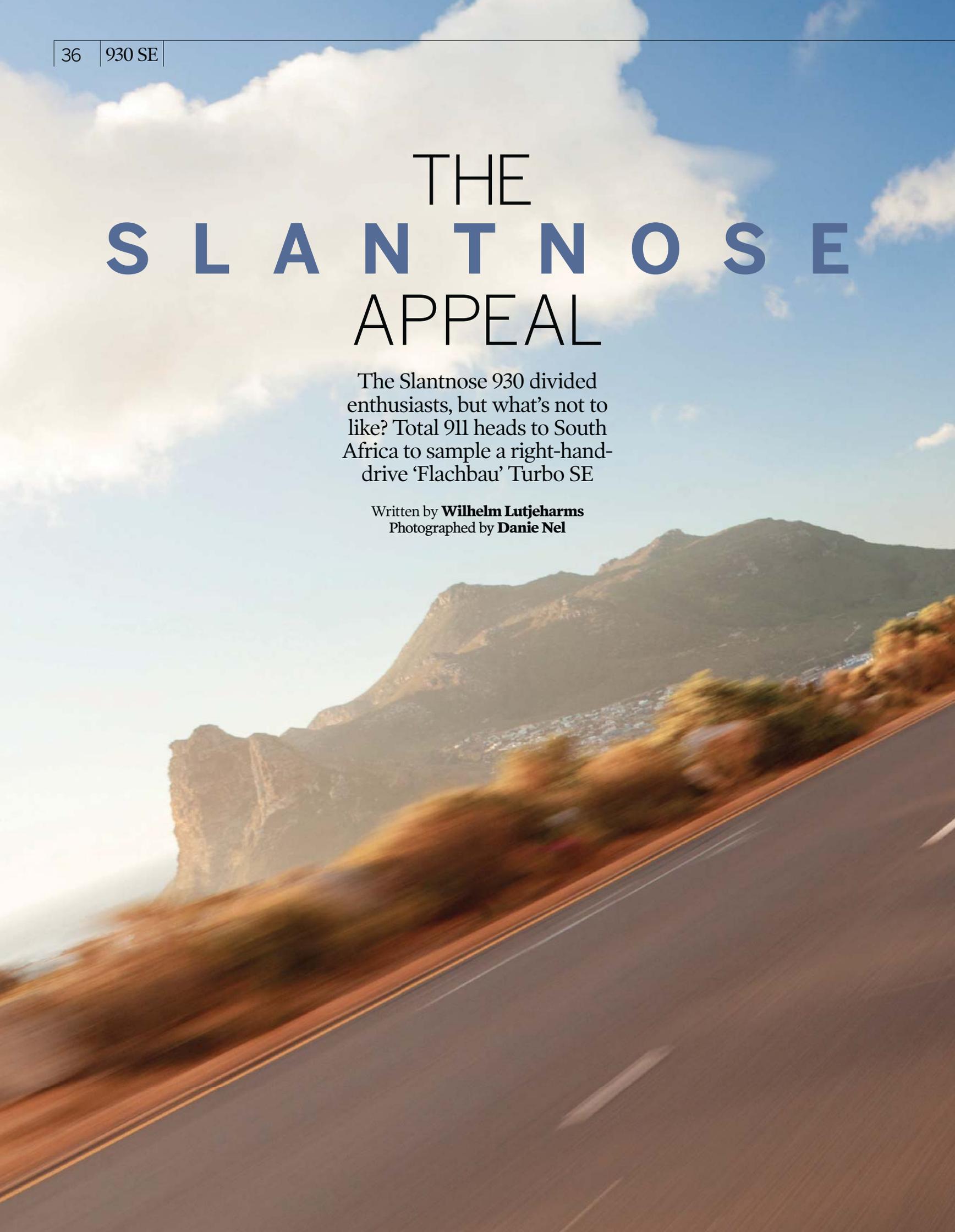
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THE SLANTNOSE APPEAL

The Slantnose 930 divided enthusiasts, but what's not to like? Total 911 heads to South Africa to sample a right-hand-drive 'Flachbau' Turbo SE

Written by **Wilhelm Lutjeharms**
Photographed by **Danie Nel**





“Purists were upset:
upright lights
were signature
Porsche”



It's perhaps surprising that there wasn't an outcry when Porsche officially introduced the Flachbau Turbo straight from the factory in 1986. After all, the protruding headlights of the original 911 were – and still are – one of the most iconic design features in the industry. How can Porsche change a design so synonymous with the 911?

There is another side to the story, though. For ten years, Porsche raced 911s with noses that had been flattened for aerodynamic purposes. Surely then, when it comes to a fast road-going 911, it makes sense to replicate these race-bred design tweaks?

On the surface, this new Turbo SE model certainly tied in neatly with Porsche's racing heritage.

When it was launched in the mid Seventies, the original 911 Turbo grabbed the attention of Porsche and performance aficionados – its performance was unparalleled, while 911-derived Turbo race cars started to gain serious recognition. This included a 2.9-litre Porsche 935 entry at Le Mans in 1976 followed by another five 935s, four of which were private entries by the Loos and well-known Kremer teams. Come the Eighties, several customers asked Porsche to build them 930 Turbos with a similar Flatnose design replicating these race cars. You

can imagine why purists were upset at the time; the original upright lights flowing to the A-pillars and the sloping bonnet in between were part of the signature Porsche design.

But tuning companies such as Rinspeed and Koenig had already offered such Flatnose conversions, and the pressure on Porsche was rising. After all, not only was Porsche's very own 924 and 944 designed with pop-up lights, but several manufacturers (Ferrari and Lamborghini, for example) also had cars featuring pop-up lights. Finally, in 1986 Porsche started to offer its Flachbau design, albeit at a premium cost. The standard



Aesthetically, the SE liked to do things differently: take in the split-rim wheels, pop-up lights, quad exit exhaust and air intakes with slats

Turbo retailed for £63,300 in the UK, but the Turbo SE (Sport Equipment) would set you back an inflated £109,100.

In Porsche's defence, as well as several cosmetic changes, the power output jumped from 300bhp to 330bhp – but the torque output remained unchanged. The increase in power was due to the fitment of a larger turbocharger and intercooler, modified camshafts and an exhaust system. The latter can be recognised by the four exhaust pipes protruding from the rear bumper. A final performance touch was the fitment of a limited-slip differential with 40 per cent slip factor.

PRODUCTION IN NUMBERS

Production of the Turbo SE models – or Turbo S, as it was called in the USA and Canada – is hard to come by, due to many 'one off' special orders being placed. However, there were 50 Flatnose models imported to the UK. Most (39) were Coupes, with ten Cabriolets (one of which was featured in Issue 98 of **Total 911**) and a Targa. The 964 Turbo was also available in Flachbau format, but these were not as popular as the 930 series.

This specific Slantnose has only done 14,500 miles, passing between five appreciating owners. The car was first bought and sold by Monarch Cars in the West Midlands, while another two sales were done by well-known Porsche dealer Gmund Cars. One of the original SEs imported to the UK, it stayed there until recently, when its current owner exported it to South Africa.

Walking around the Flachbau, the car demands your attention from every angle – because of the additional addenda, the SE doesn't feature the classic and smooth 'Coke bottle' design of the original Turbo. The classic look is replaced

Specification

930 Turbo SE
(1989)

Engine

Capacity: 3,299cc
Compression ratio: 7.0:1
Maximum power: 330bhp at 5,500rpm
Maximum torque: 432Nm at 4,000rpm

Suspension

Front: Independent MacPherson struts, longitudinal torsion bars, antiroll bar and telescopic dampers
Rear: Independent semi-trailing arms, transverse torsion bars and double-acting telescopic dampers

Wheels & tyres

Front: Custom wheels, 235/45 ZR17 tyres
Rear: Custom wheels, 265/40 ZR17 tyres

Brakes

Front: 304mm discs
Rear: 309mm discs

Dimensions

Length: 4,491mm
Width: 1,775mm
Weight: 1,360kg

Performance

0-60mph: 4.6 sec
Top speed: 170mph



The luxury interior of this SE remains immaculate after just 14,500 miles of use

“The changes were more than just cosmetic”





Top right: such a sight is a rare commodity in a 911. Below right: the reworked 3.3-litre engine provides extra grunt for the 930



with something more intriguing – something that oozes real racing pedigree. Let's start at the rear of the car. The four exhaust pipes already give away the updated engine, while the air ducts on the rear wheel arches gives the wide Turbo body a more determined stance. Sill extensions make the car appear both lower to the ground and wider. The wheels also significantly contribute to the look; these BBS multi-spoke items were optional on the SE, and they give the car a determined racing posture compared to the more traditional Fuchs. The gold-painted centres are not standard, but they do bring back memories of the 935 racers which regularly raced with similar split-rim wheels.

Obviously, the front is the business end of the Flachbau SE. The pop-up headlamps, altered bumper and zinc-coated, steel wing louvers make for a busy design – one that quickly grows on you. It looks impressively smooth, and all these changes scream '911 race car' to anyone who knows of Porsche's 935 and 936 race history.

Opening the driver's door, you immediately notice the wider sills compared to the traditional 930. Further 911 shocks await when sitting behind the wheel and gazing out the windscreen for the first time. My eyes instinctively search for the round headlights at the front corners, but it's flat, of course, with no lights to show the car's two frontal extremities. I pull the main light switch to the right of the steering wheel, and the headlights pop up instantaneously. Dare I say, it is very un-911.

Unbelievably, the seat design is not dissimilar to that of modern Porsches. It is comfortable (heated with electrical adjustment) and offers the necessary

support. What stands out, however, is the colour combination. The champagne leather seats (still surprisingly clean after 14,500 miles) feature blue beading, while the dark blue carpets offer matching champagne beading. Above the leather-trimmed gear lever, buttons can be found for, among other things, the central locking and alarm system. This area is also covered with champagne-coloured leather: it is only the modern radio that is not original. Overall, the interior hues correspond fully with the official Baltic blue metallic exterior colour.

Gripping the leather-trimmed, three-spoke steering wheel (unique to the Flatnose and Turbo LE models), I glance one more time at the luxurious cabin. This 930 SE perfectly sums up the motoring excess of the Eighties.

The owner has been kind enough to hand me the key from the moment we head out for the afternoon's activities. Situated only 20 miles from Cape Town, Chapman's Peak Drive is unquestionably one of the most scenic drives in South Africa. The twisty coastal road follows the cliffs and ocean contour around the peninsula – a perfect setting for such a unique driving experience.

I'm surprised at how easy it is to drive the more powerful SE sedately. You can keep below 2,000rpm and potter around without any complaints from the drivetrain. What a revelation the five-speed G50 gearbox must have been back then, especially when compared to the older four-speed unit, which was fitted to 930 Turbos until 1988. The shift action is more slick and precise, allowing for quicker and more controlled movement.

Depending on your experiences of older Porsches, steering the SE will be either second

FLATNOSE RACING

The origin of the Flatnose can be contributed to a loophole in the Group 5 regulations in the Seventies. In 1976, Porsche raced a Flatnose 935 for the first time. This design had an aerodynamic benefit for Porsche's race cars, and changed the look of them for the foreseeable future. Needless to say, Porsche had great success with these cars. The most memorable car was Norbert Singer's 1978 creation, nicknamed 'Moby Dick'. Never again would a 911 look so utterly intimidating – though elegant in profile – and race-ready. It did help that its 3,211cc turbocharged engine developed 750bhp.

nature or a revelation. In my case it's the latter. The steering wheel brims with feedback, and the moment you move away from the dead centre position it gets heavier. The sense of connection to the front wheels is unlike any other Porsche around today. The sensation becomes very inviting as I drive, and so is the tramlining from the front wheels through the steering wheel.

With no power steering or electronic aids to help, the driver needs to be focused. The car feels planted, but you sense that wrestling with the car will be beneficial for both parties. If you start to push on, it will respond and challenge you. You can decide how you want to use the 3.3-litre engine; select third or fourth gear at half the available rev range and the 930 does it perfectly – almost calmly. Drop to second gear, bury your right foot into the – offset – pedal, and the needle swings around the dial with an inviting level of enthusiasm. Just after 6,500rpm, I change gears and brake for the next corner. It's not as close to the car's limit as

I would have liked to come, but I would rather not face the consequences of damaging a car that has doubled in value over the past five years. I tackle a few more corners and rewind my mind back to the late Eighties and how refreshingly challenging spirited driving must have been.

Today's 911 Turbos, not to mention the upcoming 991 Turbo that we see regularly undergoing development testing in South Africa, are leaps and bounds ahead of the first-generation Turbo. However, even though the newer models are extremely advanced, they can't match the fun factor and sheer adrenaline of driving an SE.

It may have more arrows in its quiver than most of the 911s of its time, but as we head back to Cape Town, I discuss the experience with the owner. We agree that the simple fact of having the SE in his garage and the privilege of looking at it is already half the enjoyment of owning such a car!

It is unlikely that Porsche will ever again manufacture a 911 with such a drastic optional design. That may be music to the ears of the most ardent of purists, but as a package that combines history, performance and limited availability, it is for the rest of us simply the most appealing 930 Turbo ever – to drive and look at. **911**



Driving the Flachbau SE is unlike any other 911 experience



“Today’s
Turbos
can’t match the
fun of an SE”



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THE PERFECT COLLECTION



One family's love for the 911 has grown into an internationally renowned business hell-bent on finding the best Porsches in the world

Written by **Andrew Krok** Photographed by **Jeremy Cliff**

CTION

“The attention to detail of each car borders on madness”

Specification

'89 911 Speedster

Vin: WPOEB0918KS173414
Miles: 679 miles

Engine

Engine model: #930/25
US-spec

Capacity: 3.2L flat-six
Maximum power: 231 bhp
@ 5,900rpm, 284Nm @
4,800rpm

Transmission

G50/01 USA-spec five speed
manual transmission

Body

Exterior: Guards Red, colour
code G8

Interior: Black leather with
Sport Seats

Wheels & tyres

Front: Fuchs, 7 x 16
Rear: Fuchs 9 x 16

Brakes

Front and rear: Four-wheel
hydraulic brakes; four-piston
calipers with vacuum assist;
12-inches (front) and 12.2
inches (rear) ventilated discs

Additional options

CO2 California Emissions:
379/380 black leather Sport
Seats; 559 air con; 419 Rear
luggage instead of rear seats



SPEEDSTER



In lieu of the traditional engagement ring favoured by most people, Richard Sloan asked for his future wife's hand in marriage with a Porsche 911 Targa. Clearly, this is a man whose love for Porsche is unmatched by most. He, with the help of his son Brett, is the driving force behind Sloan Cars, a collection of P-cars with enough history to fill numerous books.

Richard has been a petrolhead for several decades, but didn't start out in the automotive field. Instead, he was involved in the technology sector just as personal computers emerged on the scene. His spare time was put towards collecting cars,



eventually growing to the point where he would import grey-market cars for others.

In the late Nineties, Richard left the technology sector to focus on the procurement of cars full time. His focus shifted entirely to European cars, namely those under the Porsche marque. “Before he knew it, he was growing through buildings in no time at all,” his son Brett explains. You may remember Sloan Cars from a previous **Total 911** issue approximately six years ago; at the time, Sloan had just moved its operations to Woodbridge, Connecticut in response to its growth. That location boasted a floor space of approximately 5,000 square feet. “That feature boosted our reputation and recognition around the world,” Brett recalls, “and between now and then we've moved to our current location, which has double the square footage.” With all this growth, clearly they must have a serious recipe for success.

The cars you'll find at Sloan are not your garden-variety, eBay-friendly Porsches. Instead, the 911s (four of which we've profiled) are handpicked works of art that often come with low miles, beautifully cocooned in time. The pampered history of these untampered gems is meticulously checked for legitimacy, ensuring Sloan's collection of 911s rank among some of the finest on Earth. Brett explains,

“During our initial checks on a potential purchase, we'll go over every inch of the car, even checking paint depth down to the micron to ensure there's been no unnoticed paint or body work.” Sloan's current average of purchasing six or seven models from every 30 enquiries goes some way to justifying the calibre of 911 entering the building. Even better, once the car arrives at Sloan's warehouse in the middle of suburban New Haven, Connecticut, a rigorous nut-and-bolt inspection ensures each 911 is akin to the very standard it left the factory in. “We are extremely thorough and meticulous when it comes to our to-do list,” Brett says. “For example, the door checks in 993 models will have a small welded piece that can break, creating a clicking noise when opening and closing the door. It's a small detail, but the majority of 993 fanatics will know that it's broken the second they come to check out the car.” Clearly, the attention to detail borders on madness, a trait that cements their position as collectors of the greatest Porsches on the road.

Each car has a rich history, and Richard makes sure to keep his knowledge of these stories at the forefront of his work. He lives for the hunt, looking for interesting cars that stand out. “We keep good track of the cars that come through our


Specification
**78 930
Coupe**

Vin: 9308800413
Miles: 982 miles

Engine

Engine model: 930/61
Capacity: 3.3L
turbocharged flat-six
Maximum power: 265bhp
@ 5,500rpm, 395Nm @
4,000rpm

Transmission

930/34 four-speed
manual transmission

Body

Exterior: Light Green
Metallic, colour code Y1
Interior: Dark Green
Leather, colour code 91

Wheels & tyres

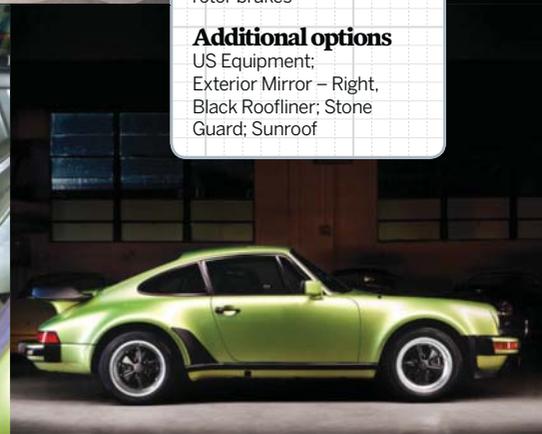
Front: Fuchs, 7 x 16
Rear: Fuchs 8 x 16

Brakes

Front and rear: 917 floating-
rotor brakes

Additional options

US Equipment;
Exterior Mirror – Right,
Black Roofliner; Stone
Guard; Sunroof



doors,” Richard explains. “Actually, we end up repurchasing about 30 per cent of the vehicles at a later date.” Some of the Porsches will sit in personal collections while others will be driven a bit, but no matter what, these cars end up in interesting destinations, and that’s part of why Sloan loves this line of work. Indeed, every single car in their warehouse of a showroom has a story that Richard can recall without so much as a blink of an eye. A large number of Sloan’s Porsches are even exported back to the Vaterland. You know you’re doing something right when Germans are coming to America to buy Porsches.

The first of our chosen quadruplet from Sloan’s ultimate collection of low-mileage 911s is the classic Speedster. One of the last 911 Speedsters to be built, it’s one of just 823 examples to roll out of Stuttgart. Finished in Guards Red with a black leather interior, the car was originally purchased in California. Deciding that the vehicle would remain a showpiece item, the owner kept the mileage low and sent it to Paterek Brothers in New Jersey, known for being restoration wizards with the 356.

Eventually, the vehicle was sold off to a Porsche Club of America Concours judge. With just 90 miles on the odometer, the vehicle underwent a

“Each 911 is a handpicked work of art, often boasting low miles and beautifully cocooned in time”

Concours-level detail job in preparation for the show circuit, eventually winning multiple national-level Concours awards.

It was from this judge that Sloan first purchased the vehicle, at the time showing only 450 miles of distance travelled. Sloan then sold the Speedster to a gentleman in Florida, and four years and 150 undoubtedly fun driving miles later, the vehicle once again returned to Brett and Richard’s hands. It would be sold off one more time, this time to a different collector in a package deal with the green 930 also under our scrutiny. Both later returned once again, so with less than an incredible 700 miles on the odometer, this Speedster remains nigh on original – the only exception being a new OEM Porsche battery.

One of the most formidable silhouettes to roll out of Stuttgart is the 1978 Porsche 930, with its

characteristic ‘Turbo tail’ and low, wide stance. This specific Turbo is actually the only 930 in existence in such a colour combination. The mix of light green metallic exterior and dark green leather interior may not be to everybody’s taste, but there’s no doubt the shade is stunning.

A lawyer, who accumulated just 600 miles in ten years of ownership, originally bought the 930 before selling it to another gentleman, also a lawyer. The second owner drove the car just once, and upon declaring that its 265bhp turbocharged motor was too terrifying to drive regularly, placed it in storage. The car made its way onto Sloan’s radar not long after, who duly travelled across the US to inspect the car in California. Languishing in storage had taken its toll, with the motor even needing to be hand-cranked during the initial inspection. Sloan purchased the vehicle ➔

Specification

'85 911**Targa****Vin:** WPOEB0911FS161546**Miles:** 9,067 miles**Engine****Engine model:** #930/21

US-spec.

Capacity: 3.2L flat-six**Maximum power:** 231 bhp

@ 5,900rpm, 284Nm @

4,800rpm.

Transmission

915/68 five-speed manual transmission

Body**Exterior:** L999 Special order

Meteor Grey Metallic 961

(colour code Y5).

Interior: Grey-green Leather**Wheels & tyres****Front:** Fuchs, 6 x 16**Rear:** Fuchs 7 x 16**Brakes****Front:** Ventilated 286mm**Rear:** Ventilated 294mm

disc brakes

Additional options

CO2 California Emissions



TARGA

DID YOU KNOW?

In 1985, Porsche used the L999 code for both bespoke and non-bespoke (custom-ordered) paint



in such a state regardless, and after removing and boiling the gas tank the motor fired up first time.

With the 930 returned to a drivable state, Sloan sold it to a Puerto Rican car collector who put exactly two miles on the clocks during his ownership. Richard and Brett repurchased the vehicle again, meaning this precious piece of rare-hued automotive history today stands having covered less than 1,000 precious miles.

The 911 was one of the first vehicles to possess a Targa top, presenting an air of exclusivity to any Targa owner. The model highlighted here was given an extra grace of originality by way of a special order paint colour – Y5 Meteor Grey Metallic, to be specific. From far away, it looks like a more typical grey paint, but once you bring it out into the light, you'll see a variety of purple undertones that provides a delightfully unique look.

The history behind this Targa is less frenetic, despite the fact that it has seen more of the world's roads than the Speedster. Purchased new in Westchester, New York, the one and only owner of the Targa was a speed addict, and his collection reflected that. Joining the ranks alongside other mechanical muscle such as a Ford GT, Mercedes 3.6 AMG and a 1981 911 Coupe in Grand Prix

“Not a single restorative act has been committed on this vehicle since it rolled off the assembly line”

white with a Lipstick red interior, the Targa would provide just a bit more sun than its counterparts.

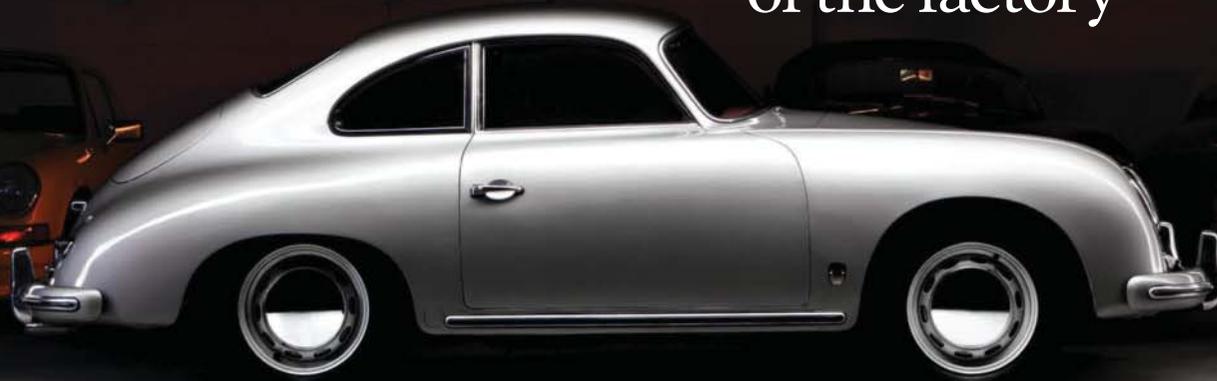
The first owner was very meticulous about his vehicle, managing to keep the body completely untouched as he drove it for 9,000 miles. Sloan then purchased the car directly from the first owner, and not much has changed with it since then. The car still retains an extensive service history, including all books and records, and the paint remains 100 per cent original, looking just as fresh as the day it rolled out of the factory at Porsche.

Representing one of the earlier models in Sloan's eclectic collection of 911s is this 1956 356A Speedster in completely unrestored form, with an original mileage of just 15,620. Incredibly, considering its age, not a single restorative act has been committed on this vehicle since it rolled off the assembly line.

Every inch of this 356 exudes historical relevance. 356A #56836 was purchased brand new from Ward & Wallace Inc Foreign Cars in Brunswick, Maine, on 26 September 1956. The Speedster's owner, John S Rand, was determined to work on this vehicle himself. So much so, in fact, that he embarked on an effort to procure a copy of the factory service manual. The vehicle even comes with letters of correspondence between Rand and Porsche, including letters from Dr F Porsche himself!

In the latter stages of Rand's ownership, a number of potential buyers inquired about purchasing the 356, but Rand knew he was holding on to a piece of history and refused to sell. The vehicle was left in his possession until after his death, in 2002, and the second owner then sold it about a year later in May 2003. While in the third owner's possession, the Speedster graced the cover

“It looks as good
as the day it rolled out
of the factory”



Specification

'56 356A

Vin: 56836

Miles: 15,620 miles

Engine

Engine model: 506/2

Capacity: 1.3L flat four

Maximum power: 44bhp @ 4,200rpm

Transmission

519/2 four-speed manual

Body

Exterior: Silver Metallic, original paint

Interior: Red Leather, original

Wheels & tyres

Front: Fuchs, 6 x 16

Rear: Fuchs, 7 x 16

Brakes

Front and rear: Four-wheel drum brakes

Additional options

Non-Factory Aerial + Side

Mirror additions; Original

tyres; original oil tags

356A



AGGRESSIVE EXPANSION

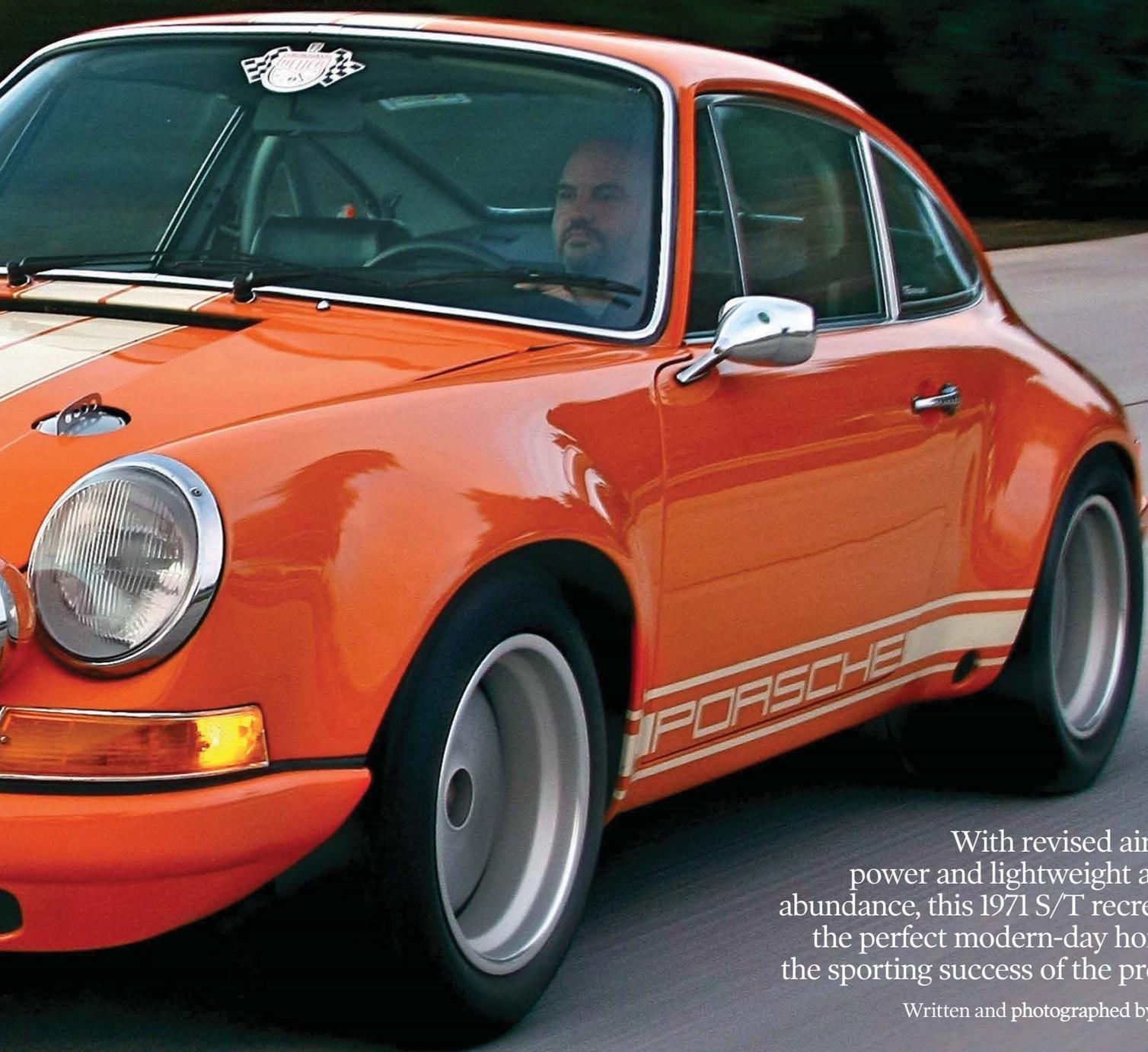
Such a collection of unfettered 911s needs a headquarters befitting the museum-like nature of their condition. As such, Sloan have seen fit to commission an entirely new location to house the cars that will open in mid to late spring. By expanding from the current 12,000 square feet to a little under 20,000, Sloan will be able to have a more typical showroom-style area in the front of the business, providing much needed breathing space for every car. For more information on the full range of 911s at Sloan, visit their website: www.sloancars.com.

of the Porsche 356 Registry, all this while remaining in the state of Maine. Sloan acquired the vehicle approximately four years ago, where it still stands in totally unrestored form – even coming with original tyres while the original oil tags were still attached to the motor! To find a car that carries its age as well as this one does is rare indeed, but that's just the thing: in this collection, it's a gem of gems. Beautifully preserved in time, Sloan's collection of ultimate low-mileage 911s is breathtaking. **911**



The 356 put under our lights is one of many in the stunning Sloan collection, which has Coupe and Speedster variants of the 911's greatest ancestor





With revised air-cooled power and lightweight agility in abundance, this 1971 S/T recreation is the perfect modern-day homage to the sporting success of the pre-RS 911

Written and photographed by **Ian Kuah**

YESTERDAY ONCE MORE

Over the last few years, soaring values of the 1973 Carrera RS 2.7 prompted an explosion in replicas, with mainly unsuspecting 911 SC and Carrera 3.2 models being used as donor cars because of their relatively low values and galvanised bodyshells.

Although original 911 RS and RSR values have continued to climb substantially, the RS replica mania has now levelled out somewhat. Part of the reason for this is that many are keen on the smaller and lighter early Seventies cars, and have now fixed their sights on even earlier 'long bonnet' competition models like the 911R, S/R and T/R as their inspiration.

These models from the late Sixties and Seventies are iconic in their own right because they too are covered in competition glory. Making their mark in European race and rally events long before the eventually more famous 911RS was even conceived is certainly something to be proud of.

One man inspired by the image of these pre-RS competition 911s is early Porsche enthusiast Robert Abbott. He decided that this orange 911S/T replica was to be built out of the fourth car he acquired in his seven-model early Porsche collection, which includes a 356 speedster and a '68 911S.

"I was after a mix of 911R feel and performance combined with street-orientated comfort," Rob explained. With this in mind he went to see early 911 specialist Dave Bouzaglou of TRE Motorsports in Van Nuys, Los Angeles.

David stripped the car to bare metal in 2010 to assess its condition, which was encouragingly healthy. Once they had agreed the goal was to construct a car that could have been an interim competition model between the 1971 and 1972 S/Ts, their work began.

THE EARLY 911 IN MOTORSPORT

The assertion of some that the 911's rear-engine configuration makes it tricky to handle seems ridiculous when you consider that the traction out of bends this layout bestows is in fact one of the keys to its competition success.

The 911's foray into motorsport began with rallying. Three Monte Carlo wins with Vic Elford and Henri Toivonen in 1968, Bjorn Waldegaard in 1969 and Gerard Larrousse in 1970 sealed its reputation.

Encouraged by this, Porsche began to make bespoke motorsport versions of the 911, like the 911R, S/R and S/T. This led to the legendary RS and RSR models, which went on to win sprint and long-distance events on tracks all over the world. The rest, as they say, is history.

The visual difference between this car and an S/T is the lack of the front lip spoiler fitted to the seven factory-built '72 S/Ts. Other than that, the external oil cap and bonnet-mounted fuel cap are a homage to the 911R and ultra-light 70/71 factory-backed S/Ts that competed in the Tour de France.

The bodyshell was taken to Kundensport in Camarillo, California for installation of the S/T steel flares, which were supplied by TRE. Kundensport also reworked the original steel bumpers into S/T look before carrying out the bodywork preparation, painting and exterior re-assembly. They also fitted the '72 oil tank supplied by Rob himself, and modified the fuel tank for the race style through-the-bonnet filling system.

Further TRE work can be found in the aluminium engine lid, balsa-reinforced clear framed front lid, bladed gas cap and filler neck, ST/RSR front welded-in strut brace, oil tank cap and



The external oil filler cap is a homage to S/Ts that competed in the Tour de France



The Recaro-style race seats and Abarth steering wheel are novel period touches



“It is a much better partner for life in today’s traffic”

Specification

911 '71 S/T REPLICA

(1971)

Engine

Capacity: 3,164cc

Compression ratio: 9.8:1 (US spec)

Maximum power: 245bhp

Maximum torque: 250 lb/ft

Engine modifications:

2 x Weber 40 carburettors.

Carrera 2.7RS distributor.

SSI Stainless steel manifold system, TRE exhaust

Transmission

Five-speed 911 gearbox with dogleg first gear

Suspension

Front: 18.8mm torsion bars, Koni struts, 22mm antiroll bar

Rear: 26.0mm torsion bars, Koni dampers, 22mm antiroll bar

Wheels & tyres

Front: 9x15-inch Fuchs forged wheels, 180/60/R15 Michelin TB Course intermediate compound tyres

Rear: 10x15-inch Fuchs forged wheels, 260/60/R15 Michelin TB Course intermediate compound tyres

Dimensions

Length: 13 ft 7.9 in

Width: 5 ft 3.4 in

Weight: 1,013kg

Performance

0-60mph: 5.3 sec

Top speed: 150mph



neck, full weather seal kit, lenses and lights and the lightweight, cross-drilled chrome door handles.

The competition-style front and rear lid hold downs were supplied by TRE with the drilled, lightweight engine lid hinges, while the Talbot 300 door mirrors had been saved by Rob.

The Fuchs alloy wheels are light and strong, but original early 15-inch wheels are like gold dust, not to mention expensive. Therefore, a set of 8.0J x 15-inch Fuchs wheels were given to Harvey Weidman of Weidman's Wheels in Oroville, California, to turn into 9.0J and 10.0J x 15-inch replicas. Sticky 18/60/R15 and 26/61/R15 Michelin TB Course intermediate compound tyres provide ample grip.

While the shell was away, the motor witnessed its own rejuvenation. Where the original 911S/T was powered by a highly strung 2.5-litre flat six, Rob chose to go with the Eighties Carrera 3.2 motor, which not only has a reputation for being bulletproof, but is also a much better partner for life in today's traffic.

With a swept capacity of 3,164cc from a 95.0 x 74.4 bore/stroke, the stock Carrera motor has a lot more grunt, and feels especially potent when asked

to move a car around 240kg lighter than its original partner in crime.

The 3.2-litre motor left the factory with a 10.3:1 compression ratio and 231bhp. The stricter US emission standards saw the US version with a 9.8:1 compression ratio and just 207bhp. However, the US tuners have proven that junking the emissions-tuned Motronic fuel injection for a pair of triple-throat Webers complemented by a decent manifold and exhaust system makes a world of difference, even with the lower compression ratio.

TRE's list of bolt-on performance goodies include a lighter aluminium flywheel, aluminium pressure plate, 2.7RS distributor, suitably jetted triple-throat Weber 40 downdraft carburettors, SSI aluminium heat exchangers and a Dansk silencer modified to a three-outlet rally version. Once installed, the motor was complemented by TRE's clear shroud that replaces the factory tinwork in the engine bay.

The transmission is a period 1971 five-speed 911 box with dogleg first gear, reworked to handle the extra output of the 3.2-litre motor. While the 240bhp on tap in this configuration may not sound like a lot by today's standards, you have to remember that

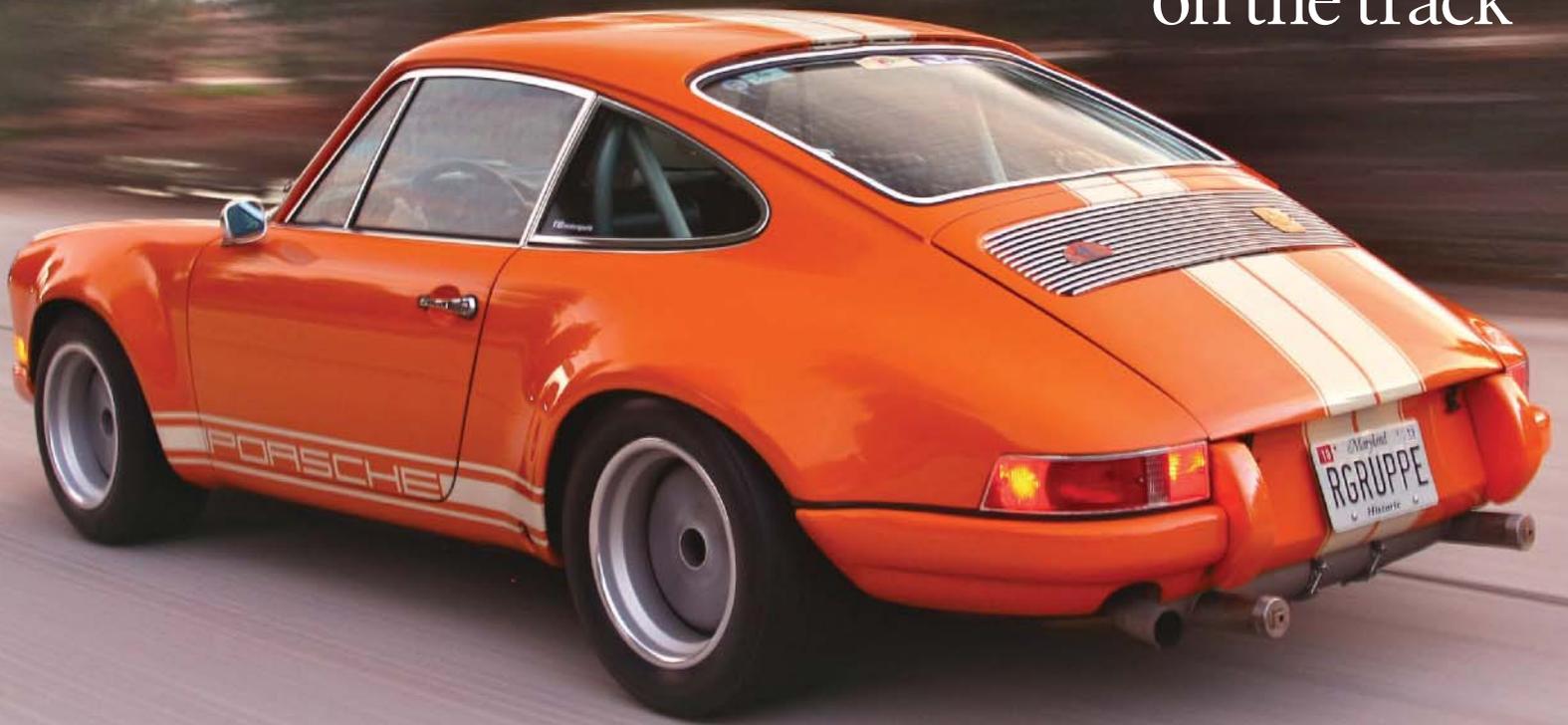
this car only weighs 1,013kg with its battery, tool kit and half a tank of fuel.

The suspension was updated with period-correct Koni struts and hydraulic dampers. Then, 930 Turbo 26mm diameter torsion bars at the rear were paired with the stock 18.8mm ones in front. This is the setup used by the heavier 930 Turbo, which also has a greater rear weight bias, so the fine-tuning of the handling is done with a 22mm diameter Weltmeister adjustable antiroll bar on each axle to rebalance the front-to-rear roll stiffness. Finally, the brakes were updated using 911S alloy calipers.

On a backdating project like this, you have to make up your mind if the car is only going to look like an S/T from the outside, be a near perfect replica inside or have a totally custom interior. Rob chose the third way, and after a discussion with Dave it was decided that the car would be fitted with custom-made door panels, 356 chrome interior door pulls, arm rests and VW Type Three release handles. The release mechanisms had to be reworked to use these VW parts.

North Hollywood Speedometer supplied the gauges, while the face level vent replaced the

“This 911 is a
real weapon
on the track”



clock. The carpet is mostly original, apart from new sections to replace the worn out areas. A competition footrest was also fitted.

TRE supplied the early Recaro-style race seats, which are the S/T deep bucket version for the driver, with a less severely contoured navigator style seat for the passenger. The driver steers with a vintage Abarth steering wheel, offering more grip than the original, while gear selection is made easier by a Wevo classic short shifter.

There is actually a radio in the car, but its placement is not obvious, and the rear side panels were fabricated to house the speakers. To complete the illusion, the basket weave is perforated so that the speaker holes are almost invisible.

Seatbelts in road cars were new back in the Seventies, but this car pays more than lip service to secondary safety, with modern inertia reel belts and a TRE custom-bent aluminum rollover bar behind the seats. Auto Foreign Services supplied the reproduction rear storage box/back seat delete kit.

The stunning looks of this S/T are assured, but its the drive that pleases most. It was no surprise that the flat six burst into life and idled smoothly when I turned the key, its two triple-throat Webers reminding me of how sharp throttle response used to be before the advent of single-throat, plenum-based fuel-injection systems.

A couple of blips to soak up the ear candy of sucking induction noises over the flat six whir, and I was a happy man, transported back to my

memorable first 911 drives in the late Seventies. Nostalgia was suitably emanating from the S/T. Out on the road, 15-inch wheels and tall tyres help to soak up the worst of California's crumbling tarmac, although it is pretty obvious at the same time that this light car is stiffly set up on the suspension rates from a much heavier car.

Those settings, low weight and small figure make this 911 a real weapon on track, while around town the car's size and power enable you to slip through gaps in the traffic with an agility that lumbering modern cars laden with automatic transmissions and multiple electric devices simply do not possess.

The torque of the 3.2-litre motor is evident, and apart from having near double the horsepower of the original 2.2-litre motor this car was born with, it is so torque-rich that you can drive a gear higher in most situations than your instinct would suggest.

While the ride is firm around town, it smoothens out as you pick up speed, and on fast back roads it really comes into its own. But then, this is its intended purpose, and if you were able to take a crack at Mulholland, clear of traffic you could have a blast in all senses of the word.

However, it is unlikely that you will see it anywhere near Mulholland, since this beautiful replica has already gone home to its owner in Maryland. If you live nearby, keep your eyes peeled for a 911-shaped orange apparition on the back roads, reliving the glorious past once more. **911**



The tall tyres on wide wheels deal with anything California's roads throw at the S/T

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993 TURBO S



The wide body, side intake and colour-coded rear wing make for a delightful view from the driver's mirror



Intakes in the rear quarters would go on to become an iconic feature of forced-induction 911s

18-inch hollow five spokes from the 993 Turbo made it on to the Turbo S



“

**PORSCHE KNEW THAT
A MORE ADVANCED
AND REFINED TURBO
MODEL WAS NEEDED**

”

Porsche's release of the 993 Turbo S in 1998 was a fitting final hurrah to the last air-cooled 911: with 450bhp it was the fastest and most luxurious road going model Stuttgart had ever produced

Written by **Kieron Fennelly** Photographed by **Cherryduck Productions**

Specification

993 Turbo S (1998)

Engine

Capacity: 3.6-litre air-cooled flat six with twin K16 turbochargers
Compression ratio: 8.0:1
Maximum power: 450bhp@ 5,750rpm
Maximum torque: 585Nm @ 4,500rpm

Transmission

Six-speed with hydraulically assisted clutch, all-wheel drive

Suspension

Front: Lower wishbones and MacPherson struts with combined coil springs & dampers; antiroll bar
Rear: Multi link with parallel wishbones; combined coil springs & dampers; antiroll bar

Wheels & tyres

Front: 8x18-inch, 225/40/18
Rear: 10x18-inch, 285/30/18

Dimensions

Length: 4,245mm
Width: 1,795mm
Weight: 1,583kg

Performance

0-60mph: 4.1s
Top speed: 186mph



Almost a quarter of a century after the original blown 911 Turbo, Porsche Turbos had become synonymous with outrageously aggressive styling and acceleration which, after the inevitable turbo lag, was nothing short of devastating. As early as the mid Eighties, though, Porsche knew that the competition was catching up, and that a more refined, advanced Turbo model was needed. Indeed, Zuffenhausen's intention was to have a range of three air-cooled models: the base 964 911, the 965 Turbo and the highly exclusive and expensive 959, which would showcase Porsche's state-of-the-art technology. It was planned that project number 965, which would be called the 969 model, would share some of the 959's features, such as four-wheel drive and a twin turbo-charged engine with a water-cooled cylinder head. Alas, it

was not to be. The 959 would see the light of day, though a couple of years late (and well over budget), and even today this technological tour de force turns heads like almost no other sports car. Project 965, however, came to nought. A prototype managed the requisite 300kph (186mph) at Nardo, but development difficulties with the complex engine and Porsche's increasingly limited resources (the firm would come perilously close to bankruptcy in the next few years) meant that development had to be abandoned.

So when it was launched in 1988, the 964 appeared to have no Turbo option. Certainly, Porsche gave no indication that a blown version was in the pipeline, which greatly disappointed both fans of the marque and motoring journalists alike. Perhaps in response to this, Porsche announced a 964 Turbo in 1990. This model did seem like an

afterthought, as it simply used an uprated 3.3-litre single turbo engine from the 930. Eventually, the 964 inherited a blown version of the 3.6 engine. Once again, this was the traditional single turbocharger application and rear-wheel drive – a highly entertaining but expensive anachronism. However, it was soon apparent that it was a stopgap model, as the next 911, the 993, was already in final testing and in the design studio. A sure sign that Porsche was beginning to emerge from its difficulties, the Boxster concept model would soon break cover.

The 993 proved to be the success Porsche had hoped for. With Wendelin Wiedeking, the production specialist now in charge, the 993 was slightly less expensive to produce than the 964, though you have to look hard to see the shortcuts, and in any case its engineering integrity was not

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 was the first to have a bi-Turbo engine, reducing lag. S arrived in 1998.

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

Porsche's 993 is the nearest you can get to a hand-made sports car, and so the following of the model in recent times has increased hugely. The Turbo S is the very pinnacle of that, and as Peter Morgan said, finding a good example of one can be akin to laying down like old wine: it'll only get better with age.

We've been waiting for 15 years to have one of these in. Rarity speaks volumes and with this you're guaranteed a smile a mile.

— **Anthony Pozner, Hendon Way**



Big yellow brake calipers are now symbolic of a Porsche requiring big stopping power



Lashings of carbon feature extensively on the 993's door card and pull handle



An updated version of the 993 Turbo unit produced 450bhp for the Turbo S, while quad exhausts at the rear were a Turbo S trademark



affected. The first 911 to diverge significantly from the 901 template of 1963, its smoothed headlights and broad hips were a masterpiece of redesign, even though constrained by cost: its principal stylist Tony Hatter, whose work would later feature on the 991, would become something of a hero to 911 fans. Under the 993's flowing lines, the 3.6 was thoroughly reworked with lighter reciprocating parts to produce more power and torque; an entirely new multi-link rear suspension replaced the 964's trailing arms to improve handling, eliminating at last the 911's tendency to lift off oversteer, and markedly enhancing ride quality and refinement.

The 993 Turbo, shown at 1995's Geneva Show, was further proof that Porsche's recovery was underway. Apart from a reduction in compression to 8.0:1 and single instead of twin-spark ignition, the

flat six needed only detail modification to adapt to the rigours of forced induction. However, the real advance was that for the first time in production, Porsche used twin, smaller turbochargers rather than one larger unit. Each had its own intercooler, and their smaller dimensions meant they could be placed nearer the induction system. As they spooled up (in parallel rather than sequentially as on the 959), the combined effect was to remove much of the suddenness and on/off effect of single turbo induction, making the new 993 Turbo an easier car to drive smoothly.

The other breakthrough of the 993 Turbo was, of course, its four-wheel-drive transmission, allied to a six-speed manual gearbox from the 993, but with some strengthening and revised ratios. A viscous coupling apportioned drive between front

and rear axles sent 90 per cent of the torque to the latter in most circumstances. A further innovation was Porsche's Automatisches Brems Differential (ABD), a torque sensing mechanism which applied the brake to a spinning rear wheel (normally on the inside of a corner) and transferred the torque to the outer wheel. Clearly, this sophisticated 911 Turbo was now more GT than street racer, a point Porsche emphasised with its inclusion of hydraulic assistance to the clutch pedal.

Externally, the 993 Turbo was distinguished from its brethren in Porsche's time-honoured tradition of wider rear arches and a body-coloured rear wing, which contained the intercooler. Side skirts and deeper front and rear valances lent menace, and the wheels were shod with hollow spoked (and 3kg lighter) 18-inch alloy rims, also unique to the Turbo.



Refreshingly, in 1998 the primary function of carbon trimmings on the dashboard and steering wheel was to save weight rather than just enhance a motorsport look. The Porsche CD player and radio receiver feel very dated now, and the centre console is also rather basic by today's standards. The iconic five-pod dials didn't always come colour coded on the Turbo S

With an easy 408bhp and 540Nm, yet with the most advanced emissions system of any production car of its era, the luxuriously appointed 993 Turbo seemed to offer everything imaginable. More than 6,000 buyers clearly thought so, because that was the number of 993 Turbos Porsche sold in the brief two-year span the model was on the market. And in case an owner felt his 993T lacked something, there was even a powerkit which enhanced output to a (then) staggering 430bhp if you really insisted, no doubt improving slightly on the standard 993T's 180mph top speed and 4.3 second 0-60 sprint time.

But Porsche's Exclusive department had other ideas. Under the ever-enterprising Rolf Sprenger, formerly supervisor of Werk 1, who in the Eighties turned this shop for expensive options into an extraordinarily profitable business unit, an

PORSCHE & THE SONDERWUNSCH PROGRAM

The launch of the Turbo 911 in 1975 introduced Porsche to an affluent and demanding client who often wanted to customise his Turbo. The Sonderwunsch (special wish) programme grew from this, and over 20 years, Porsche Exclusive, as it was later named, created some amazing road-going 911s, from the RS-based 3.0 Turbo to the wild, 400bhp 911 built for TAG boss Mansour Ojeh. The department also designed the Flachbau, the so-called Flatnose front which aped the then world-famous 935 racer. Over 2,000 were made, and celebrated with two top-spec and expensive Turbo models, the 330bhp

LE and the 380bhp Turbo S of 1993. Other notable productions were 14 special-build 993-bodied Turbo Cabriolets (rear-wheel drive and with a single-turbo engine) and at least one Speedster.

With the demise of air cooling in 1998, Zuffenhausen manufacturing changed completely, and so interrupting production for low-volume 'specials' was no longer feasible, and in any case, crash norms and homologation rules militated against such one-offs. Instead, Exclusive has become part of Porsche's car configuration process, where the buyer plans their



desired specification. Exclusive is still responsible for some striking design ideas, like reusing old Porsche icons such as the 2010 Carrera Classic's ducktail and Fuchs-like wheels. The special edition 997 Carrera GTS was another Exclusive inspiration.



Leather-clad roof and door pillars, as well as electrically adjustable leather seats, ensured the Turbo S was as luxurious as it was sporty

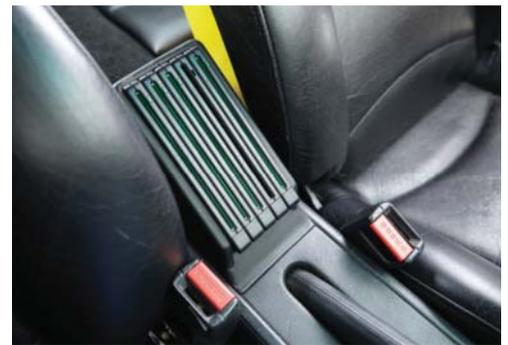
über Turbo appeared. While the Zuffenhausen production line had already been turned over to the completely new 996, which shared not a nut and bolt with its predecessor, Sprenger's group had its hands on some of the last 993 bodies and the Exclusive department would create the crowning glory of the air-cooled 911, the 993 Turbo S. The standard Turbo aerokit already gave the 993 a distinctly aggressive look, and Exclusive accentuated this by modifying the front spoiler with more air intakes. Lateral nostrils differentiated the Turbo S's rear spoiler, now a double-deck affair which merged smoothly with the rear wings. The standard Turbo's hollow 18-inch wheels were fitted, but behind them were distinctive yellow calipers, four-piston at the rear and eight-piston at the front, and air intakes were for the first time cut into the rear wings.

Taking its cue from earlier Exclusive creations, the 3.3 SE and LE Turbos of the late Eighties, the Turbo S had twin exhaust tailpipes. The cabin was traditional 911 for the very last time, and Porsche celebrated this by making it as luxurious as possible. Besides two-tone leather seats, their

colour matching the car's external paint if desired, cowhide extended to the door furniture and even the rooflining; carbon fibre inserts, a rather more exotic and expensive addition in 1998 than today, featured on the door handles, gearknob and handbrake, as well as the dashboard. The instruments were embellished with a silver finish and 'Turbo S' was embroidered on the rear carpet. Seatbelts could be yellow, black or red.

Not obvious to the naked eye were the modifications under the engine cover. Two larger turbochargers, a remapped DME and reprofiled camshafts, effectively the optional X50 upgrade, were standard issue, and the overall effect was to raise maximum power to 450bhp and torque to 583Nm. A 993, the very last of the air-cooled 911s, finally reached 300kph, for the Turbo S recorded 186mph and a 0-60 time of 4.1 seconds. A Tiptronic box which might have allowed even quicker step off was not offered because at this stage Porsche had not managed to develop it sufficiently to handle the abundant torque of the Turbo flat six.

Produced at the very end of the air-cooled era, the Turbo S escaped the notice of the



The CD disc holder is a fond reminder of the 993's Nineties era, while interior luxury upholstery continued through to the rear bench





Colour-coded seat backs and belts are not to everybody's taste, and were an optional extra

BUYING A 993 TURBO S

This Turbo S is a rare beast indeed. Records show that 345 were built, of which 23 were right-hand drive, destined (mostly) for the UK. Indeed, we found only one for sale in the UK currently. Priced at £90,000, this 60,000-mile car is currently at Hendon Way Motors. When **Total 911** last looked at the model in 2006, once again the market could offer only one example, then priced at £40,000. At the time, the base Turbo sold for £30-£35,000. Seven years later, that bracket is £45-£55,000, so the rarer S has apparently proved to be better value for money, but these ultra-low production 911s can be a fair investment – witness the 3.2 Clubsport, in 2013 offered at twice its 1988 retail price. The 993 Turbo S has a little way to go to achieve this. Today's buyer will be looking for exclusivity rather than usability. But surely the point of the 911 is that if you had to justify it you would never buy it. As Porsche put it in the brochure that accompanied the 993 Turbo: "Does lack of obvious utility detract from an achievement?"

*Thanks to Hendon Way Motors for supplying the Turbo S in our pictures. Hendon Way was established in 1951 and has been selling Porsches, Ferraris, Jaguars and AC Cobras since the mid Sixties. For more information on this Turbo S, call Anthony on 0208 202 8011.

“

THE CROWNING
GLORY OF THE
AIR-COOLED 911
WAS THE 993 TURBO S

”

magazine road testers, so we have to refer to their observations on the base 993 Turbo to imagine how they might have reacted to the S.

Senior *Autocar* staff writer Peter Robinson, who famously said in 1978 that the 911 “belonged to another era and should be put out to pasture with other thoroughbreds (and found himself eating his words several times in the next two decades) described the 993 Turbo as a “street-legal 959: with 400 horsepower and 540Nm torque it is the most powerful production Porsche ever built, and all this hellfire comes from a flat six still limited to two valves per cylinder. Yet it's F40- fast!” Paul Frère also commented that only a McLaren F1 (at five times the price) was faster. While tyre noise and a suspension setup that was harder than the 993 Carrera's undermined the Turbo's refinement, he and other journalists readily acknowledged that the Turbo was alone among its competitors as being a car that could be used in everyday traffic snarl-ups. Somehow, the Turbo S went one better. **911**



Once destined for a career in agriculture, he is now associated with preparing globe-trotting competition 911s. Meet Francis Tuthill, rallying expert

Written by **Kieron Fennelly**
Photographed by **Laurens Parsons**

Few specialists have found their niche more effectively than Oxfordshire man Francis Tuthill. Son of a doctor and originally destined for a farming career, the company he created, Tuthill Porsche, has become both the UK and Europe's reference for historic rally prepared 911s. In the Sixties, Seventies and even Eighties, rallies like the Monte Carlo and RAC were on par with televised sport such as football. More recently, and especially since the demise of group B, rallying has faded from view – constrained by public safety requirements and the fact that commercial sponsors discovered they can have much more control over activity confined to a stadium or closed circuit. However, the great days of rallying live on in the form of historic events, whether as local meetings like the immensely popular Boucles de Spa or through recreations of the London-Sydney Marathon, the London-Cape Town or, indeed, the Paris-Dakar. Preparing and maintaining the classic 911s which frequently dominate these rallies is where Tuthill Porsche comes into the equation.

Before we go into your background, how does your company work?

Although these are rallies for historic cars, FIA rules still apply, so competitors can't simply have spares flown to wherever is convenient; they have to take parts and tools with them, which entails a service van. This is where we come in; travelling with the rally and supporting the teams we are contracted to. ➔





But it's more than that; you prepare the cars too.

Yes, we build customers' 911s, but we've become a service industry. Competitors in these events want to enjoy themselves but without roughing it too much, so we also find decent hotels and overnight stops, book flights and look after all the logistics as well as providing the service. I still take part as a competitor myself in some of these events.

You've always worked with Porsches...

I went to agricultural college but decided I didn't want to be a farmer, so I took myself off to Australia and then New Zealand where I worked on a tobacco farm before returning to Australia. I'd always enjoyed messing about with VWs and Camper vans and I got a job with a German couple who had a VW dealership in Perth, where I learned a lot. I made my way back to Britain via South Africa, where I worked in a VW distributor ship. There wasn't really a place for me in the family garden nursery business, so I started fettling Beetles. I was lucky; we weren't far from Upper Heyford, which had a US base, and I soon had a roaring trade doing top-end jobs on US servicemen's VWs. It was about 1971, and VW had just brought out the 1302S, which was an awful car with a strangled 1.6-litre engine and poor suspension. Owners were having them retrofitted with the old 1.5-litre head, which gave the torque back and improved petrol consumption. I saw being a VW specialist as a great opportunity – garages didn't like working on them. That opened the way for me. But then VW switched to water-cooled, and the Golf was conventional: anybody could fix it. So I turned to the 911, which was still a specialist car.

Were you modifying 911s from the outset?

No, I saw the 911 purely as a road car I could maintain for owners. I wasn't interested in aftermarket additions. I still think that – I never like to fit anything unless I can see a functional improvement. There is a business to be had in modifying cars for the track or rallying, but that's modification for a purpose.

How did your involvement with 911s in competition come about?

I got my break through David Richards. He asked me to prepare a mock-up rally 911 for PR purposes. It was at the time he was starting with the Rothmans SC RS to run in Group B. I became increasingly involved with the team, sending service trucks on the rallies and undertaking work like shell repair. When group B ended, Richards moved to BMW M3s for group A, and we built 45 cars from shells supplied by Matter. Those were great days, and we followed Prodrive to Legacies and Imprezas. But by then it had become a much bigger company, the personal element was gone and it was more complicated to deal with. Tuthill Porsche was just another subcontractor. Also, the rise of historic racing meant there were more and more calls on my time to prepare 911s for other clients. I won the London-Sydney Marathon in 1993, which brought in new business, and I was soon fettling 911s for raids like the Mexico-Alaska event.

**ESSENTIAL FACTS**

- 1972 – Francis sets up the VW business.
- 1977 – Competes in London-Sydney rally.
- 1985-7 – Prepares championship-winning 911SC RSs.
- 1988-95 – Prepares championship-winning BMW M3s, Subaru Legacies & Imprezas for Prodrive.
- 1993 – Wins London-Sydney rally.
- 2002 – Richard Tuthill officially joins Tuthill business.
- 2011 – Tuthill Porsche 911 wins Safari Rally.
- 2012 – Tuthill Porsche wins Belgian historic rally.
- 2012 – Tuthill compete in London-Cape Town rally.

The 2.0-litre 911 has become very popular, judging by the pre-1970 cars in your workshops.

The Swedes showed what the original 911 could do. You have as much fun, but you're less likely to get into trouble with 180bhp than with the 280bhp of the 3.0-litre; it's lighter and easier for older drivers.

Do you build to customer specification?

Not usually. The 911 is reliable, but you have to standardise; it's the only way you can service rally teams. Unless they have common parts and assemblies, like brakes, it would be impossible to work on them at the side of the road. The spec we've developed is the fruit of years of experience. For example, our looms have all the connections to fit a 911, are made by an F1 supplier so they're light, and we can fit out a shell in three hours. We do try to keep 911s as original as possible – though you may see some with Stack rev counters, for instance.

Are any parts a problem?

Bodies for original 911s are becoming scarce. Porsche charges at least £500 for a wing, and we

have a warehouse full of panels that we would have once thrown away. We have to have big inventories, because in supporting a dozen events a year, some with several teams, we get through parts quickly. We've started making and getting items made, too.

Do you find much in the US?

Yes – a lot comes from California. Imagine, though: one rally 911 preparation needs an entire donor car!

You filled a passport with entry visas in 2012.**Will 2013 be as busy for Tuthill Porsche?**

We have a full programme, and are already preparing for the Safari Rally in November where we'll manage three teams of four 911s. We've also done a lot of testing to get the suspension right – Porsche never really cracked desert courses. The 911 can work in sand, and we're looking at a suspension which can be adjusted to allow very high ground clearance so that the car can go through rather than round the dunes. It can be adjusted according to the terrain, not unlike what we've developed for ice driving. There's no comparison with what Porsche was struggling with 30 years ago.

What about Francis Tuthill himself?

[Smiles] I'm 65, I've been talking for a while about standing back and letting Richard [his son and former professional rally driver] get on with running the business, which he's already doing – the ice driving, for example, is his enterprise. I've already moved out of the main office, and I'm converting a building to be my workshop and office. I've also got an inventory of Beetle engines to sort out and sell, and while there are customers out there I shall still be useful, as no one else here knows anything about them! I've also got eight grandchildren to keep me busy. **911**



“Classic parts are scarce and one rally 911 preparation needs an entire donor car!”



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TACKLING THE DAKAR



Testing the utmost limitations of man and car, the new incarnation of the Paris-Dakar rally remains a feat of endurance. We track the Wild Africa Racing Team across the continent...

Written by **Kieron Fennelly** Photographed by **Francis Tuthill** and **The Wild African Racing Team**





The new Dakar, or Africa Eco Race, rejects much of the commercialism of the old event's latter years, with a new emphasis on camaraderie



WATCH IT
See how Rothmans Porsche won the notorious race in the Dakar 1984 documentary, available to watch on YouTube



Francis followed the Wild Africa Racing Team for the entire dash across the continent in his Tuthill service and spare parts van



The Wild Africa Racing Team faced a steep learning curve in the first two days of the endurance event, but still managed to finish the race



The original Paris-Dakar ran from 1978 to 2007. Political uncertainty and deteriorating security led to its cancellation in 2008, and in 2009 the 'Dakar' moved to South America, where security was said to be less problematic. However, two former victors of the African event, René Metge (who won with a special 4x4 911, the 953 in 1984, and a 959 in '86) and Jean Louis Schlesser (whose CV includes winning both French and German touring car titles, plus several F1 starts) have relaunched the original race, which now begins in Toulouse rather than Paris and finishes on the west coast of Senegal.

The reborn Dakar, now called the Africa Eco Race, includes a historic vehicle class, and as such provides the perfect setting for a classic 911 to reacquaint itself with the challenging terrain of the African continent. Francis Tuthill prepared a car for

The Wild African Racing Team, and decided to go along personally. "We prepared a 911 for two clients from Germany, Franz Wunderlich and Klaus-Peter Kristek. I went along with two of our mechanics. It was an entirely new event for us, so we weren't as prepared as we might have been," Francis says.

Rallying in these conditions is all about the right preparation, and for the Wild Africa team it was indeed a learning curve. Competition did not start until Morocco, and a day was lost at the border for bureaucratic reasons. Day two then exposed the team's weakness: ground clearance. Francis explains: "On 15-inch wheels the 911 was bogging down in soft sand. However, I got three 16-inch wheels from Metge, which lifted the car up just enough, and I was able to buy 16-inch tyres locally."

Franz and Klaus-Peter had done the Safari with Tuthill in 2011 and so were not novices, but desert driving was new to them and they promptly got lost.

Finding themselves on the wrong side of a ridge, they repeatedly got stuck and finally ran out of daylight at the end of a dismal day two. They slept in the car overnight and were able to get moving again the next morning before Richard Tuthill, back at base in the UK, managed to locate the pair on Google Earth thanks to the 911s fitted GPS beacon.

"We got the coordinates and set off with the 4x4 service wagon to look for them," says Francis, "but we came to a river we could not get across. Richard came to our rescue, too, because squinting at Google Earth pictures he saw what he thought was a crossing point. He was right, and we soon caught up with Franz and Klaus-Peter. They were mobile, but out of petrol and they still had 500km to do to reach that night's bivouac – a very hard drive."

The Wild Africa Racing Team were learning quickly: "Initially, we didn't know what to do when we got stuck, but having sorted ourselves ➔

"On 15-inch wheels
the 911 was
bogging
down in soft sand"





out, our technique was improving steadily. On the second evening we practiced driving through soft sand in the 4x4 with Metge's son. I learned more about negotiating sand in two hours than in 50 years' driving!" Francis says. "There's an art to it: keep moving. Stall and you're stuck. The trick is to anticipate when the grip is going to disappear and change course before it occurs. Once you get it, your confidence increases and you enjoy yourself."

Despite the frenetic start, the Wild Africa team finished the 14-day event, and event found time to enjoy the extremities of such an endurance. "The atmosphere of the African Dakar appealed to me from the outset," continues Francis. "All the ingredients are there to have fun, but there's enough of an edge to get your attention. We lost a day to begin with, but the organisers didn't penalise us; in South America, a four-minute delay and you're out. Jean-Louis Schlesser is pretty much unbeatable on

DAKAR ESSENTIALS

- Date: 27 December 2012 – 9 January 2013.
- Start: Toulouse, France.
- Finish: Dakar, Senegal.
- Countries traversed: France, Morocco, Mauritania and Senegal.
- Distance: 5,825km, with 3,500km special stages.
- Entrants: 105, including 30 teams.
- Entry costs: €2,500 per car, €3,000 per motorcycle, €4,500 per 4x4 truck and €7,500 per person.
- Overall winner 2013: Jean-Louis Schlesser/Louis Esquirol (bespoke desert buggy).
- Race dates for next year are yet to be confirmed.

“In the Dakar, the challenge is more in adapting to this harsh environment and surviving it”

the Dakar, but he still has time to pull people out of trouble. Of course, people are competitive and want to do well, but in the Dakar the challenge is more in adapting to this harsh environment and surviving it, because you've learned to understand the desert. That can mean working with your competitors, but it also means there's a great spirit of camaraderie."

Portuguese competitor Elisabete Jacinto confirms this spirit: "I was racing some Russians in a Kamaz truck when I slid into a dune. I was well ahead of them, but they stopped to pull me out even though I went on to beat them."

There is no doubt that living in the desert is an acquired taste. Franz Wunderlich found initially that he didn't sleep well in a tent and missed the hotels of the Safari event – a stark contrast to having slept in the 911 and discovering by sunrise they were parked 300 metres from a prison camp.

Tuthill underlines, though, that there is a military presence throughout, and it ensures the rally and the overnight camps are undisturbed. "Generally, the locals are pleased to see us and keen to help if we need them," says Tuthill, who clearly has never lost his taste for adventure!

Franz also surmises how different the Dakar is from other rallies: "The navigation is more

difficult, as there are practically no reference points. We needed three or four days to manage the challenges of the navigation's requirements. The most important thing is you have to reduce your life to the essential in these 14 days: driving, sleeping, eating and nothing else."

Co-organiser Metge again competed in the event, where the Frenchman had his own FIA-approved 911. Metge feels the Africa Eco Race, now in its fourth year, is an undoubted success.

"The challenge for the Africa Race is to get bigger without taking away its soul or its equilibrium," Metge says. "We'll call a limit on the size as soon as we reach financial breakeven, which isn't far off." Co-organiser Schlesser agrees: "We just want an intelligent, reasonable event, run by enthusiasts for enthusiasts."

The new mindset, away from a drive for commercialism that saw Red Bull become a major sponsor to the old race in its latter years, is clearly working. The new Dakar event really gets into people's blood, as Egyptian Abdelhamid Abouyoussef, who has driven in all four editions, says: "There were just ten of us for the first race in 2009. This year, there were 100 on the start line."

So, another event for a 911 to win? You bet! **911**

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Living the Legend

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

Ben Przekop

• Georgia, USA



2007 911 GT3

Date acquired:

July 2012

Last report:

Issue 97

Total miles:

11,200

Costs:

\$1,500 (new Cup tyres)

In the few seconds while my GT3 was spinning out of control toward the Armco at Barber Motorsports Park, I didn't have a lot of time to think about why it was happening or how I could make sure it never happened again. But in the days and weeks that followed, I had more than ample time to think about the accident. The more I thought about it, the more I realised that the real mystery was why I hadn't seen it coming. Here are the lessons I should have learned long before I hit the Armco with a sickening bang on that rainy Saturday morning.

Lesson number one: track-orientated tyres are great in the dry and dangerous in the wet. The Pirelli Corsa tyres on my GT3 had been awesome at the previous trackday in October: terrific grip, consistent performance and predictable, catchable breakaway. But that was in the dry, and although I had driven several hundred highway miles in the rain with these tyres on my GT3, I had never driven on a rainy racetrack with them before. Taking the tight right downhill turn called 'the corkscrew' that eventful morning, I found out just how little grip they have once they break away on a rainy surface; I felt like I was skidding on ice. This is called hydroplaning. I remember thinking in those split seconds, "What the heck is happening?" because I had never lost control so completely before. And yet I had read countless articles and reviews warning GT3 owners that these semi-slick tyres are wonderful in the dry, but hazardous in the wet. Lesson learned: for rainy trackdays, either switch to street tyres or stay in the paddock.

Number two: experience is great, while over-confidence... not so much. The very nature of high-performance driving is all about learning the limits of your car and your own skill; finding your own personal 10/10ths. You do this by 'pushing' harder and faster lap after lap. You progressively try to go just that little bit faster, maintain that slightly greater amount of speed on the straight and brake a few feet later at the end of it until something happens. In the dry, this means that in a corner you might feel the rear end get loose,



Hennessy Porsche's Chris Daniel shows Ben the suspension pieces that were replaced as part of the accident repairs



After two months and five days, Ben's beloved GT3 is finally back home, looking and feeling like new

"The very nature of high-performance driving is all about learning the limits of your own car and your own skill; finding your own personal 10/10ths"

or you lock up the brakes at the end of a long straight and realise "Ah, that must be what 11/10ths feels like," before you regain control and back off a bit. In ten years of driving on track, I had never so much as put a wheel off, much less spun or hit anything, since I was able to regain control without serious incident. So I was pretty confident, even a bit cocky about never having had an off-track incident. That over-confidence got a seriously loud wake-up call from that section of Armco in Alabama. The lesson? Your experience

From left to right: service advisor Matt Bailey, Ben and Porsche technician Chris Daniel



This month: Lessons to learn from an unexpected accident

in the dry is almost worthless in the wet. If you are trying to find your personal 10/10ths on a rainy track, make sure you have the right tyres, start slowly and increase speed in very small increments, and remember that regaining control is a very different and much riskier proposition in the wet.

Number three: trackday insurance is a good thing to have. My accident was relatively minor, but then we know the words 'inexpensive' and 'Porsche repairs' never appear in the same sentence. I damaged both driver side wheels, which needed to be replaced, creased the left rear fender and bent

some left rear suspension pieces. The repair bill? In excess of \$23,000. My cost? Thanks to the trackday insurance I had purchased, a deductible of \$3,250. Still an expensive 'lesson', but not as devastating to the vacation fund as it could have been (her ladyship would not have been pleased if our trip to Lake Como had to be postponed).

Number four: you can't treat a tiger like a kitty cat. The appeal of a GT3 lies in its close relationship to the racing version, from its Mezger-designed flat six to its no-nonsense suspension, braking and steering. As Porsche's promotional brochure said in

2007, "It is the closest you can get to actually taking a race car out on the road." And as yours truly said in my first article about deciding to buy another GT3, "This machine has the power to seriously hurt you or seriously reward you, and which of those it does is entirely in your hands." Yes, a 991 Carrera 4S would likely be as fast as a GT3 on track, and far easier to drive, with greater room for error – especially with street tyres! But would it be as exciting? For me, there is no contest; I want to tame this tiger. I just have to remember that when not handled just right, it can bite. Big time. **911**

Tony McGuiness

• San Diego, California



997T & 997 GT3RS

Model:
Turbo 997 Gen2
Date Acquired:
January 2010
Total miles:
21,139
Costs:
£742

Model:
GT3RS 997
Gen2
Date Acquired:
February 2011
Total miles:
14,554
Costs:
£2,760

Like many, my interest in the 911 dates back to my childhood. I remember seeing my first 911 when I was 12 and being in awe. It was only a dream for me, and unless I became a professional footballer it would forever remain a wish!

It wasn't until 2008 that I was in a position to even think about buying a Porsche. When I left teaching, I began researching and visiting Southern California-based Porsche dealers. It was during these visits that I was taken by the Cayman S. I test drove it and a used 996, and was very impressed by the Cayman; it was great to look at, had speed, balance and was very nimble. I had to have it!

I drove it for six months, yet I couldn't get over the fact that it wasn't a 911. I had waited all my life to buy one, and it became clear to me that I wasn't truly experiencing the legend that is the 911. So when the 2009

“There aren't enough adjectives to describe what driving the Turbo for the first time was like. I quickly realised the Cayman had to go. For me, the Turbo was the perfect 911”

Gen2 Carrera 4S was released, I headed to the local Porsche dealership, where I found and test-drove a stunning Meteor Grey C4S. This was what I had been waiting for! 385 horsepower and, of course, a wider, shapely stance. I then knew what I had been missing: the most successful sports car in racing history! The icon I had dreamed about was mine, and I was about to become addicted.

I decided to keep the Cayman; I convinced myself that I wouldn't want to drive the C4S all the time, and would switch between the Cayman and the 911. The problem, of course, was that I didn't; there is nothing like a 911. The power, look and feel were very different, and the poor Cayman wasn't being driven.

As 911 owners know, they have a way of getting in your blood. In January 2010, I went to another Porsche dealer to see what the fuss was about with the new 997 Gen2 Turbo. It was there that I saw a new white



After years of aspiration, Tony is finally living the legend



The Turbo's blistering pace was a primary reason behind Tony's purchase of the car

Carrera Turbo. After taking it for a quick test drive, well, there aren't enough adjectives to describe what it was like. I quickly realised that the Cayman had to go. For me, the Turbo was the perfect 911; I had to take it home that evening. If I didn't, someone else would. The car was one of the first new Turbos to US shores, and was highly in demand.

Obviously, the Turbo has essentially the same body as the C4S, with slight differences like the side intakes and distinctive Turbo look. But what a car it is. Unless you have experienced one, it is hard to describe the immediate power and speed it has. We know Porsche is always conservative when it gives its 0-60 speeds, however, one American Car magazine timed the 2010 Turbo at 0-60 in 2.9 seconds. The sheer violence you experience from a standing start is phenomenal.

The question became 'what to do with the C4S?' The difference in power between

the Turbo and C4S is substantial, to say the least. The Turbo has 500 horsepower with all the latest technology Porsche has to offer, including PDK, Porsche Torque Vectoring, dynamic engine mounts, direct fuel injection, paddle shifts and more.

It was then that I saw a photo of a C4S that had been modified by TechArt, so I decided to have the C4S modified with the TechArt Aerokit. It gave it a very different aggressive look, and while it definitely is no slouch in the power department, it still didn't have the explosive power and feel of the Turbo.

In January 2011, I made yet another fateful trip to a Porsche dealer to see a brand new GT3RS. Seeing it in person (so to speak) was like looking at a Van Gogh painting; the grey-black colour with white gold trim was mesmerising. The white-gold wheels with 'RS' on the centre locks with yellow Ceramic brakes gave it a look of class, sophistication

This month's

updates from our Living the Legend contributors



Tony enjoys driving his RS on America's roads



If the Turbo marked the start of a love affair, the GT3RS sealed the deal

and beauty. The curves, front grille intakes and outtakes and stunning rear wing all made it look perfect. I dared not test drive it, as I knew what lay in store if I did... but ultimately I couldn't resist.

After I bought the GT3RS, I knew I wanted to better understand the car, so I attended the three-day Porsche North America Driving School at Barber Motor Sports Park in Alabama. It was a brilliantly informative course that truly showed me what an incredible feat of engineering the 911 is.

I have had the Turbo for three years and the GT3RS for two years. They are both truly amazing cars. While I am not a race driver, and it would probably be most at home on a race track, I get tremendous satisfaction driving the RS through the hills of San Diego County and participating in local Porsche club tours. I have driven it all the way up the California coast to Rennsport in Laguna

Seca, and it was a true joy in every respect.

I am fascinated with everything Porsche, especially the 911. I own over 36 118 scale model Porsches, and collect every book and magazine I can find, especially, of course, **Total 911**. You would be hard-pressed to find any other source that gives such comprehensive information on the 911.

There is something about the legendary 911 that captures our imagination: the history, mystique, shape, look and, of course, the way you feel when you get in the cockpit of one. It is a legend that will undoubtedly endure, and I am fortunate to own two of the finest ever built. **911**



Martin Dalziel

2001 996 Carrera 4

Date acquired: October 2009 Total miles: 69,114

Costs this month: Fuel

Lowlights: Not submitting my Living the Legend update entries on time to the editor. I think I might be in trouble here!

Highlights: I'm really enjoying the drive in the 996 at the moment. Since my wheel refurb (see Issue 96), the car looks great, too.



Maxie Islam

2006 997 Carrera 4S

Date acquired: August 2010 Total miles: 36,760

Costs this month: £1,150 on wheels and fuel

Lowlights: Getting my new wheels dirty almost immediately after giving them their first run out. Time for a clean already!

Highlights: I finally got myself some new wheels! A full report on them will be available in a coming Living the Legend.



Tim Hughes

993 Carrera

Date acquired: May 2011 Total miles: 119,076

Costs this month: £4.40 for amber indicators

Lowlights: Taking the car for a spin that ended with me being rear-ended at a junction by some idiot in a Rover 800.

Highlights: Getting the old girl washed, polished, waxed and back with amber indicators fitted for a nice run in the sun.



Gina Purcell

1989 964 Carrera 4

Date acquired: December 2012 Total miles: 118,320

Costs this month: £100 for fuel

Lowlights: The guys who could sort out my heater unit can't deal with me because I'm not in the motor trade.

Highlights: A random Moped rider shouting "Really nice car!" as he rode past me in traffic last week. It made my day!



Joel Newman

1999 996 Carrera 4

Date acquired: December 2011 Total miles: 94,622

Costs this month: £340

Lowlights: I'm still rather annoyed at the lady for crashing in to me, for no reason whatsoever! Why are we all crashing right now?

Highlights: Getting my girl back after nearly 7 weeks! It's had a new rear bumper, front bumper resprayed and a small service.



Maurice Tillaard

1972 911T RS Hot Rod

Date acquired: February 2012 Total miles: 0

Costs this month: £133

Lowlights: The 911 is currently in storage and hasn't been driven for a number of weeks. That's the last time I say that!

Highlights: I've been fitting a host of new parts to the car, ready for its reappearance on the roads. Watch out, Spa Francorchamps!



Ross Kirkman

1987 3.2 & 996 Turbo

Date acquired: 2009 & 2012 Total miles: 95,500 (3.2)

Costs this month: £300 for parts and labour

Lowlights: Since the 996 was T-boned last month, the car is finally in the body shop. I'm glad I'm not paying!

Highlights: The dry weather has given me chance to use the old 3.2 more regularly, although a weeping fuel line did need replacing.



Kris Clewell

• Minneapolis, USA

1972 911 T



Date acquired:

November 2012

Last report:

Issue 97

Miles this month:

0

Costs:

£500

I'm scared. Really, I am. I've gone from a group of folks where I knew what worked and what was accepted to a scene where I just have to wing it. I'll make my own decisions here and suffer the consequences of my actions and style choices. So far I've unscrewed a lot of stuff and generally, to the average person, made the car look a lot worse. Is this all going to come together in the end? Can I afford to make this right? I feel almost like I married out of my league (which I kind of did, love you honey), dooming my 911 to either a life of mediocrity or resigning it to a tortuously slow road to completion. Only time will tell, but then again, how long?

Since we last spoke, the ducktail has gone. All the decals are gone. The front bumper is gone. The wheels are gone. The interior is gone. The home carpet pad sound deadening is gone. I did, however, manage to bag a rear decklid on an auction site with all the correct badges and the grill for \$300. The decklid itself is absolutely hammered and has rust, but it should help me fit in with car hipsters; it's red and fantastically hideous.

This month: Getting rid of old parts

I sold the Fuchs and the other wheels that came with the car and used the funds to pick up some ATS wheels. I'm still on the lookout for some widened steelies, but I don't think I want to fit in that badly. I got a front bumper from a friend for good money and painted it black, which passes in candle light for the same colour as the car. I'm already wishing I would have gotten an S bumper, or even a bumper with trim, but I'm already broke. On the subject of that, I can't seem to sell this replica fibreglass bumper crap to anyone, so maybe I'm right about the direction I'm going after all. I still need all the rear bumper bits, but my current budget has been met.

While taking things apart, I witnessed the worst hackjob work I've ever seen; the seatbelts were held on with incorrect hardware in length and grade, bolted on incorrectly and/or backwards. I'm honestly surprised someone drove the car this way. Whoever put the seats and belts in must be a gambler – I'm glad I had a look. In an accident someone could have been seriously injured or killed. It's interesting that even in a higher-calibre car, people don't take the time



A new house means more garage space for the 911 project



Kris was glad to get rid of the old ducktail decklid

to do things right. I'm an impatient and easily frustrated guy, but you should never sacrifice safety belts. I hope I don't find too many other surprises along the way here!

Also, since my last bit in the mag I moved house. I did have a nice, tiny, warm garage; now I have an oversized, three-car unit. The only problem is I don't have any heat, and this winter has been bitterly cold, -25C to be precise. Progress has been slow, but I should have a full interior update next time... **911**

KW competition

"The technology has convinced me."



OLAF MANTHEY

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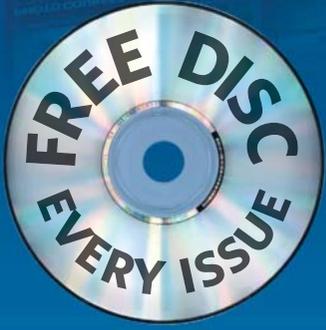
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Precious Porsche parts

Part automobile graveyard, part Porsche enthusiast's dream: welcome to the surreal world of the LA Dismantler, the planet's largest P-car breakers and salvage company

Written and photographed by
Maurice van den Tillaard

The US has always provided a special market for the Porsche 911. From race cars to production cars, the history of 911s coming to the States goes as far back as the birth of the marque itself. Indeed, Porsche even changed their body design to cater for US markets with the introduction of impact bumpers on G-series models in 1974. 911s have always been predominantly prevalent in California's Golden State – Los Angeles in particular – and specialty shops and dealers are in abundance. Old or new, it doesn't matter: if you're looking for something Porsche, or indeed something special, your chances of finding it in this part of the world are high.

It's little wonder, then, that this is also the place where you'll find the planet's largest ➔

Porsche salvage, scrap and breakers premises, aptly named the Los Angeles Dismantler.

Located in the city of Sun Valley, Magnus Walker and I were invited by the Dismantler team to catch a glimpse of what happens behind the borders of their well-protected facility north of LA.

We arrived early in the afternoon, and after a quick phone call to employee Neil, who was going to give us the tour, he came to open up the large gate to let us in. As soon as we stepped inside, the first thing we were greeted with was an Eighties yellow 930, which by all accounts actually looked in great condition. Neil then points out the car has arrived at the LA Dismantler after the engine was destroyed in a fire, but agrees the bodywork still holds up. A fine basis for an interesting project car, perhaps? Elsewhere, older and newer 911s, as well as Boxsters, Caymans and Cayennes, were stacked high in storage racks around the place. It's clear to see business is thriving.

Originally starting life as a Honda-specific yard about 30 years ago, dismantling was more of a hobby before eventually turning into a full-time job here. Then, 15 years ago, the owner of the LA Dismantler got more and more serious about Porsches and Porsche parts, opening up another small shop, which promptly became too small. A move to the current location only seven years ago has since helped the LA Dismantler grow into a thriving Porsche parts business – so much so that the guys are also making use of two extra warehouses a few miles away from these headquarters. That's quite a lot of Porsches, then, when you consider that this warehouse stores 300



The thriving LA Dismantler business now makes use of two full warehouses to store extra 911 parts away from the busy HQ



“Next time you’re looking for that Porsche part, LA

salvaged cars alone! According to LA Dismantler employee Caleb, the other two storage units are stacked with cars and parts to its maximum capacity, too. All three warehouses carry the same era of cars and parts, meaning the LA Dismantler specialises in Porsches ranging from the early Eighties right up to today's latest variants. 911s preceding the Eighties are generally hard to come by here, as the 30-odd year old parts are too worn for the LA Dismantlers to feasibly sell on.



Behind the gates lies an automotive heaven of 911 parts

At the time of our visit, there were five employees working inside the workshop, dismantling various mangled Porsches and storing the parts in the devoted storage racks according to categories. In the office, there were another five men who specialise in selling salvaged Porsche spare parts to clients around the world. Neil told us people ordered from as far away as Japan, Singapore, Europe and even Australia. Incredibly, a lot of stuff is even going back to Germany. Phone calls are constant in the office, and it's here you get a real sense of the enormity of the business. Porsche owners need Porsche parts, after all.

Since Porsche tends to keep its engines and transmissions safely tucked away from the frontal impact zone most often involved in crashes, there's frequently a lot of valuable components here still in perfect condition. As such, engines are by far the most popular parts being sold, with transmissions a solid second. Air-cooled motors are regularly being sold, and these often go in 911 hot rods and backdate projects. Water-cooled engines, however, are often used to fix up newer Porsches which have been in an accident where the engine was badly

Company profile

- Founded in 1990.
- Located at 9819 Glenoaks Blvd, Sun Valley, California, USA, 91352.
- Owner: Todd Dakarman.
- Total number of 911s dismantled (estimate): Between 3,000 and 4,000.
- Most common 911 dismantled: 996 Carrera.
- Rarest 911 dismantled: 1967 Porsche 911R.
- Most expensive part sold: 2012 Porsche 991 3.8-litre PDK engine (\$60,000).
- Did you know: LA Dismantler finds a lot of money in crashed cars, around \$2,000 a year in total.



A decorative reception gives clues to the parts for sale



Parts from the Dismantler's LA base are shipped around the world, with Japan and even Germany being popular destinations



Dismantler will be there for you”

damaged, or where a severe engine problem was found. Incredibly, at least one engine a day is sold here, but the amount of time a car or its parts will spend in the Dismantler's storage rack depends mostly on the extent of the damage to the car when it came in. Some will only be there for two weeks, while others have been sitting in storage for up to five years. When it comes to actually buying in 911 stock, the team often goes through auction websites from insurance companies, but before they do they always make sure to buy every car with a clean title and VIN and check the seller's ID, because they want to know where the seller comes from. It's mandatory, not only for their own purposes, but also because they get periodical visits from the DMV, who do random checkups on vehicle identification numbers.

Here's how the process works: if the Dismantler has a customer in Japan who is looking for a GT2 gearbox, the guys try to find a crashed GT2, buy it, take it apart and sell the gearbox to their client. The rest of the car gets parted out, and all these bits go on the LA Dismantler webshop. Neil tells us that they sell to a lot of race teams as well, who are

mainly looking for 911s which can be rebuilt as race cars. Interestingly, 'hybrid guys', as Neil calls them (those who put LSI V8s in their Porsches), are also becoming rather popular customers of late.

For purists, the concept of a Porsche breakers may well take some getting used to, but for those who like to actively play with their 911s, this supercar graveyard can, in fact, become heaven on Earth. Even as we walk around, a feeling akin to a kid in a candy store constantly springs to mind. The lure of premium parts at close hand even proved too much for Magnus, who used his eagle eyes to hunt down a beautiful set of old Fuchs wheels on a storage rack at the back of the shop. As you can see, there's only one place you should consider calling the next time you're looking for that hard-to-find Porsche part, where an LA Dismantler will be there ready to answer you. **911**

Contact

- Website: www.ladismantler.com
- Telephone: (818) 767-7243



Magnus Walker left the LA Dismantler with a new set of Fuchs wheels

911 PREMIER PORSCHE

[NEW FOR 2013]

Data file

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

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

Ratings: ★★★★★

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

ULTRA RARE

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

VERY FAST

All 911s are fast, this one particularly so.

INTRO 911

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

Hot topic: Do I buy a new or used GT3?



The GT3 has always been a highly desirable driving car among Porsche enthusiasts and petrolheads alike, with its stripped back, raw driving nature proving popular among those who regularly pit their wits on track. But just how will the release of the new 991 GT3 affect prices of previous 996 and 997 GT3/RS variants? Paragon Porsche's expert salesman Jamie Tyler gives his specialist opinion. "Owners of 996 and 997 GT3's who

are thinking of selling up need not worry: I expect prices will be largely unaffected by the new car. Historically, GT3's of all four variants have always been very good on their residual values, as they are more niche than your usual 911. I also think with Porsche's decision to offer the new GT3 with PDK only, this will make the last of the 997 GT3's particularly special for many as it's now the last manual of its kind. By the time the 991 GT3 reaches showrooms, it will have enjoyed a backlog of good press, but then again it is £100,000 to start with. Therefore, a very good 997 Gen 1 car at £55,000 represents fantastic value for money." If you're in the market for a used GT3, there's plenty on offer for you to choose from, too. As we said earlier in the magazine, be sure to check the car thoroughly for damage before you buy.

Car of the month

1998 993 Turbo S

£POA

Location: **The Hairpin Company, Wiltshire, UK**
Contact: **01249 760686**

As you've seen from our ultimate guide this issue, the 993 Turbo S is a particularly special 911, and not just because it's the very last of Porsche's air-cooled supercars. One of the 23 right hand drive Turbo S models to grace the UK, this immaculate example for sale at The Hairpin Company has covered only 35,000 exhilarating miles with two previous owners and, crucially, has a full Porsche main dealer service history. The condition of the car looks fabulous – a must for any collector!



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



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

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

Capacity: 1.991cc
Compression ratio: 9.8:1
Maximum power: 160bhp @ 6,800rpm
Maximum torque: 180Nm @ 5,200rpm
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 15x4.5J, 165HR (15x5.5J, 185HR from 1967); Rear: 15x4.5J, 165HR
Length: 4,163mm
Width: 1,610mm
Weight: 1,075kg
0-60mph: 7.9 sec
Top speed: 152mph

RATING:
★★★★★

911S (B series) 1968-69



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

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

RATING:
★★★★★

911T (E series) 1972



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

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

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

RATING:
★★★★★

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



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

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

RATING:
★★★★★

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

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

Capacity: 1.991cc
Compression ratio: 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 update with the A-series. This coincided with an expansion to the range: the standard car became known as the 911L (Lux) and sat alongside the high-performance 911S and the entry-level 911T

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Capacity: 2,687cc
Compression ratio: 8.0:1
Maximum power: 150bhp @ 5,700rpm (165bhp @ 5,800rpm from 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:
★★★★★**ULTRA-RARE MODEL****ULTRA-RARE****1972-73 Carrera 2.7RS**

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

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

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

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

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

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

Not sold in the US, the Carrera 3.0 was basically the same model as the previous Carrera, only fitted with a new 2,994cc engine, which was essentially that from the 911 Turbo. This engine, with the addition of some minor changes, continued to power the 911 until 1989.

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

RATING:
★★★★★

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930 3.0

1975-77



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

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

RATING:
★★★★★

930 3.3

1978-83



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

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

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

RATING:
★★★★★

ULTRA-RARE MODEL



1986-89 930 SE

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

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

RATING:
★★★★★



964 Turbo

1990-92



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

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

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

RATING:
★★★★★

964 RS

1991-92



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

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

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

RATING:
★★★★★

964 3.8 RS

1993



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

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

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

RATING:
★★★★★

993 Carrera

1993-97



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

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

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

RATING:
★★★★★

911 SC 

1978-83



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

Capacity: 2,994cc
Compression ratio: 8.5:1/8.6:1/9.8:1
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:
★★★★★**930 3.3**

1984-89



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

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

Capacity: 3,299cc
Compression ratio: 7.0:1
Maximum power: 300bhp @ 5,500rpm
Maximum torque: 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:
★★★★★**Carrera 3.2** 

1984-89



The Carrera 3.2 had almost the same galvanised body as the SC. The engine was claimed by Porsche to be 80 per cent new, and was the first production 911 motor

to feature an ECU to control the ignition and fuel systems. The Getrag G50 gearbox appeared in 1987.

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

RATING:
★★★★★**930 LE** 

1989



Essentially an SE without a slantnose front, the LE had the same engine, front spoiler, sill extensions and rear air intakes. The fully specced interior and 'Limited Edition' status meant

the LE was initially thought by many to be the last ever 911 Turbo. Of course, that wasn't the case...

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

RATING:
★★★★★**3.2 Clubsport**

1987-89



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

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

RATING:
★★★★★**Speedster**

1989



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

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

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

RATING:
★★★★★**964 Carrera 4**

1989-93



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

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

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

RATING:
★★★★★**964 Carrera 2**

1990-93



Not everyone wanted four-wheel drive. Reflecting this attitude, the rear-drive Carrera 2 offered an emphatically more traditional 911 experience and was 100kg lighter, but

looked identical to the Carrera 4. Tiptronic automatic transmission was a new option.

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

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

This combined the 964 bodyshell with the hood and windscreen of the Carrera 3.2 Speedster plus the RS interior. It is thought that Porsche planned to build around 3,000,

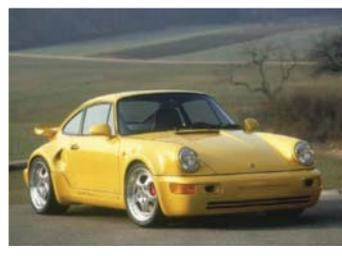
but only 936 were made, many in bright colours such as yellow or red with colour-coded wheels.

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

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

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

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

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

The Turbo received an engine based on the 3.6-litre 964 unit, albeit one that had been modified. Distinctive 18-inch split-rim Speedline wheels covered the big-red brake

calipers. Suspension was lowered by 20mm (not in the US) and a front strut-brace was fitted.

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

RATING:
★★★★★**993 Carrera 4**

1994-97



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

drive-esque feel. Automatic Brake Differential (ABD) compensated for wheelspin.

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

RATING:
★★★★★**993 Carrera RS**

1995-96



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

suspension and brakes all updated. It is recognisable by the fixed rear whaletail and large front spoiler.

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

RATING:
★★★★★**993 Carrera 4S**

1995-96



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

similar to the Turbo items.

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

RATING:
★★★★★**993 Turbo**

1996-98



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

reds' under hollow-spoked 18-inch wheels.

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

RATING:
★★★★★



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993 GT2

1995-96



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

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

RATING:
★★★★★

993 Carrera S

1997-98



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

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

Capacity: 3,600cc
Compression ratio: 11.3:1
Maximum power: 285bhp @ 6,100rpm
Maximum torque: 340Nm @ 5,250rpm
Brakes: Front: 322mm discs; Rear: 322mm discs
Wheels & tyres: Front: 18x8J, 225/40ZR18; Rear: 18x10J, 285/30ZR18
Length: 4,245mm
Width: 1,795mm
Weight: 1,450kg
0-62mph: 4.2 sec
Top speed: 188mph

RATING:
★★★★★

996 Carrera 4

1998-2001



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

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

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

RATING:
★★★★★

996 GT3

1998-2000



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

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

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

RATING:
★★★★★

Gen2 996 C2

2001-04



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

and Tiptronic transmission was also improved on. Moreover, the cabin received minor updates.

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

RATING:
★★★★★

996 GT2

2001-03



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

while brakes had ceramic discs. It had a large rear spoiler, with Clubsport and Comfort versions offered.

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

RATING:
★★★★★

Gen2 996 GT2

2004-05



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

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

RATING:
★★★★★

996 Turbo S

2004-05



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

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

RATING:
★★★★★

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

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

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

RATING:
★★★★★**996 Turbo**

2000-05



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

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

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

RATING:
★★★★★**996 Carrera 4S**

2001-05



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

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

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

RATING:
★★★★★**Gen2 996 C4**

2001-04



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

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

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

RATING:
★★★★★**Gen2 996 GT3**

2003-05



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

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

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

RATING:
★★★★★**997 Carrera**

2004-08



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

rear-wheel drive via six-speed Tiptronic transmission.

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

RATING:
★★★★★**997 Carrera S**

2004-08



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

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

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

RATING:
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997 Carrera 4 2005-08



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

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

RATING:
★★★★☆

997 Carrera 4S 2005-08



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

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

RATING:
★★★★☆

Gen2 997 C2 2008-12



Revised with restyled LED rear lights and front driving lights. M97 engine replaced with a 91 DFI unit, using fewer parts (with no problematic Intermediate Shaft) and direct-fuel injection to give much-improved economy. Seven-speed PDK transmission was a new option.

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

RATING:
★★★★☆

Gen2 997 C2 S 2008-12



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

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

RATING:
★★★★☆

Gen2 997 GT3 RS 2009-



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

Capacity: 3,800cc
Compression ratio: 12.2:1
Maximum power: 450bhp
Maximum torque: 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:
★★★★☆

997 Turbo S 2011-



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.

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

RATING:
★★★★☆

991 Carrera 2011-



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

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

RATING:
★★★★☆

991 Carrera S 2011-



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

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

RATING:
★★★★☆



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997 Turbo

2005-10



Similar to the 997 Carrera 4S body, but with extra intakes at the front and sides. It essentially had the 996 Turbo engine, but with all-new twin turbos. Variable Turbine Geometry (VTG) that effectively gave the best of both small and large turbochargers.

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

RATING:
★★★★★

997 GT3

2006-07



Track-focused car based on narrow-bodied Carrera and with reworked 996 GT3 engine. PASM was standard, but reworked to suit the sporting traits. Revs to 8,400rpm, 200rpm higher than 996 GT3. VarioCam was used on the 997 GT3 to improve torque.

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

RATING:
★★★★★

997 GT3 RS

2006-07



The RS was similar to GT3, but with the inclusion of the wider rear bodyshell of the Carrera S. 20kg weight was saved from the original model thanks to carbon fibre engine cover and rear wing and plastic rear window, not to mention the relatively lightweight interior.

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

RATING:
★★★★★

997 GT2

2007-08



Essentially the 997 Turbo, but with rear-wheel-drive only. Also enjoyed a more track-orientated suspension and brake setup, with GT3-style interior and extra power at 523bhp. Porsche Stability Management and Porsche Active Suspension Management used.

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

RATING:
★★★★★

Gen2 997 C4

2008-12



There were numerous engine and body changes as per the Carrera, but with a wider rear end plus the welcome return of the full-width rear reflector, situated between the light clusters. The new all-wheel drive was appropriated from the 997 Turbo.

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

RATING:
★★★★★

Gen2 997 C4S

2008-12



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

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

RATING:
★★★★★

Gen2 997 GT3

2009-2012



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

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

RATING:
★★★★★

Gen2 997 Turbo

2009-



As original 997 Turbo, but with new LED taillights and driver lights up front. Features larger tailpipes, plus a larger 3.8-litre engine with direct fuel injection. PDK transmission is optional. Fuel consumption cut by 16 per cent.

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

RATING:
★★★★★

ULTRA RARE MODEL

ULTRA RARE

2010 997 SPORT CLASSIC

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



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

RATING:
★★★★★

997 GT2 RS

2010-



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

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

RATING:
★★★★★

997 GT3 RS 4.0

2010-



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

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

RATING:
★★★★★

991 Carrera 4

2012-



Enjoys a wider body, with rear fenders pulled out by 22mm on each side. Major telltale sign over Carrera 4 is the connecting rear tail light that comes as standard. Also features a torque distribution indicator, which keeps you informed on where the car is distributing torque.

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

RATING:
★★★★★

991 Carrera 4S

2012-



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

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

RATING:
★★★★★

991 GT3

2013-



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

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

RATING:
UNKNOWN

991 Turbo

2013-





Featured Cars, 2007 911 997 GT3 RS Orange, 1988 911 930 Turbo Black

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| 1972 911S Historic FIA Approved Yellow | 1991 944 Turbo Low Mileage Silver |
| 1973 911E RHD Coupe Signal Yellow | 1992 911 964 C2 Coupe Tip Guards Red |
| 1973 911S 2.4 RHD One Family Owned | 1992 911 964 C4 Targa Guards Red |
| 1980 911 3.2 SC Lightweight Black | 1998 911 993 Turbo Arctic Silver |
| 1981 911 3.0 SC Targa Grand Prix White | 2004 911 996 Carrera 4S Silver |
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 991 "2S" 3.8 PDK (2012 - 61) Basalt black with black leather, Sat Nav, 5k miles..... £77,000	 991 "2S" 3.8 PDK (2011 - 61) Dark blue with luxor beige leather, Sat Nav, 3k miles..... £73,000	 997 Turbo 3.6 Tip (2007 - 07) GT silver with black leather, Sat Nav, 23k miles..... £50,000	 997 "2S" 3.8 Gen 2 PDK (2008 - 58) Basalt black with black leather, Sat Nav, 24k miles..... £46,000
 997 Turbo 3.6 (2006 - 06) Cobalt blue with black leather, Sat Nav, 45k miles..... £44,000	 997 "2S" 3.8 Gen 2 (2008 - 58) Aqua blue with black leather, Sat Nav, 23k miles..... £43,000	 997 "2S" 3.8 (2008 - 08) Atlas grey with black leather, Sat Nav, 25k miles..... £38,000	 997 "2S" Cab 3.8 (2007 - 07) Silver with black leather, Sat Nav, 23k miles..... £36,000
 996 Turbo Cab "X50" Tip (2003 - 53) Silver with ocean blue leather, Sat Nav, 40k miles..... £35,000	 997 "4S" 3.8 (2006 - 06) Basalt black with black leather, Sat Nav, 29k miles..... £34,000	 997 "4S" 3.8 (2006 - 56) Slate grey with black leather, Sat Nav, 43k miles..... £34,000	 996 Turbo 3.6 (2004 - 04) Black with black leather, Sat Nav, 32k miles..... £33,000
 996 Turbo Cab "X50" (2003 - 53) Midnight blue with black leather, Sat Nav, 57k miles..... £33,000	 997 "4S" 3.8 (2006 - 06) Silver with black leather, Sat Nav, 47k miles..... £32,000	 997 "2S" 3.8 (2005 - 55) Cobalt blue with stone grey leather, SatNav, 30k miles..... £31,000	 997 "2S" 3.8 (2006 - 06) Basalt black with black leather, Sat Nav, 33k miles..... £31,000

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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, PASM, PSM, Burmester Upgraded Soundsystem, Porsche Crested Headrests, Sat Nav, PCM Module, 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, Full Porsche Service History.

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

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

2008 - 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, Xenon Headlights, 18" Porsche Carrera Sport Alloy Wheels with Colour Crested Centres, Full Porsche Service History.

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

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

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

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

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

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

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

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

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

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

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

2005 - 996 C4S CABRIOLET MANUAL (ARCTIC SILVER) 40,000 Miles
Black Leather Interior, PSM, 18" Turbo Alloys With Correct C4S Crests, Xenon Headlights, Recently Changed Tyres, Extremely Comprehensive Service History (Spare Key, Old MOTs and Tax Discs, Original Manuals, etc), Full Porsche and Specialist 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, Porsche Radio and CD Changer, Yellow Dials, Seat Belts and Callipers, Sunroof, Litronic Headlights, 18" Turbo S Alloy Wheels, Full Service History.

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

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

1998 - 993 C2S COUPE TIPTRONIC (ARCTIC SILVER) 59,000 Miles
Full Grey Leather Interior, Original Porsche CD Player & Radio, Original Carrera S Engine Lid, 18" Carrera Alloy Wheels, Full Main Dealer Service History.

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

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

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

1995 - 993 C2 COUPE TIPTRONIC (SLATE GREY) 81,000 Miles
Black Leather Interior, On-Board Computer, Climate Control, 18" Porsche Turbo Alloy Wheels, OPC and Specialist Service History.

1995 - 993 C2 COUPE TIPTRONIC (MIDNIGHT BLUE) 55,000 Miles
Marble Grey Leather Interior, Varioram, Sony Stereo Player, AC, Rear Wiper, 17" Porsche Cup II Alloy Wheels, Full Service History, Recently Serviced.

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

FERRARI - MODELS FROM 1967 +

2005 - FERRARI F430 F1 LHD COUPE (ROSSO RED) 44,200 KM
Full Black Leather Interior, Left Hand Drive, F1 Gearbox Active Suspension (Sport Mode Manettino), Scuderia Wing Shields, Becker Sat Nav, Black Daytona Seats With Ferrari

Crests, Xenon Headlights, Carbon Ceramic Brakes, Original Tool Kit, 19" Alloy Wheels (F430 Scuderia Design), All Manuals Present, Only 2 Owners, Full Ferrari Service History, Recently Serviced.

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

2005 - FERRARI 360 F1 SPIDER (ROSSO RED) 42,000 Miles
Black Leather Interior, F1 Paddle Shift Gearbox, Scuderia Wing Shields, Ferrari Stereo With Optional Upgraded Soundsystem, Stability Control, ASR, Sport Mode, Ferrari Crested Seats, 19" Ferrari Alloy Wheels With Yellow Ferrari Crests, Full Ferrari Service History, Recently Serviced.

2002 FERRARI 360 MODENA (T. DE FRANCE BLUE) 25,000 Miles
Crema Leather Interior, Manual, Stainless Steel Gated Shifter, Scuderia Shields, Challenge Stradale Grill, CD/DVD Player, Ferrari Crested Seats, 18" Modena Alloy Wheels with Ferrari Crests, Full Detailed Service History.

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

1996 - FERRARI F355 SPIDER GIALLO MODENA 28,000 Miles
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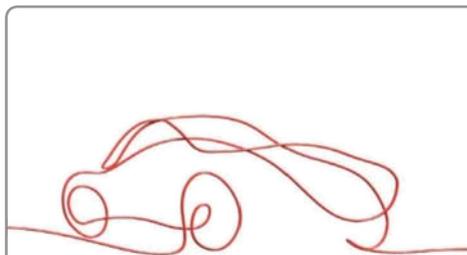
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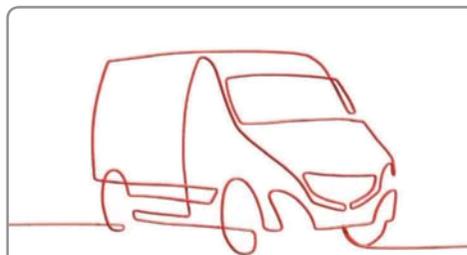
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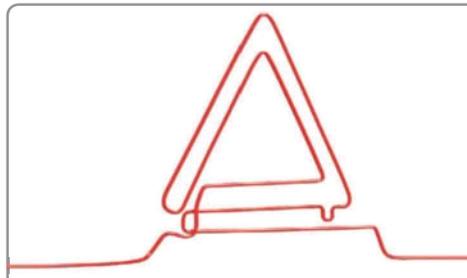
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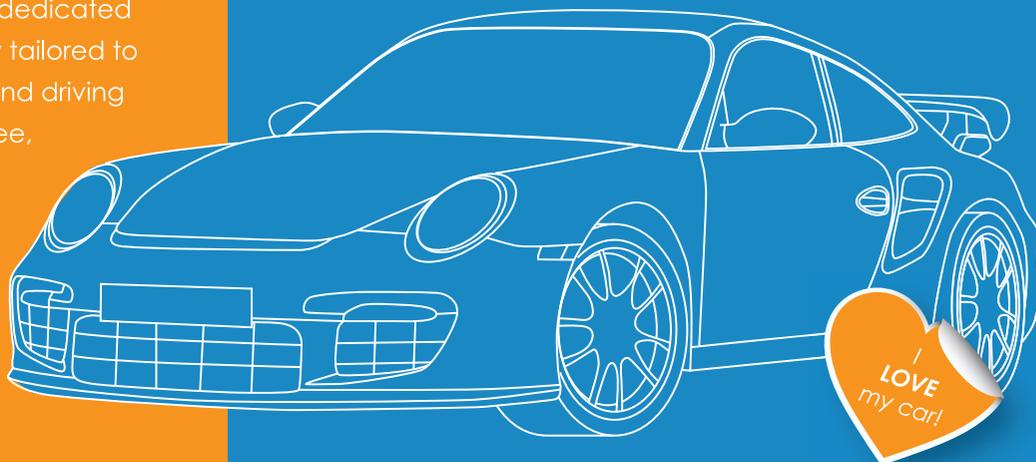
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Issue 100 in shops and online from 24 April 2013

Great roads₄₄

Written and photographed by **Alisdair Cusick**



Essential info

LOCATION: Hautes-Alpes
Latitude 45.0453 6.3032



GOOGLE MAPS

LENGTH OF DRIVE: 42 miles

POINTS OF INTEREST:

- Off-piste skiing
- La Grave active glaciers
- Tour De France route
- Robert Scott memorial
- Jardin Alpin du Lautaret

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D1091, Briançon

This month, Total 911 travels to an area of mainland Europe steeped in history – and often snow...

In the time I've been doing Great Roads, there have only been a few with real distance involved. In the UK, only the 100-mile A87 to Uig on the Isle of Skye springs to mind. This month, we look at something just under half that: the D1091 near Briançon.

It's no secret that France has the reputation of being something of a driving enthusiast's playground. Perhaps the tales of *CAR* magazine racing supercars back to the UK started it – who knows for sure? One thing you instantly appreciate is the surface quality their roads exhibit. Of course, in recent times there have been crackdowns, but with care you can really find some great roads.

The section of the D1091 I suggest starts in Le Bourg-d'Oisans, and connects to Briançon 42 miles away. This being south-east France, mountains, bends and snow all feature. It is on National Route 91, and in scenery carved by a glacier.

The road snakes slowly up as you knock off each apex and press on to the next. Soon, if you catch the right conditions, the road carves through slabs of snow. As it peters out, the road descends into Briançon via the Col du Lautaret, itself at 2,058 metres.

So perfect is the route that it has formed part of the Tour de France for many a year – you'll spot the spray-painted words of encouragement for riders. It is an evocative place indeed.

Who needs a bike when you have a Porsche 911, though?

I first drove the route a year or so ago. The British army were training for an Antarctic Expedition in 'The Spirit of Scott'. Robert Falcon Scott himself actually trained in the area – there's a memorial just off the Col du Lautaret by the junction with the D902. I found Lt Col Paul Edwards there from the Spirit of Scott crew, paying his respects on behalf of the team.

Taking a cable car ride to the glacier above La Grave to 3,200m, the sinuous D1091 stands out as it carves a line across the valley below. It may be a Mecca for off-piste skiers and racing cyclists, but I think it's time the 911 was added to that list too. **911**



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