

1972 E RELIVING THE MAGIC OF THE CLASSIC 'EINSPRITZUNG' 911

Total 911

THE PORSCHE MAGAZINE

964 V 991 TARGA

Zuffenhausen's last and latest open-air roll bar models driven



www.total911.com

GT3 BLOODLINE

All five generations of the red-hot performance 911 on road and track

91 UPDATED 911 RATINGS FOR 2014

IT'S BACK!

Rebuilt 991 GT3 returns with the ultimate test on track

ICONIC WHEEL DESIGNS

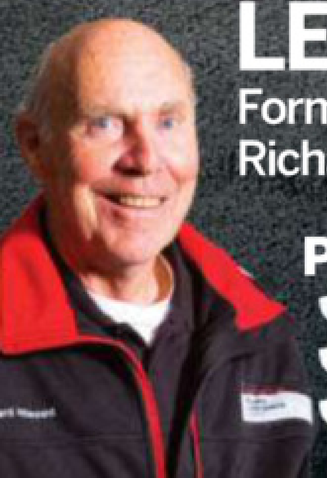
The rolling history from Fuchs to centre-locks

APPROVED USED GEMS

Main dealer steals for the price of a new 991 Carrera

"WE WEREN'T MEANT TO WIN LE MANS"

Former works driver Richard Attwood speaks



PLUS

- Great roads: Učka Mountain
- Worldwide 911 owner reports
- Restoration Design uncovered



996 CARRERA

Your complete guide to buying the controversial £10k water-cooled 911

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‘What gives *you* the license to do *this*?’

THE CEO OF A MAJOR SWISS WATCH BRAND ON HEARING ABOUT CALIBRE SH21,
CHRISTOPHER WARD’S FIRST IN-HOUSE MOVEMENT.



The chronometer-certified ***C9 Harrison 5 Day Automatic***, with 120-hour power reserve, is the first watch to house our own movement. Conceived and designed by our master watchmaker, Johannes Jahnke, and manufactured by some of Switzerland’s finest watchmaking craftsmen, it is destined to be one of the most talked about watches in years. *And, yes, you do have the license to own one.*



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Welcome



A visit to Zuffenhausen this month afforded me the chance to take a look deep behind the scenes at Porsche AG. From a free roam among the priceless prototypes at the secret warehouse to a wander along the 911 and 918 production lines, I was exposed to the full lineage of Porsche's engineering heritage – and future.

However, most alluring to me was the atmosphere about Porscheplatz: the place was alive with energy. Was it genuine? Well, on my second day I took lunch in the main workers' canteen, a vast room where some 2,000 staff from the factory, museum and HQ offices gather at meal times. There was a jovial, bordering on raucous ambience along the tables. What stood out was the widespread interaction: suited salespeople shared jokes with workers in overalls from the production line; interns sat with management, and the young freely mixed with their elder colleagues. There was no special occasion to celebrate either; this was just an ordinary Tuesday, and nobody knew I was from the media, observing, if you will, how they operate away from the public eye.

As I left Zuffenhausen, the overriding message was clear. The entire staff are brought together by a common goal: excellence. Everybody at Porsche just wants to make good sports cars. And good – no, great – sports cars they do make, with few better than the 911 GT3, illustrated by our brilliant cover feature this issue. You can enjoy the GT3 antics beginning on page 18.

Lastly, and further to my note last issue, where I revealed that our digital-only '997 Generations' special issue is now available for download, you'll be pleased to know that we've expanded the collection. Our issue dedicated to the previous generation of Porsche 911 has been joined by iterations dedicated to the 991, 996, 993, 964 and 3.2 eras individually, which are all available from our Newsstand app now.

> "Everybody at Porsche just wants to make good sports cars"



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

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911 Opening Shot

Only at Zuffenhausen can you expect a **Total 911** photoshoot to be interrupted by a simply audacious motoring icon, as a raucous GT3 RS 4.0 dashes in front of our lens en route to an appointment at the adjacent Stuttgart OPC.

Photograph by **Phil Steinhardt**

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BLOODLINE
"A drive in any of them will redefine your idea of performance driving"

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www.imagineshop.co.uk





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Update

Latest news, key dates, star products and race results from the world of Porsche









Exclusive GB Edition Turbo released

Limited edition 991 celebrates Turbo's 40th anniversary for UK-only customers

To celebrate the 40th anniversary of the 911 Turbo, Porsche's Great Britain arm has released a special version of the 991 Turbo S, fettled by the Exclusive department. Production of the '911 Turbo S – Exclusive GB Edition' will be limited to just 40 cars (one for every year since the launch of the original 930 3.0 at the 1974 Paris Auto Show), with each car starting at £159,054.

For the £16,934 premium over a standard 991 Turbo S, the Exclusive GB Edition includes black gloss paint on the upper section of the moveable rear wing, as well as similar treatment on the top section of the Sport Design wing mirrors, designed to evoke the original 1975 model year 911 Turbo. On top of this, the Turbo S's centre-lock wheels are replaced with a gloss black set of Sport Classic alloys, with a set of Porsche side stripes finishing off the exterior.

Inside, the black leather interior is embellished with a number of touches from the Exclusive team in Zuffenhausen. These include a Union flag embossed into the central storage bin lid, specially etched illuminated sill plates and the '911 Turbo S Exclusive GB Edition' moniker imprint in the carbon interior trim above the glove box. Further to these limited edition touches, the carbon elements extend to the PDK levers, while the Sport Design wheel features a Guards red centre marking with similarly coloured contrast stitching around the rim. The interior package continues with the inclusion of rouge floor mats – another throwback to the Seventies supercar.

While the 911 Turbo S Exclusive GB Edition includes a host of aesthetic changes over a standard car, the 40th anniversary celebration is mechanically identical to a standard Turbo S, including PCCB and PDCC as standard.

The 911 Turbo S – Exclusive GB Edition is available in a choice of three classic paint colours – white, GT Silver Metallic and Guards red – with the one-of-40 car available to order from UK Porsche Centres now.

Porsche unveils major upgrades for Weissach

Manufacturer to invest €150m into new development centre

Three new buildings have been unveiled at Porsche's research and development centre in Weissach, further enhancing the Stuttgart manufacturer's technological capacity.

A new design studio will ensure that from the first ideas through to final form, Porsche's sports cars will still be created under one roof. Next door, a new wind tunnel has been built to aid collaboration between the design teams and aerodynamic experts. From testing concept cars through to perfecting production-ready designs, the wind tunnel is one of the larger expenditures of the new development. The final new construction is the Electronics Integration Centre, where the computer systems controlling modern Porsches will be built.

"Weissach now stands more than ever for top German engineering expertise and inventive spirit," explains Matthias Müller, Chairman of Porsche AG's Executive Board. "Intelligent engineering leads to success not only in motor vehicle manufacturing, but in architecture. Our developers are able to work hand-in-hand even more thoroughly than before."



What's on in 2014

August

Monterey Car Week
11-17 August
This world-famous car festival features the iconic Pebble Beach show

PCGB R3 region concours
17 August
Free meet at Witton Castle, the biggest gathering of Porsches in the UK's north east

September -

Classics at the Castle
7 September
One of the standout Porsche shows of the year at Hedingham Castle

Goodwood Revival
12-14 September
Lord March's retro event has become so much more than just a historic race meeting

'Project: Top Secret' at Porsche Museum
17 September – 11 January 2015
Explore 60 years of Porsche's rarest prototypes

Porsche Tour of Alsace/Vosges
19-21 September
Drive some of the most stunning French and German roads with this official Porsche tour

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Photo by Brian Henniker.

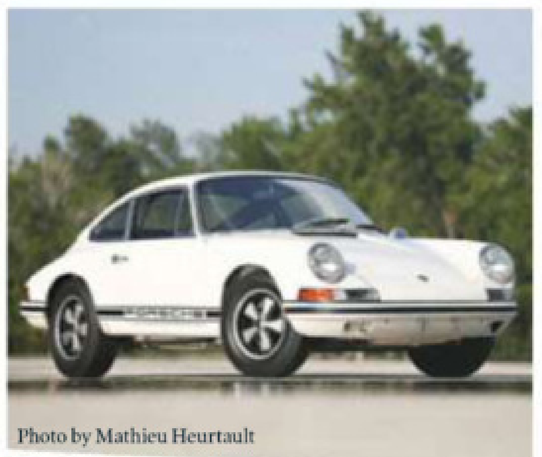


Photo by Mathieu Heurtault

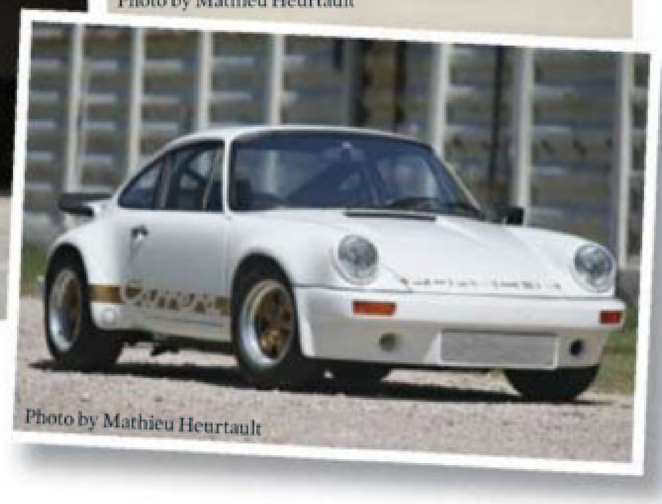


Photo by Mathieu Heurtault

Pebble Beach preview

Host of classic 911s set to light up sales rooms

The annual Monterey Car Week is set to get underway, with Gooding & Co leading the way with an exciting selection of 911 exotica up for auction in their 16-17 August sale at Pebble Beach. At last year's sale, Gooding hit the headlines with the successful sale of Magnus Walker's STR II build, and 2014's line-up looks even more mouth-watering.

Heading the 911 interest is a 1974 911 Carrera RS, with a guide price of $900,000-$1,200,000 (£530,000-£705,000) for the 3.0-litre Rennsport (of which just 56 were made). The white-with-gold car comes complete with a period competition history, and still remains eligible for numerous historic race and rally series. At a similar price scale is a 1988 959 'Komfort', with just three owners and 8,800 kilometres (5,470 miles) from new, likely to acquire significant interest with a guide of $900,000-$1,100,000 (£530,000-645,000).

One of the more intriguing Porsche lots in Gooding's sale is an original 1968 911 T/R. A precursor to the 911 ST, the T/R comprised a factory-supplied kit of parts fitted to competition-bound 911s. Originally sold to successful Fifties racer Paul Ernst Strähle, this 911 T/R was raced in period by works driver Herbert Linge, and includes a 911S-spec, 2.0-litre engine developing 160hp at 6,600rpm.

Gooding's two-day sale also includes a 1966 Porsche 911, as well as an eye-catching Royal purple 1973 911S, complete with its revered 2.4-litre motor and period Recaro leather seats. Rival auction house RM Auctions also features a sale at Pebble Beach, with a 1965 911 and a 1989 Carrera 3.2 Speedster set to star at the 15-16 August sale.

Make sure you keep an eye out on Total911.com for all the final sale prices.

New Elephant Racing front strut brace available now

Stiffen your 964 or 993 with Elephant Racing's single or cross-brace systems

While the 911's MacPherson strut front suspension is simple, the system suffers from one inherent problem: flex. Now, 964 and 993 owners can stiffen their front end with a tuneable strut brace solution from Elephant Racing.

The American company's QuickChange system, manufactured from anodised aluminium, uses quick-release pins, enabling you to switch between a single brace or a 935-inspired X-brace, increasing torsional rigidity and therefore improving turn-in response.

The oversized aluminium tubing weighs just 2.4 pounds (1.1 kilogram) in single-bar configuration, while the X-brace adds a further 3.9 pounds (1.7 kilograms).

Both systems are completely bolt-in, featuring CNC-machined clevises finished with burgundy anodising, with the single brace kit costing $250. Single-brace customers can upgrade to the 'X' system for an additional $350, and the full kit can be purchased for $580. For more information, head to www.elephantracing.com.



In brief



Total 911 digital editions

After the release of the Porsche 997 Generation digital-only issue last month, **Total 911** has now made a full set of model-specific issues, streamlining the content of your favourite 911 versions into must-have digital magazines.

From the 3.2 Carrera right through to the latest 991, each edition is dedicated to providing the very best features specific to each individual 911 era. This allows you to pick and choose your **Total 911** content depending on which 911 Type you prefer.

Each digital-only edition costs £1.99, and can be downloaded to your iOS tablet or smartphone from the **Total 911** Newsstand app.

CödeClean Ultra Fine Polish

After three years in development, CödeClean has released its new Ultra Fine Polish, designed to leave your car's paintwork with a professional finish.

The moderately abrasive polish provides a finer polishing action the more you use it thanks to the breakdown of its abrasive particles. What's more, it doesn't contain any waxes, silicones or filling oils, which can sometimes mask damage rather than remove it.

A 500ml bottle is available now for £10.50. For more information, head to www.codeclean.co.uk.



Amendment

The Flyslot Porsche 934 featured in Porsche Lifestyle last issue can be found on www.scalextric-shop.com

911 in Motorsport

The latest news and results from racing series around the globe



Kristen will join Porsche's Research & Development board

Hartmut Kristen to step down

Head of Porsche's GT activities to leave his role in October

Hartmut Kristen, the vice president of Porsche Motorsport and head of Weissach's GT racing activities, will step down from his role this October. He will be replaced by Dr Frank-Steffen Walliser as of 1 October.

Joining Porsche in 1983, Kristen (our '911 hero' last issue) became responsible for Porsche's GT and customer racing programmes in 1994, becoming vice president in 2004, where he oversaw the RS Spyder LMP2 programme that garnered much success in the American Le Mans Series.

While running Porsche's GT racing activities, 911s flourished, with the 997 GT3 RSR proving popular. Latterly, the 911 RSR (based on the Type-991 platform) marked Porsche's return to international competition as a works outfit, with a one-two finish at the 2013 24 Hours of Le Mans being a highlight of last season.

This year, Porsche's GT programme has expanded to include a factory team in the Tudor United SportsCar Championship, where the 991 RSR won at Daytona and Sebring. Kristen will take on an advisory role on Porsche's Research and Development board.

Walliser comes into the role having been project manager of the 918 Spyder programme (a place he will continue to occupy). He will be responsible for the GT race programmes, as well as the GT production sports car range, while Fritz Enzinger will continue as head of the 919 Hybrid LMP1 project in the FIA WEC.

Tudor United SportsCar Championship standings after round seven

Pos	Drivers	Team	Total
1	Antonio Garcia/ Jan Magnussen	#3 Corvette C7.R	219
2	Jonathan Bomarito/Kuno Wittman	#93 Dodge Viper SRT	206
3	Andy Priaulx/ Bill Auberlen	#55 BMW Z4 GTE	197
4	Dominik Farnbacher/ Marc Goosens	#91 Dodge Viper SRT	195
5	Oliver Gavin/ Tommy Milner	#4 Corvette C7.R	192
6	Nick Tandy/ Richard Lietz	#911 Porsche 911 RSR	188

Porsche Mobil 1 Supercup standings after round six

Pos	Drivers	Team	Total
1	Kuba Giermaziak	VERVA Lechner Racing	96
2	Earl Bamber	FACH AUTO TECH	87
3	Michael Ammermüller	Walter Lechner Racing	64
4	Ben Barker	VERVA Lechner Racing	57
5=	Philipp Eng	Team Project 1	50
5=	Christian Engelhart	Konrad Motorsport	50

Porsche Carrera Cup GB standings after round six

Pos	Drivers	Team	Total
1	Josh Webster	Redline Racing	167
1	Michael Meadows	Samsung UHD TV Racing	157
3	Paul Rees	In2 Racing	125
4	Victor Jimenez	Redline Racing	113
5=	Peter Kyle-Henney	Parr Motorsport	65
5=	Steven Liquorish	Team Parker Racing	65

VLN round five report

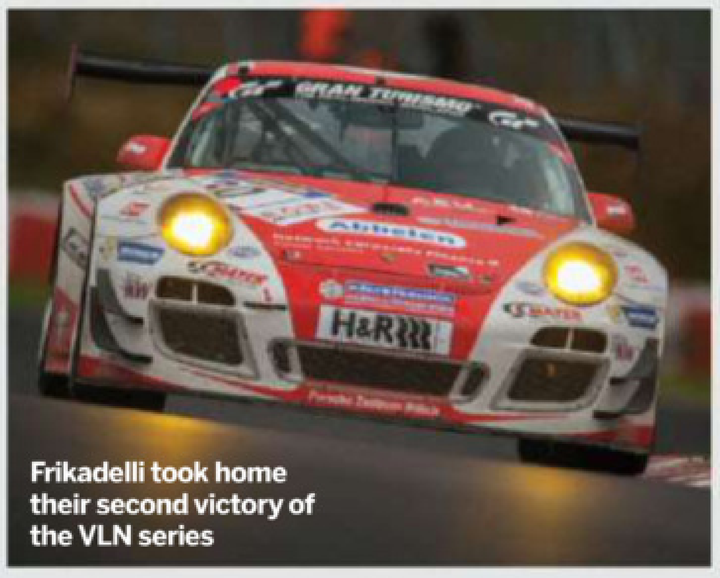
Stunning Schmitz helps Frikadelli finish first

Frikadelli Racing Team secured their second victory of the 2014 VLN series in a curtailed fifth round. After multiple incidents during qualifying, the race duration was cut from four hours to two hours and 45 minutes due to delays in the clear-up process, which would prove vital to Klaus Abbelen's team.

Of the six GT3-specification entries, the BMW Z4 of Uwe Alzen secured provisional pole position, only to see all the car's times disallowed for a yellow flag infringement. A similar fate befell the Frikadelli car, but while Alzen's team pulled out in protest at the harsh penalty, Sabine Schmitz put in a sterling opening stint on a damp track to drag the 997 GT3 R from 48th to fourth by the end of the first Nordschleife lap.

She was on a charge, taking the lead from the similar Wochenspiegel Porsche on the Dottinger Höhe after the latter Team Manthey-run car struggled to make their wet tyres last as Schmitz's slicks came up to temperature. From then, the Frikadelli car was never headed, only needing to make one driver change (with Frank Stippler taking over) thanks to the shortened distance.

Two 911 GT3 Cup cars would fill up the remaining podium places after the Wochenspiegel car retired with technical difficulties on lap seven.



Frikadelli took home their second victory of the VLN series

Motor racing in 2014

August

Porsche Supercup Belgium
22-24 August
Round seven of the 2014 Supercup season heads to Spa, many drivers' favourite circuit

USCC Oak Tree Grand Prix
23-24 August
The GTLM and GTD classes head to the Virginia International Raceway

VLN Round Seven
23 August
A gruelling six-hour race around the Nordschleife will help decide the 2014 title

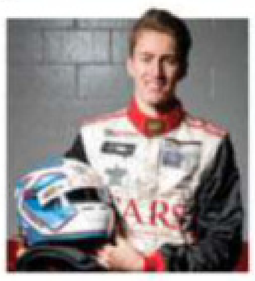
September

Porsche Supercup Italy
5-7 September
The fastest circuit on the Supercup calendar can often throw up an exciting race

Carrera Cup GB Rockingham
26-7 September
Can Josh Webster extend his championship lead as the UK's 911 series heads for its climax?

ELMS Paul Ricard
13-14 September
The penultimate race for European Le Mans heads to Le Castellet

Total 911's racing columnists



The Supercup driver: Ben Barker

Ben looks back on the first half of the season and evaluates his own performance





Ben is keen to improve on his early season performance

The season started really well in Barcelona, with a good test day in the week leading up to the race. Unfortunately, this only translated into ninth on the grid come qualifying, but in the race our pace was mega, and I was able to secure my first Supercup podium, getting my time with VERVA Lechner Racing off to a great start.

Our pace continued to be good at Monaco, where we finished fifth, but from Austria onwards things have been more tricky. Qualifying was okay at the Red Bull Ring, but contact at the start hampered my chances. Maybe my positioning could have been better, but it was an unfortunate incident.

Recently, the conditions for qualifying were really difficult at Silverstone thanks to a damp track, while traffic ruined my session at Hockenheim. To make matters worse, I've been struggling with my car's handling characteristics. It's something that Kuba has been having problems with too, so we will need a good test day to sort it out as a team.

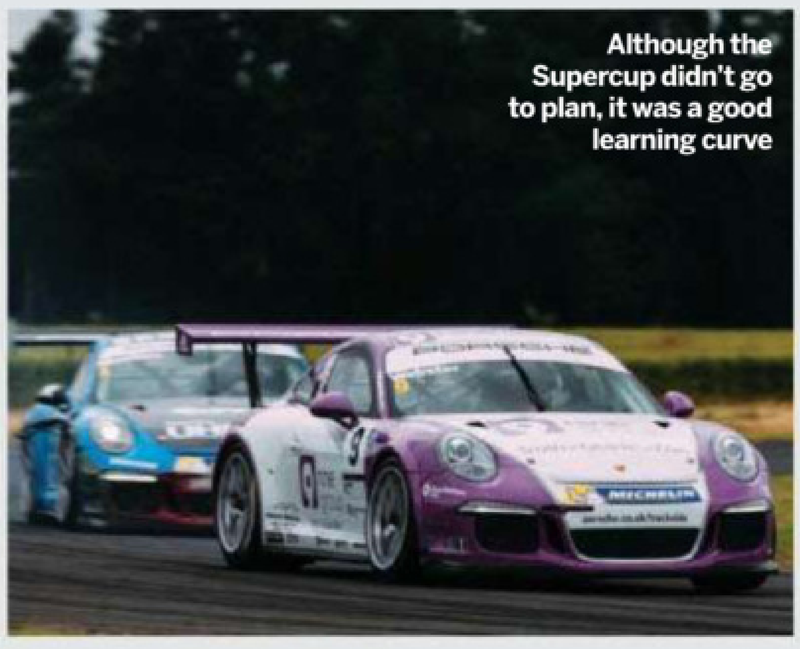
With qualifying positions normally dictating your finishing position in Supercup, it has meant that my recent results haven't been as good as I would like. They are by no means a disaster (I haven't finished outside the top ten), but top tens are not enough to win the championship; I need to be finishing in the top five or better. Ultimately, it is down to me to improve my performance in qualifying and get a lap out of the 911 when it really matters.

Looking forward, Monza should be a good race for me. I had excellent pace there last year, and would like to show that speed again in 2014. I'll just be taking it race by race, as all it takes is for Kuba or Earl Bamber to have a bad weekend, and I'll be back in the championship hunt. I'll be disappointed if I can't secure my first win, so it's going to be an exciting end to the year.



The Carrera Cup driver: Josh Webster

With the Carrera Cup on a summer break Josh has been using his time wisely



Although the Supercup didn't go to plan, it was a good learning curve

Before the Snetterton round of the Carrera Cup GB, the series had been on a month-long summer break, giving all the drivers a chance to refresh their batteries. It was nice to have some time off, especially as I went into the halfway hiatus as the championship leader after a double win at Croft and a strong performance at Le Mans (as I talked about last issue).

I used the time off to my advantage though, going to Silverstone to take part in the British round of the Porsche Supercup. Unfortunately, in qualifying the track was drying quite quickly towards the end of the session and I was the first car to get the chequered flag. In conditions like that you really want to be the last car over the line as you get the best of the conditions, but for me it wasn't to be. It was a shame, especially as at the start of the session when the track was at its wettest, I was on provisional pole.

In the race, I got hit at the start, which bent a lot of stuff on the car and made it quite difficult to drive, so I wasn't able to achieve the top ten result I was aiming for. However, to go up against the best 911 drivers in the world – guys like Nicki Thiim and Kévin Estre – was an invaluable experience, and I really learnt a lot from the weekend.

Now the Carrera Cup GB season is back underway, and I won't be counting points just yet. There is still a lot of racing to be done, and with Michael Meadows' experience, he is going to be tough to beat, but I'm still aiming for that championship.

Carrera Cup round-up



Carrera Cup Deutschland

Michael Ammermüller secured both victories in Nuremburg as Earl Bamber closed in on Christopher Zoechling with a second place at the Norisring.



Carrera Cup Asia

A maximum points haul for Bamber at Fuji kept him in the hunt for a potential three 911 titles this season. Alif Hamdan and Rodolfo Avila shared the second places.



Carrera Cup Australia

Michael Patrizi took his first win of 2014 at Townsville as Steven Richards triumphed in races two and three to tie the scores with Warren Luff at the top of the championship standings.



The factory driver:

Nick Tandy gives his views from beyond the pit wall



Keeping sharp

Nick talks about his experience in Toronto giving the 997 GT3R its first US victory

While the busy Tudor series schedule has rarely seen me out of a car for more than a few weeks, it's always good to keep yourself sharp behind the wheel, whether it's racing or testing. On short notice, Porsche recently asked me to fill in on driving duties for the EFFORT Racing team's 997 GT3R in the Toronto round of the Pirelli World Challenge.

The 997 GT3R is a new car to North America this year, and a big part of the decision to put me in the car was my experience with the GT3-spec racer. The last two years have seen me race this car in the British and German GT championships, as well as endurance classics at the Nürburgring and Spa, so Porsche knew I would be a good choice to help the team out, share my experience and try to get a result, which with an outright win from the pole, I think we did.

When I first started driving the 991 RSR, it didn't seem too different to the previous-generation racers. However, after spending most of my time in the GTLM-spec car this year, to go back into the 2013 GT3R was a bit of a shock. You really miss the latest design, especially inside the car, where the 991 is so much better ergonomically. There's now more room around the driver in the bigger cabin, and the seating position is different, as is the pedal position, so it was a little strange at first.

From a driving point of view, the most obvious difference with the GT3 spec car is the fact that the regulations allow the use of ABS, so your driving style tends to be a little different. Also, despite being in a category sitting slightly below GTE/GTLM, the GT3R actually has more peak horsepower than the RSR due to air intake restrictions in the regulations.

To make up for this, a lot of the work on the RSR's engine is done to maximise torque and driveability. Around a street course like Toronto, you tend to use the lower gears (first and second) a lot, keeping the revs high and the R's engine really singing in the power band. You really notice the RSR's extra torque is on longer circuits, where if you play around in third, fourth or fifth-gear corners, the added driveability of the engine really makes a difference.

Fortunately, my experience with the GT3 car meant that I was able to get a decent result. It was actually my first visit to the top step of the podium since the season began at Daytona, and the champagne tasted just as sweet. There's no more extra curricular outings planned as yet, but you never know what might come up. I was at Brands Hatch earlier in the year for a one-off in the Blancpain series, but the car crashed in first practice, so me and my team mate didn't get to race.

Away from the race track, my fiancée gave birth over the Watkins Glen weekend to our beautiful daughter, so I'm now a proud new dad. She was due to arrive before I flew out, but just like her daddy on occasions, she was late. One of the first pre-flight checks was to find a 911-specific child seat. Now, my daughter sits comfortably and safe in her Recaro seat, just like the one her dad has in his race car. It's never too early to start!



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Porsche lifestyle

Total 911 brings you the best of Porsche Design's fashion collection, helping you look your best in the summer sun

P'8478 sunglasses
£285

Released in 1978, the Exclusive sunglasses feature interchangeable lenses and have become one of the most recognisable Aviator designs in the world, sported by the great and good.

www.porsche-design.com

Icon 40 Mercury belt
£125

This fixed-length belt is available in 90, 95, 100 and 105cm variants. The eye-catching Porsche Design logo is made of zinc alloy, completed in a new 'Mercury' colour.

www.porsche-design.com

P'1700 'New York' shoes £240

One of the stars of the award-winning P'1700 shoe range, the New York are an uncompromising mix of smart and casual, featuring a unique sole designed around heal-and-toe shifting.

www.porsche-design.com

Layered SL shirt
£285

Laser-cut for immense precision (and added cool factor), this ultra-thin shirt is eye-catching not so much for its design, but for its simplicity. Its elegant form is matched by its lightweight nature.

www.porsche-design.com

French Classic 3.0 V14 wallet £155

This billfold wallet includes 15 card slots, a coin pocket and two bill rows, all in a soft, cow leather casing. The small 'pd' symbol is discreet, adding an air of subtle chic.

www.porsche-design.com

P'9982 from Blackberry
£1,400

After the unmitigated success of the P'9981 phone, this 4.2-inch touch-screen device comes with 64GB of storage, an 8MP camera and a unique Porsche Design PIN.

www.porsche-design.com

Brands Hatch Festival of Porsche

Porsche Club GB's National Event 2014

- Packed programme of races
- On track demos and parades
- Iconic machinery on display
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Brands Hatch Sunday 21 September

The world famous Brands Hatch race track will be firmly in the spotlight, as the Kent circuit hosts a Festival of Porsche and Porsche Club GB's 2014 National event on Sunday 21 September. Classic and contemporary models from the brand's history - from both road and race backgrounds - will be seen on and off the track!

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Views

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Here's the best photos we've tweeted this month:

560hp, launch control, and @fosgoodwood's famous avenue of trees. Perfect.



WIN!

Carrera®

Win a Carrera slot car



Last issue, you may have noticed the awesome selection of slot cars adorning our Porsche Lifestyle page. Now, thanks to UK model specialists The Hobby Company, two lucky readers will win a Carrera slot car each. The Falken-liveried Porsche 997 GT3 RSR is up for grabs, along with a similar Carrera slot car, this time a replica of Manthey Racing's 2011 24 Hours of Nürburgring-winning car.

1:32-scale slot cars from the German miniature specialists currently run on analogue track. As part of Carrera's Evolution platform, the cars are easily upgradable to digital specification, allowing wireless running. As with all of Carrera's products, the cars will run best on Carrera's slot track. However, they will be just as at home on any other brand of 1:24 slot car circuit.

To be in with a chance of winning one of these awesome 911s, you just need to answer the following simple question:

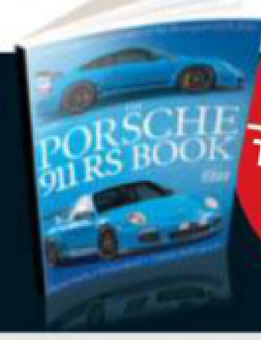
What Carrera platform are these 911 GT3 RSRs taken from?

- **Revolution**
- **Evolution**
- **Devolution**

Send your answer to competitions@total911.com with 'Slot Car' in the subject line. The editor's decision is final, and full terms and conditions can be found on the **Total 911** website. The closing date is 10 September 2014. Good luck!

Letter of the month

Write to or email us with your Porsche opinions and the author of the letter of the month will receive a complimentary copy of the special **Porsche 911 RS book** worth £9.99!



WIN! The Porsche 911 RS book



Gauges under pressure

Dear Sir,

Upon receiving issue 115 , I saw 'Five Facts About Tyres' by Ray Chandler in the contents. Straight away, I turned to that page, as I'll soon be needing tyres for my car.

The second fact in the article brought up a point that I had discussed with two of my friends a few weeks ago: gauge accuracy. We got together at my shop and brought our gauges. Using my car, as it had not been moved for a day, we checked all the gauges. None of the four (of which I had two) read the same! 32psi was the target pressure, yet we got readings of 28, 30, 31 and 32. All gauges were what we considered 'quality', so which one was correct?

We chose to look at digital gauges, but again accuracy became a question. Longacre Racing markets products for the race car world, and they produce both an analogue and a digital pressure gauge. Their range of digital gauges vary in price from $40 up to $240, all claiming excellent accuracy. I contacted them about which gauge could be trusted best, but their answer was very vague: "Just buy a quality gauge and stick with it."

In the meantime, we've averaged our readings and put a sticker on each gauge with the adjustments needed to achieve our average reading (30.25psi). So the question remains: does anyone build a quality gauge that's accurate, and will we ever know?

Best regards,

Don Johnson, via email

It's a problem we've come across too. However, until a standardised test is introduced for all pressure gauges, our advice, like Longacre's, is to stick to a single gauge to ensure reliability, if not accuracy.



Le Mans heritage

Dear Sir,

Lee's comments in the 'Welcome' section of issue 115 were exceptionally timely. With Le Mans having come and gone, and 14th being the best showing for the Porsche 919, questions about past Porsche values and their desirability for the future will be addressed.

Intriguingly, my interest in Porsche has increased rather than decreased in the time since Le Mans, and because of the history and type of car that it has been, I'm not really interested in acquiring an Audi, despite the fact that their one-two is a marvellous finish (and one to be lauded).

Now, after getting no further than your 'Welcome' page, allow me to get on with the rest of issue 115.

Best regards,

Alex Ford, via email

Many echelons of Porsche motor sporting history laid bare in front of us right now:



Yesterday, we visited the Zuffenhausen museum to bask in Porsche's past. Today, it's all about the future:



A welcome return

Dear Sir,
My love of Porsche 911s has been clear since childhood. I purchased my first one (a black 964 C2), but my wife struggled to share my passion, and finally we decided to buy something newer and easier to drive.

We looked at many 996s until we found a 1999 C2 in Zenith blue with grey leather interior and only 32,000 miles on the clock (and a full Porsche service history). We knew straight away it was the one for us. It felt like a new car and was a pleasure to drive.

A couple of years after buying the 996, I decided to put it up for sale due to lack of use and other commitments. To my amazement, within a week the car was sold to a guy in Bath, but as I watched it drive away I knew I had made a mistake, and I should have kept it.

There wasn't a day that I didn't think about that blue 996, and ten months later I decided to start looking for its replacement. My search continued for a few months until a text alerted me to a car in Northampton. In preparation for the purchase, I decided to run a HPI check and, to my amazement, it came back as my old car (but now on a private registration plate). I couldn't believe my luck. The journey back from Northampton was great and the car drove like a dream, but it looked abused and unloved.

I'm glad to say that after spending around £2,000 on bringing the car back to first-class condition, we headed off to Stuttgart in June for a Porsche factory tour to celebrate my 50th birthday – a quite remarkable journey.

Regards,
Mike Williams, via email

A truly remarkable story. We hope you continue to enjoy your 996.



A home within a home

Dear Sir,
Thanks for a great magazine: content, pictures, articles, everything. This month's edition showing Tony McGuiness's garage got me wondering about the cosseted garages we house our pride and joys in. I know personally I was inspired by Magnus Walker's fantastic stable for his cherished cars – oh to have that wonderful space.

It would be good to see what other enthusiasts have created for their own cars, no matter the size we are limited to.

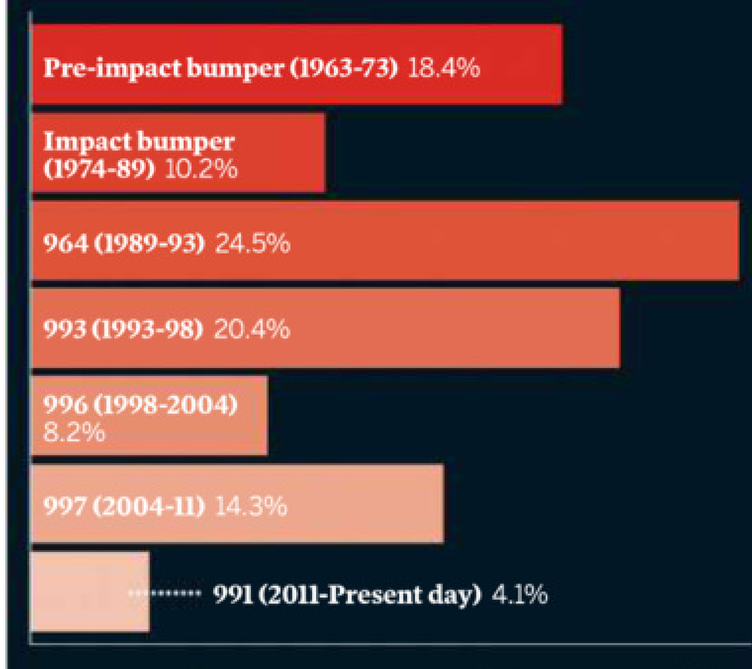
Kind regards,
Vic Ison, via email



Online Poll

What is your favourite Porsche 911 generation?

There are 51 years of heritage to pick from, but which 911 generation is your favourite? We headed to social media to find out:



Total911.com hot topic:

Is modifying a classic Porsche 911 sacrilegious?

One of the oldest debates in the car world: to mod, or not to mod? Here are your best replies:

Aesthetically, original is by far the best. However, I chose to upgrade my suspension, brakes, bushes, exhaust system and tyres.
Christian Richards

It's a generational shift, most older car fans want cars stock. The younger generations want customisation.
Leon Valverde

It's not a sin modifying according to the standards originally available (like making a replica of a race car of the Seventies). It is if you change a 911 into a 964 or the other way round.
Mario Callegari

Stock from factory is best. IMHO
Ai Salerno

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Imagine Publishing Ltd
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Magazine team

Editor Lee Sibley
lee.sibley@imagine-publishing.co.uk
☎ 01202 586291
Senior Staff Writer Josh Barnett
Senior Designer Steven Mumby
Production Editor Steve Wright
In-house Photographer James Sheppard
Senior Art Editor Helen Harris
Publishing Director Aaron Asadi
Head of Design Ross Andrews
Contributors
Kyle Fortune, Sven Burchartz, Ray Chandler, Rob Clarke, Michael Del Monte, Kieron Fennelly, Oliver Hirtenfelder, Maxie Islam, Richard Klevenhusen, Ben James, Wilhelm Lutjeharms, Davor Manojlovic, Tony McGuiness, Joel Newman, Sean Parr, Ben Przekop, Gina Purcell, Chris Randall, Phil Steinhardt, Rob Till, Andrew Tipping, Magnus Walker, Chris Wallbank

Cover image
Chris Wallbank

Advertising
Digital or printed media packs are available on request
Head of Sales Hang Deretz
☎ 01202 586442
hang.deretz@imagine-publishing.co.uk
Advertising Manager Alex Carnegie
☎ 01202 586430
alex.carnegie@imagine-publishing.co.uk
Sales Executive Michael Nicholls
☎ 01202 586412
michael.nicholls@imagine-publishing.co.uk

International
Total 911 is available for licensing. Contact the International department to discuss partnership opportunities
Head of International Licensing Cathy Blackman
☎ +44 (0) 1202 586401
licensing@imagine-publishing.co.uk

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Circulation
Head of Circulation Darren Pearce
☎ 01202 586200

Production
Production Director Jane Hawkins
☎ 01202 586200

Founders
Group Managing Director
Damian Butt
Group Finance & Commercial Director
Steven Boyd

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GT3 BLOODLINE

Total 911 takes the inside line on the evolution of the GT3, seen by many as the pinnacle of a pure, track-focused Porsche

Written by **Kyle Fortune** Photography by **Chris Wallbank**

As a demonstration of automotive Darwinian theory, there's no better image on these pages than the line-up of GT3 rumps. A sub-set genus removed from its ordinary Carrera relation, the GT3 evolved, as all the best Porsches do, in pursuit of success on the track. Not since the 993 RS had Porsche taken its Carrera and honed it to deliver so much more, adding a layer of involvement and intensity that the standard cars simply cannot deliver. Different cars for differing purposes, the GT3 itself evolved into even more of a specialist sub-set: the GT3 RS.

Those homologation tearaways aren't here though; today is a celebration of the GT3 on its own – a car that in 1999 wowed with its ability, taking its engine from motorsport, yet not robbing its driver of the comforts that the RS models traditionally did. The 996 GT3 saw no weight reduction over the standard Carrera: despite the loss of its rear seats, it tipped the scales at around 30 kilograms more. There was no thin glass, soundproofing, pull strap doors, alloy or carbon panels here; instead, the GT3 came with luxuries like air conditioning and electric windows.

The GT3's additional performance was derived not from weight loss, but from more power. A useful 60bhp was added to the 911's output, the 360bhp arriving from the GT3's 3.6-litre dry-sumped flat six at a heady 7,200rpm and peak torque of 273lb/ft at 5,000rpm. It's an engine that has become legendary, being able to trace its roots back to the 911's air-















Unlike the hardcore RS air-cooled track models, GT3s had creature comforts for road use, with extra power ready for the circuit

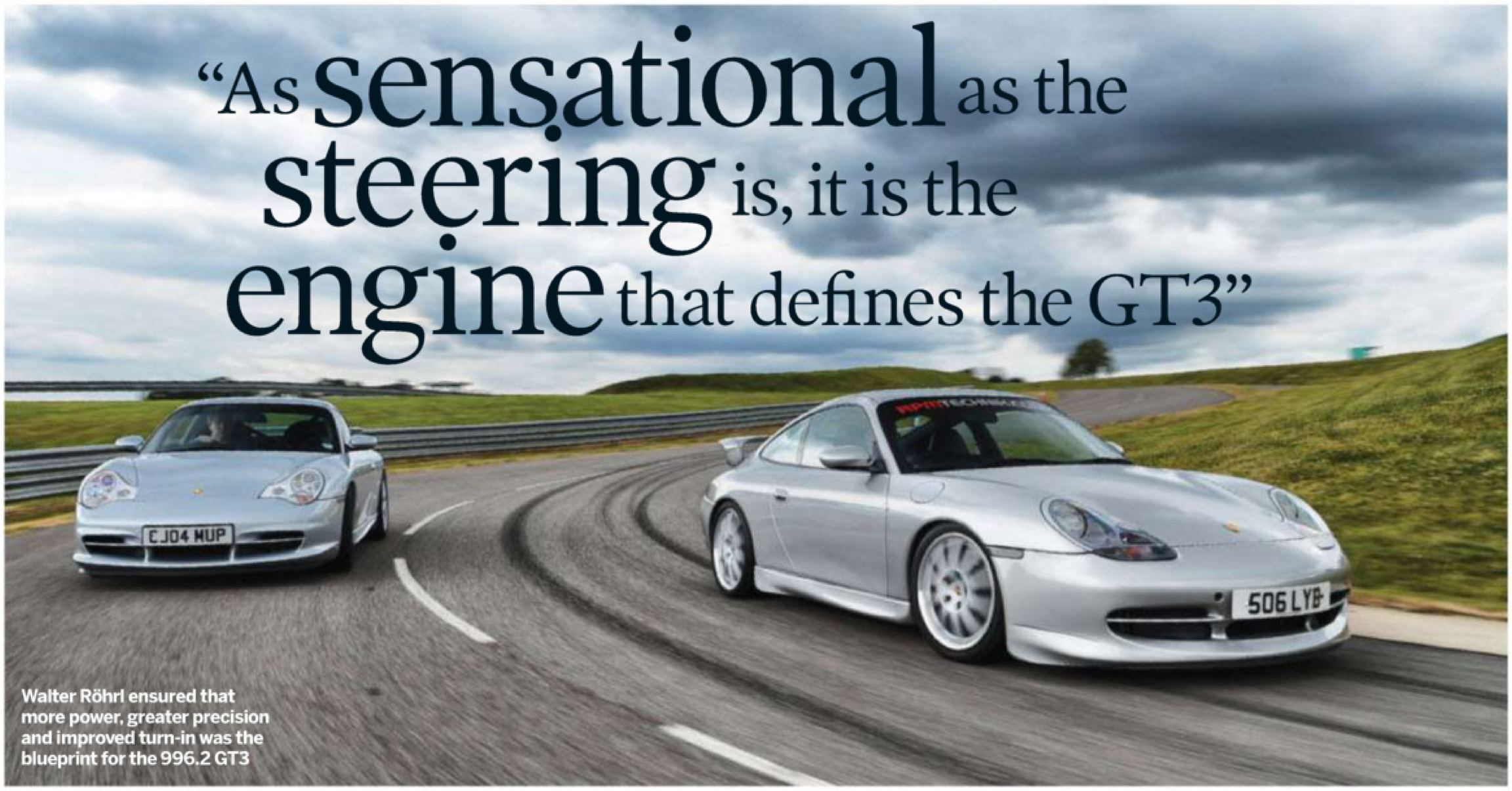
cooled ancestry and top-flight racing. The so-called Metzger engine shares little – if anything – with its regular 911 relations, save for where it's positioned. In the GT3, that engine allowed Porsche to quote a 0-62mph time of 4.8 seconds, 100mph arriving just 5.4 seconds later. Porsche also quoted a top speed of 187mph, but that was said to be a touch conservative.

Looking at the silver 996.1 co-owned by Peter Walmsley and John Moss, it's striking how pure and unadorned it looks. That was part of the appeal for the pair, who have a number of other interesting Porsches to enjoy. "Looking for a GT3, it had to be an early one. Our car has high miles, but it was maintained fastidiously, a leak down and compression test revealing it to be within new parameters," says Walmsley. It can be used on road and track, although Walmsley admits that the lower suspension it rides on does somewhat compromise it for road use.

Despite its name being rooted in racing, the GT3 is still a road car. The first 996 exemplifies that, its suspension revisions being not so extreme as to slow it down. As the first of its species, it is arguably the most delicate to drive. This is helped in no small part by its size: sitting inside the 996's cabin, it feels narrow, allowing it to be enjoyed better on the type of roads that escape traffic. The steering feel has always been a GT3 hallmark, and the first generation doesn't disappoint. It's been a few years since I drove one, and yet the rich information reaching the driver, providing real confidence with which to explore the GT3's limits, are still fastidiously fresh in the memory.

"Despite its name being rooted in racing, the GT3 is still a road car"





Walter Röhrl ensured that more power, greater precision and improved turn-in was the blueprint for the 996.2 GT3

As sensational as the steering is, it is the engine that defines the GT3. The 3.6-litre's motorsport DNA is obvious in its quest for revs, although it's underpinned by plentiful torque throughout the entire range. Thank the relative lack of mass it's moving; it might not have featured RS-like weight removal, but the GT3 still tipped the scales at a relatively lightweight 1,350 kilograms. Like the subtlety of its styling, the way the first GT3 goes about its business, riding with surprising composure and remarkable control despite its obvious focus, being easy yet utterly involving and enjoyable, is remarkable. I remember a conversation a year or so ago with Autofarm's Josh Sadler, where he described the 996 GT3 as criminally undervalued. He's not wrong, although the market has started to take note. Buy one while you can.

If the 996 GT3 of 1999 was a signal of intent, the Gen2 car in 2003 took it to another level. Unique suspension carriers, revised and even more focused suspension, exclusive rear wishbones, GT3-specific brakes, wider rear wheels and some serious engine revisions make for an even headier mix. Some 3.5 kilograms were removed from the engine, the VarioCam variable valve timing system giving a better spread of power, and the loss of the crank damper and lighter con-rods, valves and pistons add up to even faster response and a higher rev limit. Peak power grew to 381bhp at 8,200rpm, and torque also increased to 284lb/ft, allowing for a 0-62mph time of 4.5 seconds and a 190mph top speed.

The external changes are subtle, Paul Cantoni's stunning light metallic blue Gen2 car demonstrating the changes. Coming with the 996's post-facelift headlights, the aero revisions are arguably better incorporated, particularly around the rear. Even so, flat-topped wing aside, it would be easy to dismiss the Gen2 as one of its more common 911 relations, so meek are the changes, although you're left in no doubt that it's something special behind the wheel. Like its predecessor, it feels small. The cabin is fairly stark, with even the biggest 996 fans being unlikely to argue that its interior was a high point in Porsche design and material quality. Let's just say it's functional and inoffensive, and leave it at that. Visually, it might not be very different, but it feels like a far more potent proposition on the road. It is undoubtedly a more physical and demanding car to drive, thanks in no small part to the more focused suspension. Road imperfections and cambers that would be noticeable but shrugged off in the early car are more obvious here, the 996 Gen2 GT3 requiring more attention more of the time.

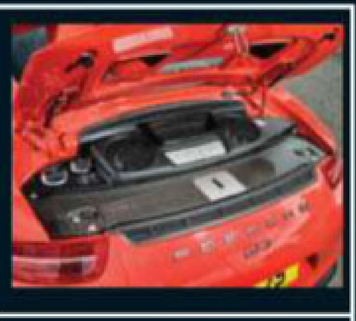


Add the greater power, which builds with more force than you'd believe given the relatively small on-paper changes, and the 2003 car represents a far more intense experience. Different to the point where some might enjoy the greater usability of the earlier car more, it's less likely to give you surprises on poorer surfaces.

The gearshift's feel is improved, the Gen2 feeling more like the homologation machine it represents. Porsche tasked Walter Röhrl with improving it, and he had clearly defined goals: more power, greater precision, an improved turn in and less unsprung mass. Porsche offered PCCB carbon ceramic brakes as an option to achieve that, the 350mm front discs with six-pot calipers giving the GT3 greater ➲







Model Year	996.1 GT3 1999-2002	996.2 GT3 2003-05	997.1 GT3 2006-08	997.2 GT3 2009-12	991 GT3 2013-
Engine					
Capacity	3,600cc	3,600cc	3,600cc	3,800cc	3,800cc
Compression ratio	11.7:1	11.7:1	12.0:1	12.2:1	12.9:1
Maximum power	360bhp@ 7,200rpm	381bhp @ 7,400rpm	415bhp @ 7,600rpm	435bhp @ 7,900rpm	468bhp @ 8,250rpm
Maximum torque	370Nm @ 5,000rpm	385Nm @ 5,000rpm	405Nm @ 5,500rpm	430Nm @ 3,250rpm	440Nm @ 6,250rpm
Transmission	Six-speed manual	Six-speed manual	Six-speed manual	Six-speed manual	Seven-speed PDK
Suspension					
Front	Lower wishbones and MacPherson struts with combined coil springs & dampers; antiroll bar	Lower wishbones and MacPherson struts with combined coil springs & dampers; antiroll bar	MacPherson struts; coil springs; antiroll bar	Lower wishbones and MacPherson struts with combined coil springs & dampers; antiroll bar	MacPherson strut; cylindrical coil springs with internal dampers; electric power steering
Rear	Multi-link with parallel wishbones, combined coil springs & dampers; antiroll bar	Multi-link with parallel wishbones, combined coil springs & dampers; antiroll bar	Multi-link; telescopic dampers; coil springs; antiroll bar	Multi-link with parallel wishbones; combined coil springs & dampers; antiroll bar	Multi-link; cylindrical coil springs with coaxial internal dampers; active rear-wheel steering; electronically controlled dampers
Wheels & tyres					
Front	8x18-inch; 225/40/R18	8.5x18-inch; 235/40/R18	8.5x19-inch; 235/35/ZR19	8.5x19-inch; 235/35/ZR19	9x20-inch; 245/35/ZR20
Rear	10x18-inch; 285/30/R18	11x18-inch; 295/30/R18	12x19-inch; 305/30/ZR19	12x19-inch; 305/30/ZR19	12x20-inch; 305/30/ZR20
Dimensions					
Length	4,430mm	4,435mm	4,445mm	4,460mm	4,545mm
Width	1,765mm	1,770mm	1,808mm	1,808mm	1,852mm
Weight	1,350kg	1,380kg	1,395kg	1,395 kg	1,430kg
Performance					
0-62mph	4.8 secs	4.5 secs	4.3 secs	4.1 secs	3.5 secs
Top speed	188mph	190mph	192mph	194mph	196mph



stopping potential on track. And, around *that* track, Walter managed to shave over seven seconds off the Gen1 car's time, which can be concluded as mission accomplished – just don't go trying to match it.

With the Gen2 GT3, the creep of technology was apparent, but it wasn't until the 997-based GT3 arrived in 2007 that Porsche would add PASM and Traction Control to its most focused of 911s. The purists might have decried it as sacrilegious, but those changes brought the best of its two predecessors and blended it into an incredible package. Revealed at the Geneva Motor Show in 2006, it went on sale in Europe in May, and August in the UK.

The engine, again a development of that exotic, high-revving flat six, remained at 3.6 litres, its peak revs rising to 8,400rpm – some 200rpm higher than previously. Output increased to 409bhp for a specific output of 114bhp per litre, this being the highest output for a naturally aspirated production engine. Performance increased too, Porsche's figures saying the 0-62mph sprint took 4.3 seconds and 100mph arriving in 8.7 seconds, that latter figure showing the growing chasm in performance it offered over the 10.2 second Gen1 GT3. The top speed was quoted at 192mph – which, as is Porsche's norm, is likely to be a conservative estimate.

Looking more like a race-refugee than any of its predecessors, the 997 GT3 is unashamed in its purpose. From the deep front splitter with its five air intakes, the lower black portion adding a couple more to the mix, to the larger 19-inch alloy wheels and more purposeful rear wing, the GT3's intent is obvious, Roger James's car providing a good representation of how many Porsche fans might describe how a GT3 looks. Aerodynamics and cooling requirements more heavily influence its look than ever, the trailing edge on the bonnet, bi-plane rear spoiler and ram-air effect inlets on the engine cover being far more obvious here.

Underneath all that, the technical specification has taken a leap, most apparently with the addition of PASM, the GT3 driver now able to choose between a stiffer sport setup for track work and a slightly less compromised road setting. It works too, the 997 GT3's suspension managing to ride with real finesse on even poorly surfaced roads, especially as the speed rises – as it so easily will.

The gearshift, with a revised, quicker and more accurate action, gains shorter ratios from second to sixth for improved response and acceleration, while Porsche fitted a shift light in the rev counter; just in case the screaming flare of the flat-six reaching



The 997 era represented a technological leap forward for the GT3, now making use of PASM, plus better cooling and aerodynamics

maximum revs wasn't enough to remind you to select another ratio – not likely given the incredible note from the new, ten kilograms-lighter exhaust with bypass flaps acting on engine load and speed. Traction control, derived from that of the Carrera GT, also featured, Porsche understanding its audience and leaving its thresholds usefully high, even more so when you press Sport.

With wider front and rear tracks, the body that Porsche boasted was some eight per cent torsionally stiffer. The Pirelli Corsa or Michelin Cup tyres on 235/35ZR19 front and 305/30ZR19 rear wheels, and a limited-slip differential and weight under 1,400 kilograms enabled masses of grip, the usually mighty traction and the sort of braking power GT3 owners expect coming courtesy of 350mm brake discs with six-pot calipers up front and four-pot at the back. With the PCCB option, ➲



The 991 GT3 represented a break from tradition, ditching the Metzger engine in favour of new DFI technology



The 991 is the first GT3 to utilise a C4 widebody, a custom usually saved for the GT3 RS

the front discs grew to 380mm, the curb weight lightened by 20 kilograms and your wallet by nearly £6,000.

That much-discussed traction control system was in Porsche's launch literature to "ensure traction particularly on wet surfaces," and anyone who has driven a GT3 on damp or fully wet roads is likely to testify to its usefulness. It incorporated three different electronic systems: Automatic Brake Differential (ABD), Automatic Slip Control (ASC) and Engine Drag Control (EDC), the latter preventing wheels locking up should you downshift too early.

The purists might have lambasted the addition of electronic intervention, but the reality on the road was nothing short of sensational. The 997 GT3 took the car to new levels, with the balance on offer and the confidence it gives you to push it to the very limits and beyond having to be experienced to be really believed. As far as drivers' cars go, the GT3 has always been representative of the pinnacle, but what's remarkable is how far Porsche manages to push that from the earliest 996 model to this car just eight short years later. Both offer supreme driving experiences, but the gap between them in every area of their respective performance range is enormous.

That's not to belittle those that came before the 997 GT3. Indeed, such is the pace of development that only two years would pass before Porsche offered a new GT3 experience. The 997 GT3 Gen2 would do what its previous Gen2 models had done, taking the already incredible base car and further honing it. In 2009, that would see the GT3's engine finally grow in capacity, the familiar 3.6 litres of GT3s before it swelling to 3.8 litres, specifically 3,797cc. Output grew to 435bhp as a result, that arriving at 7,600rpm. Torque also increased to 317lb/ft at 6,250rpm, and the maximum engine speed again got higher, now being 8,500rpm.

The engine changes included the addition of VarioCam adjustment on the exhaust side as well as the intake, the freer-breathing engine seeing quicker response and even greater performance. 62mph arrived in 4.1 seconds, and 100mph in 8.2 seconds. The top speed was still quoted at under 200mph, with 194mph cited as the official number.

Visually, the Gen2 997 GT3 differs little over its predecessor, the larger wing – with its 3.8 scripted endplates – sitting above a rear bumper featuring three additional cooling vents, the front splitter containing less intakes for a smoother and less fussy look. LED lighting was present too, with driving lights up front and within the rear lights.

Visually, John Westbrook's car might differ little, but the effect of the aero changes give the 997 GT3 Gen2 double the downforce of its predecessor. PSM allowed the switching off of both the Stability Control and Traction Control systems, while revised PASM allowed finer control, aided by the addition of centre-locking nut wheels, which reduced unsprung mass. Again, the option of PCCB brakes was offered to further improve that (and induce heart-stopping retardation), while the 997 GT3 Gen2 also added the possibility of specifying Porsche's Active Drivetrain Mounts. All that upped the thrills even further, the 997 GT3 Gen2 representing a fitting end to what some might consider the last of the truly driver-focused GT3s.


Problems with con-rod bolts damaging the crankcase hampered the arrival of the 991 GT3, though most owners have now had their Porsche fitted with replacement engines

"The GT3 evolved, as all the best Porsches do, in pursuit of success on the track"



I count myself as one of them, the 991's shift to PDK and away from its famous engine to one based on the standard Carrera's unit being something that I approached with trepidation. However, as reviewed by myself on these very pages from the launch last year, reservations that the GT3 in its 991 incarnation had lost something proved unfounded. Everything is right with the GT3, even if you're able to give your left hand and foot a rest.

Rob Turl, the owner of this 991 GT3, said: "Within 50 miles of driving the 991 GT3, I had to have it," adding that he promptly got rid of his 997 GT3 in the meantime. Admittedly, it's a different GT3 experience, but one that's true to the goals of the original. The engine might be different as more in line with a ramped-up Carrera unit, but the 3.8-litre unit remains naturally aspirated and delivers 475bhp at 9,000rpm. That's over 115bhp more than the original, its 7:30 Nürburgring lap time and 3.5-second 0-62mph sprint underlining the quick pace of development in the GT3 bloodline.

Just as detractors have cited greater technology as robbing previous GT3s of their appeal, only to be won over in reality, the PDK transmission, Porsche Torque Vectoring and electronic rear-wheel steer facilitates the GT3's quest to be a fast road car even further. Turl admits that this might be too fast, the GT3 having reached a point where there are few places it can be truly exploited on the road. This is arguably true of the 997s and 996s before it, but it's brutally punched home the first time you push the 991 GT3's accelerator to the floor.

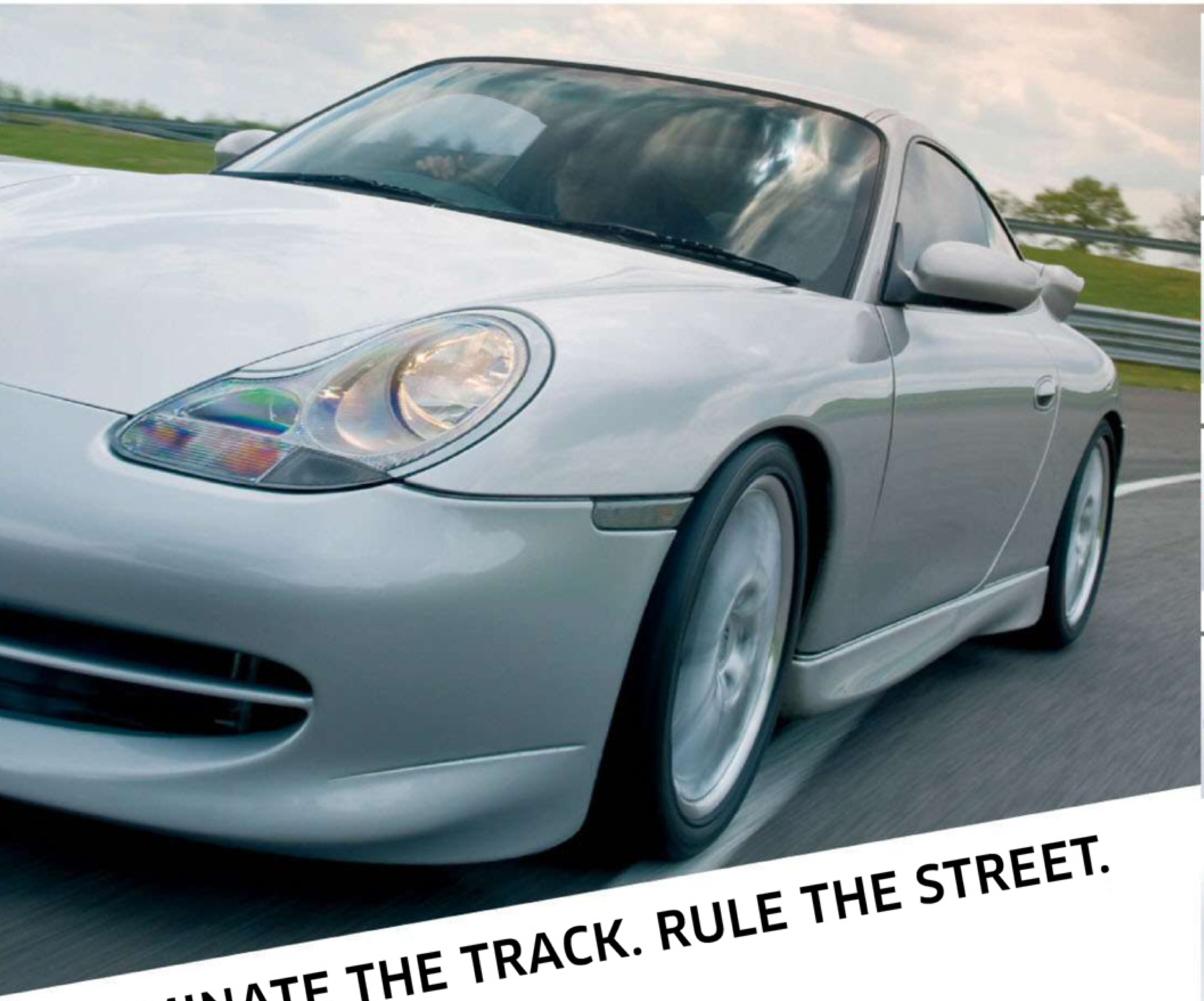
Evolution is a curious and beguiling thing, the GT3's rapid transition from pure, unassisted sports car to one adopting the very latest technologies being clear. What remains true is that every one of them, however different, remain at the top of their respective games and defining their eras perfectly, yet retaining a singularity of purpose that marks them out as greats. They will redefine your idea of performance driving, regardless of which you choose. Porsche's commitment to the small hardcore of drivers seeking out the very finest, most extreme, yet comparatively affordable 911 is really something to be truly thankful for. **911**



Thanks

Thanks to independent specialists RPM Technik for assembling the stunning GT3s in our pictures. RPM enjoy a near peerless reputation for Porsche servicing, sales and tuning in the UK. For more information, please call 01296 663824 or visit the website at www.rpmtechnik.co.uk.

Thanks also to Peter, Paul, Roger, John and Rob for their assistance in the feature.



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LONG LIVE THE KING

Much has changed on Porsche's GT3 platform, but is the king of the race circuit really dead? We head to a track to find out...

Written by **Josh Barnett** Photography by **Porsche AG**

Barring the Alcantara-clad interior and lightweight bucket seats, stepping into the latest 911 GT3 feels very familiar. Everything you'd find inside a 991 Carrera is here (apart from a few different switches on the centre console). However, you may know that already from our first-drive review in issue 104. Where the 991 GT3 is markedly different from its Carrera, Carrera S and Turbo brethren (as well previous generations of the race-derived 911) is out on its natural habitat: the track.

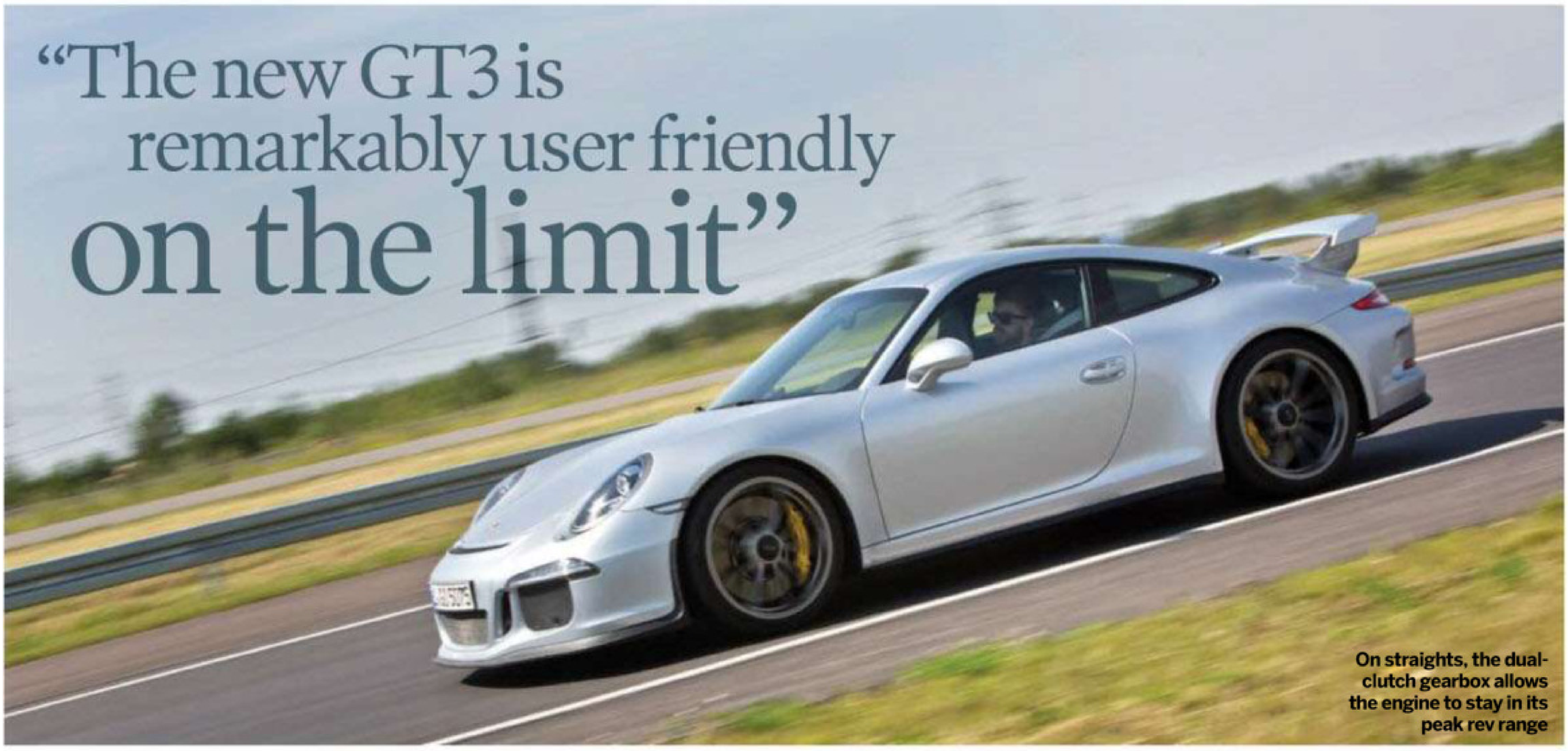
The new 911 GT3 has, with its PDK gearbox, moved to the top of Zuffenhausen's tree as the ultimate do-it-all Porsche. Leave it in the automatic drive mode with PDK Sport and the Sports Exhaust system turned off, and you can cruise in relative comfort to your nearest circuit before changing the GT3's character dramatically at the mere touch of a few buttons.

Aldenhoven's handling circuit is, in truth, too narrow and twisting to really test its horizon-chasing abilities. Despite this, its quick succession of second and third-gear corners ensures that the car is almost constantly exposed to high lateral loads – a true test of the chassis' dynamic capabilities, as well as the carbon ceramic brakes' staying power being devoid of much respite.

The first thing that really hits you as you roll out onto the track is the near-perfect weighting of the electrically assisted power-steering system – well, at least it claims to be electrically assisted. The effort needed to turn the wheel feels at least 50 per cent greater than in the lesser Carrera and Carrera S models. In fact, I'd say that it has more weight to it than the last GT3 I had the pleasure of driving: a 997 Gen1 (a car lauded for its steering feel).

Steering weight does not directly contribute to feel, as Porsche's engineers will know. However, it does inspire a greater level of confidence in each and every input you make at the driver's end. Each turn of the Sport Design steering wheel feels very physically connected to those gorgeous, 20-inch centre locks. Combined with this, though, is a very real improvement in the steering feel itself, especially around the dead-ahead position so maligned in other 991s (though not by me). It's becoming clichéd, but you can't tell that this is an EPAS system. Dare I say it, it's better than hydraulic.

Turning into a corner too fast brings the familiar unweighting sensation that informs me the car is understeering. Moreover, unlike a 991 Carrera, the GT3 lacks that middle ground where the front wheels have started to slide, but the feedback from



On straights, the dual-clutch gearbox allows the engine to stay in its peak rev range

the steering has yet to inform the driver of the impending lack of control.

Everything is instantaneous. The 991 GT3 is so responsive, yet despite its agility, on track it never feels like a car that wants to seriously injure you. While its ancestors never felt truly welcoming to the uninitiated, the new GT3 is remarkably user friendly on the limit (largely thanks to that excellent steering). There are prodigious amounts of grip. Although the front end is, in true 911 fashion, the first end to let go, a small mid-corner lift is enough to help tuck the nose back in without the unnerving sensation that the rear end wants to come round and kiss the reworked front bumper.

Grip from the front wheels is best in the slow corners, where the 991 (unlike the 997 or earlier) allows you to brake deep into the corner. With the extra retardation from the PCCB, this helps to pivot the car around its nose. In higher-speed corners, the tyres are obviously pushed closer to their ultimate limits, but there is a real sense of the front bumpers' large chin spoiler adding at least a modicum of aerodynamic grip. It just wants to corner on rails, with the GT3's limits easily ahead of my own.

With such a direct entry into turns, you could expect the GT3's rear end to be at least a little skittish. This is where the 991 reveals perhaps its best surprise. Despite the prevalence of 475hp underneath my right foot (and just two wheels to drive it through), the rear-wheel steering system helps the car retain such immaculate composure through the mid-section of any corner that it just invites you to take huge liberties with the throttle application, aiding your speed down the next straight. You never feel the artificial lengthening of the car's wheelbase, with the system only counter-steering at low speeds, yet the stability it provides is evident. I found myself able to jump in and drive at a hugely enjoyable rate of speed straight out the box. I don't think any previous GT3 has allowed that.

This is perhaps in part thanks to the fast PDK gearbox. With the 'PDK Sport' light illuminated on the centre binnacle, each gear is dispatched without delay. It's a case of pull the lever (itself enjoying a shorter throw and stiffer action to add to the mechanical drama), and the next gear is selected before you've had time to think.

From the exit of the corner down any straight, the 3.8-litre DFI engine is constantly kept in its peak rev range thanks to the seamless-shifting dual-clutch gearbox. And it needs to be, as if you let the new powerplant drop below the 4,000rpm VarioCam-activation point, it can feel slightly sluggish. I'm sure that's not the case though. Instead, it is mostly a psychological effect of letting the GT3 spin up to a 9,000rpm redline. You get to 6,500rpm and are ready to change up, only to realise that there is still a way to go. As you surpass 7,000, all hell brakes loose, with the sound behind you – like a Carrera S on steroids – being deafening (this is the loudest road car I've ever driven). Personally, I think the engine could operate with a manual gearbox, but for track work, the PDK allows me to focus on the job in hand. It's the perfect companion for this context.

It's perhaps telling that I walk away from the experience feeling like I haven't got a grasp of the 991 GT3 – not because it is a car that demands huge levels of respect to drive, but because it is a car with such prodigious grip levels. Its limits have barely been touched upon, and perhaps this is its greatest achievement. For any driver, it will likely always provide them with space to improve without outgrowing the technology wrapped up in Stuttgart's awesome package. 911







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TARGA ON TOUR

Can our colossal road trip, encompassing 1,500 miles and five countries in three days, suitably champion the new 911 Targa's touring credentials? Zuffenhausen here we come...

Written by **Lee Sibley** Photography by **Phil Steinhardt**

It had only been ten weeks since our 991 Targa rolled fresh off the factory floor at Zuffenhausen, before being added to a Porsche consignment destined for British shores. Yet there I was, on an early Sunday morning in Blighty, preparing to drive the 911 all the way back to its original point of manufacture.

Of course, it's not uncommon for enthusiastic owners to make similar journeys in the other direction after paying the £1,160 premium to collect their new 911 from the factory, but driving a Porsche 'back home' has a romance to it that brought about giddy excitement as I left the Dorset coastline behind me and pointed the Racing yellow Targa in the direction of London to pick up my photographer for the excursion.

From there, my next meaningful appointment was scheduled for 9.30am the next day at the Museum on Porscheplatz some 600 miles away (more on that can be found on page 40). This would make for a real-world acid test for Porsche's reworked Targa concept, where the agenda is as much about grand touring excellence as it is automotive sporting prowess.

After collecting Phil and his plethora of photography bags – all fitting in a generous front luggage compartment devoid of a removable roof canvas, as per the old roll-bar Targas – we made our way towards the Eurotunnel to France.

En route to mainland Europe, we exchanged our respective views of the Targa concept and its place in the 991 line-up. "The recent generations haven't been a Targa in my mind," says Phil, former owner of a 993 C4S. I quite agree with him – and it seems Porsche do too, offering this redesign to alleviate clashing with the large sliding sunroofs now offered on 991 Coupes.

Transcending to our first impressions of the Targa in 991 form, I was happy to note that with the roof up, rolling wheel noise wasn't significantly different to that of a 991 C4 Coupe, and that's despite the 10mm increased contact patch all round afforded by the tyres wrapped around the 20-inch Carrera S-spec wheels of our 991.

The route



"The 991's PTM-clad all-wheel-drive system kept complete composure to all four wheels"





The spectacle of Reims' old race track made for the perfect backdrop to our 911 Targa... before the tumultuous weather took hold

Glancing above my head, there was space aplenty between myself and the underside of the roof, which spread forwards with a beautiful, curvaceous sweep not seen before on a roll-bar Targa. It brought a Coupe-esque feel to the interior, and save for the realms of daylight bursting over my left shoulder from the sweeping glass pane behind, I may have been fooled (looking forwards, of course) that I was indeed at the wheel of a 991 Coupe.

This feeling was supplemented by the driver's seating position, which had the textbook 991 affiliation of being low down with a bolt-upright back support, while the electrically assisted steering made for a light, pleasant sensation through the wheel. In fact, pleasant was the buzzword to surmise my 991 Targa experience thus far – much like the trip in general. As we loaded onto the train bound for Calais, contentment ruled supreme.

However, by the time we'd disembarked and the Targa's Pirellis had completed their first revolution on French soil, it became clear the atmosphere's pleasantries had decided to call it a day back at the English border. The weather had dramatically changed: gone was the fairly pleasant British summer's day, replaced by a menacingly overcast skyline, though humidity remained high.

Undeterred (our schedule allowed no room for trepidation), we pushed on and duly found the E-15 out of Calais. Switching the digital distance metrics from mph to European-friendly kph on the Porsche's trip computer during our train journey, I elected to sit at the requisite 130kph and headed south on the toll roads towards the Reims-Gueux circuit, where we stopped for lunch.

Rolling into Reims, the famous old grandstands and pit boxes almost stumble upon you rather than you upon them, the buildings from the old start/finish line interrupting the quiet and largely flat surrounding sunflower fields. Officially closed as a circuit in 1972, the main straight remains oh-so evocative of its past racing credentials, characterised by repainted advertising from the era emblazoned across the timekeeping pavilion and pit boxes. I duly pulled the 911 over by the pit boxes, rolling to a stop before turning the key towards me in the ignition and applying the airbrake.

It was almost spooky that the surrounding grandstands, now sealed off via five-feet-high fencing, were once treated to howling V8s piloted by racing greats such as John Surtees resonating through the bricks and mortar. The only aural sensation to be heard on this bleary Sunday afternoon, though, was the splattering of a rust-tinged Renault Twingo driven by an old man in a white vest, trundling past as he headed in the direction of Gueux.

The unkempt-looking gentleman treated Phil and I to a menacing glare as he ambled past, and while I pondered whether it was the British numberplate adorning the Targa or its bright-yellow hue that was the source of his gripe, Phil jumped out to prepare some photographs. I eventually followed suit and vacated the Porsche, and as Phil got to work capturing our heritage-rich sports car in its apt environment, I jumped the waist-high brick wall that separated the pit boxes for more of a look-see.

Approximately 15 minutes had passed when my ears were engulfed by the high-pitched, quick-revving note of numerous superbikes. Looking back at the road from beyond the pit wall, I saw six people jump from the saddles of four bikes, shutting the engines off and making for my direction. With the risk of some sort of remote French purge at the forefront of my mind, I glanced over at Phil to gauge his assessment of the hot-footed French men and women, though I realised he too was now running in my direction. Then I heard the drumming on the tin roof above me, which got louder. And louder.

No sooner was I joined in the pit box by the six hasty motorcyclists and a thoroughly breathless photographer, then the freak shower unleashed its worst all around our shallow shelter. The rain was howling, visibly bouncing back up off the road and firing off in all directions from the wings of the 911 and superbikes nearby.

Gazing at the near slick tyres adorning the superbikes, I could see why they stopped: these were no conditions to be attempting to stay upright on two wheels. I then laughed at the misfortune of my own situation, gazing across at the forlorn Targa and its fabric roof taking a hammering from Mother Nature. Sod's law, I think they call it.

What's more, the burst of heavy rain endured at our Reims pit stop was to be a precursor to the conditions for the rest of our jaunt across eastern France and into Germany's Black Forest.

Almost relentlessly, the heavens opened. It rained. It thundered. It rained again. Lightning struck. It rained some more. Debris from trees presumably struck by the lightning were strewn across the toll roads as we traversed around Metz, and troughs of water ran freely across the highways, unnerving the other vehicles around us. I prepared for the car to start skitting over the stream-like surface, but to my relief the 991's PTM-clad all-wheel-drive system (utilised on all new Targas) kept complete composure to all four wheels. Unsullied by the madness around the car, the Targa remained planted to the road, with only one or two moments of 'wobbling' when changing lanes. Better still, instead of playing the role of the precarious







Conditions may have been unfavourable for an open-top 911, but the 991 Targa 4's road holding shone en route to Zuffenhausen

sports car driver edging his pride and joy tentatively along the slippery highway, I found myself striding forwards with assured confidence. I was impressed.

As the mid-evening drew in, the rain stopped and ineluctable French toll roads were soon replaced by quaint German towns as we passed Saarbrücken. Outside was still humid and the sweepy, single carriageway carving through the empty Black Forest was bone dry, the area somehow evading the venomous storms hampering its French neighbours.

Fun needed to be had after our dour run in the wet, so I pulled over and held down the button emblazoned with a roofless 991 silhouette in the middle of the centre console. A whining noise emanated from behind as the kinematics began disassembling the top of the car (remember, the Targa must be at a complete standstill for the roof to operate as the rear screen falls back over the clusters), and the canvas is suddenly pulled away from above my head. The process feels quicker than the 19 seconds quoted by Porsche, but not quick enough for me to want to play traffic light roulette with the system when stationary in town.

There's no denying, though: the kinetics are impressive. Sure, there's a lot of mechanical work to be done to simply remove the canvas above the driver's head, but then the idea of a manually stowed roof today would be a draconian sentiment not in line with the opulence of the Porsche brand. My only note of contempt is the four steel arms on either side of the glass screen when raised are distinctly unsightly, but I acknowledge Zuffenhausen's attempts to address this by colour-coding them to match the hue of other body panels.

With the roof down and stowed neatly behind us, I activate the Sport setup and deploy the Sport Exhaust option to compliment. This was more like it: the raucous bark of the flat six was enlivening to the ears, and we pushed on with aplomb through the forest towards Stuttgart.

Though the sound of the Targa was illuminating the evening, its pace through these twisty, smooth roads wasn't. To my mind, the 3.4-litre DFI engine has always felt particularly lethargic as the needle makes its way around to the business end of the tacho at 6,000rpm – and now the 350hp engine has to contend with an additional 110 kilograms of weight thanks to that complicated roof system and all-wheel drive. As such, the Targa 4 feels slow for a 911. The 3.8-litre 'S' engine should put paid to that, and it'll sit lower, too; as a standard suspension without PASM attached to the hubs bearing 20-inch wheels, this is the tallest-riding 991 I've piloted, and though there's little issue with weight transfer outside of the usual 911 reportage, visually the car would benefit from a hankering to the floor in line with its sports car remit, as opposed to the step-out height requisite of an executive station wagon.

Late into the evening, we reached our destination at the Hotel Meridien at Stuttgart, providing us with only a short drive across the city to Porscheplatz the following morning.

The new day brought with it a revamp in the weather, and as we cajoled the 991 through the busy rush-hour streets of Stuttgart, my excitement grew the closer we got to Zuffenhausen. Situated in a largely industrial area north of Stuttgart, the approach to Porscheplatz is decidedly unassuming as you drive down Schwieberdinger Strasse – until you reach the brow of the bridge over the railway line, where you'll be greeted by the striking modern building of the Porsche Museum and the more familiar sight of a Porsche OPC behind it on the left. By the time you reach the roundabout at the bottom of the bridge, it's impossible to not realise you've driven into the epicentre of the Porsche manufacturing dynasty. The Targa was home.

As I parked up in the immaculate, white-walled car park beneath the Porsche Museum, I realised that despite the atrocities of the driving conditions the day before, the 991 Targa hadn't missed a beat. There are only small idiosyncrasies that need ironing out: the main being with the roof down but windows raised in the Black Forest, concerted wind buffeting in the cabin was revealed at speeds above 50mph, though lowering the windows by around an inch put paid to this.

However, not only does the new Targa look great, it's far from a case of style over substance; the new concept works. Exciting yet economical, sporty yet stable, the Targa had proven itself as the perfect tourer in all conditions – justified in my decision to turn around at Zuffenhausen and drive the Targa back to Blighty again just two days later. Targa on tour? On tour some more, please. **911**



"The Targa had proven itself as the perfect tourer in all conditions"

Targa to Zuffenhausen in numbers

1,530	Total miles on trip computer
28.6	Average mpg
5	National territories driven through
22	Total hours driving, plus 37 minutes
96	Average speed (in kilometres)
42.40	Total toll fees (in Euros) accrued through France
180.88	Litres of 98 octane fuel consumed
4	Thunderstorms driven through
240	Minutes driven with roof down

TARGA TWIN TEST

964 v 991

Separated by 18 years of automotive engineering at Zuffenhausen, just what lineage is evident in the new 991 Targa when compared to its last roll-bar 964 ancestor?

Written by **Lee Sibley** Photography by **Phil Steinhardt**

It makes for an impressive sight: the last and latest 911 Targas, separated by two decades of manufacturing, yet sitting side-by-side on the concourse outside the Porsche Museum. This would be a near-utopian scenario for anyone who's ever been partial to the idea of an open-top 911, but the moment is spoilt somewhat by my own hurried actions in dancing about the older 964 while frantically reconstructing its manual Targa roof.

Across the road, photographer Phil is perched on the edge of the curb, holding down the bottom button on the 991 key to remotely close its roof while making jovial quips at the reciprocating fanfare unfolding around the 964.

This impromptu roof-race on Porscheplatz was borne out of my earlier quip that I could manually reassemble the 964 Targa roof – first time – quicker than the 19 seconds it took the kinetics of the 991 to reaffix its own fabric lining over the cockpit.

To make the test fair, I started in the driver's seat of the 964, engine running, with the folded roof stowed away in the front luggage compartment. On Phil's command, I jumped out of the driver's seat and released the luggage latch before running around the front of the 964 to retrieve the steel-framed fabric Targa top, promptly unfolding it and placing the roof's base at my toes before bending down to 'lock' each transverse arm in place.

All that was left was a spirited walk back to the driver's door, before slotting the roof in place and locking it down with the tool I had in my pocket. However, the reality proved much more difficult than the theory, helped in no small part by the weight of the manual roof in my hands. After a small amount of fumbling while trying to align the Targa top's two front 'teeth' with their respective holes above the windscreen, the piece was in place, and not long after I was back inside the 964, locking the roof and closing my driver's door. The clock stopped at the 'click' of my seatbelt fastening to the latch. Surely that ensemble of actions didn't take more than 19 seconds?

In fact, it took me 21. However, as we fired up both Porsches and made our way out to the rural countryside on Stuttgart's perimeter, we found that there's more to the evolution of the 911 Targa than a two-second improvement in refitting the roof.

You can't compare the two Targas price-wise, of course: a quick look at the classifieds will tell you that the Targa is the cheapest 964 you can get yourself into at around £20,000, and has been for some time. Meanwhile, our 991 Targa with options here will leave you little change from £100,000.



For many, a return to the quintessential roll-bar concept represents a return to form for the 911 Targa







What does make for fascinating observation, though, is the lineage between the last and latest Targa models. Aside from the ubiquitous roll bar (bereft of side gills on the 964, as those on the 991 are a throwback to the first Targa in 1966), both share a red strip below the rear decklid that joins the two clusters, though the 964's is predominantly a reflector of course. Staying at the back, both Targas have a curved, heated rear screen, though the 991 rear glass falls back one third deeper along the body than that found on the older 964. I ponder if this is primarily responsible for the 991 looking more bulbous at the rear, although I reason this to be a peculiarity of the new generation at large. However, that does mean the new Targa's silhouette is more resplendent of its sweeping Coupe counterpart, the curvaceous fabric roof contributing handsomely to this unprecedented achievement for a Targa with a rollover bar.

In contrast to the appearance of the 991, the 964 is so much more slender from the rear, its back dropping away at the deck lid with the same inherent charm enjoyed by other classics – though the overall shape is interrupted in Targa form. The fabric roof lies completely horizontal when in place, before the silhouette falls somewhat awkwardly immediately after that roll bar.

In terms of practicality, there's noticeably much more room in the back of the 991 Targa for passengers compared to the 964, and there's also a handy shelf behind the rear bench of approximately one foot, loosely keeping with the 993, 996 and 997 Targa's blueprint of extra luggage room in the back.

Of course, a huge mechanical difference between the two models concerns the number of driven axles: the Museum's 964 Targa is connected to Carrera 2 running gear (four-wheel-drive 964 Targas were made, melded to the same narrow body as the rear-driven models), while in 991 form the wide body and all-wheel drive is compulsory.

Piloting the 964 as we leave the traffic-laden city streets, the 964 emits an almost Cabriolet feel, the sharp drop in body immediately after the A-pillar coupling amicably with the sensations of a drafty cabin. It's a pleasant experience though, despite the extra weight on the car from that roll bar and glass rear screen being felt when attempting to exit a good corner keenly on quieter roads.

Strangely, the cabin feels more open than the 991 Targa, perhaps aided by the fact that all-round visibility is better in the 964 thanks to narrower A-pillars looking forward, while over the driver's shoulder you can clearly see through the glass screen past the 'B' pillar thanks to the higher seating position afforded by the 964. The caveat to the more open feel is increased wind noise: anything above 100kph makes for a very loud and fussy escapade, comparable to driving with an open parachute behind you. However, the 964 Targa experience is an enjoyable one for a relaxed poodle in the countryside, while you'll rmemeber the touring prowess of the 991 was already confirmed by the time we rolled into Zuffenhasuen for the twin test.

Clearly, Porsche engineers have reworked an icon for the better. Numerous idiosyncrasies have been cancelled out on the 991 compared to the last roll-bar Targa of 18 years previously. The 991 boasts improved aerodynamics thanks to a better shape, while the introduction of the buffeting bar along the top of the windscreen helps to divert discernible wind pressure away from the cabin. There's still huge appeal to the driving propensities of the 964 Targa though: the engine is delightfully hard-working and the ride is positively comfortable, aided by newly-introduced multi-link suspension. As I enjoy the sun's rays drenching its cabin while roaming the flat landscape of Baden-Württemberg, I come to the conclusion that at a third of the price of a new model, the 964 is a relative bargain when it comes to open-top Porsche motoring. Just don't ask me to assemble that roof in a hurry again... 911





Model	964 Targa
Year	1992
Engine	
Capacity	3,600cc
Compression ratio	11.3:1
Maximum power	250bhp @ 6,100rpm
Maximum torque	310Nm @ 4,800rpm
Transmission	Five-speed manual
Suspension	
Front	Independent; MacPherson strut; coil spring; internal dampers; anti-roll bar
Rear	Independent; multi-link; coil spring; internal dampers; anti-roll bar
Wheels & tyres	
Front	6x16-inch; 205/55/ZR16
Rear	8x16-inch; 225/50/ZR16
Dimensions	
Length	4,250mm
Width	1,652mm
Weight	1,350kg
Performance	
0-62mph	5.6 secs
Top speed	164mph

There's clear lineage between the last two roll-bar Targa models despite a gap of nearly two decades in engineering. The 991 experience is pleasant, but the 964 has charm.















Model	991 Targa
Year	2014
Engine	
Capacity	3,436cc
Compression ratio	12.5:1
Maximum power	350hp @7,400rpm
Maximum torque	390Nm @ 5,600rpm
Transmission	Seven-speed manual
Suspension	
Front	Independent; MacPherson strut; coil spring; internal dampers; anti-roll bar
Rear	Independent; multi-link; coil springs;coaxial internal dampers; anti-roll bar
Wheels & tyres	
Front	8.5x20-inch; 245/35/ZR20
Rear	11x20-inch; 295/30/ZR20
Dimensions	
Length	4,491mm
Width	1,852mm
Weight	1,540kg
Performance	
0-62mph	5.2 secs
Top speed	175mph

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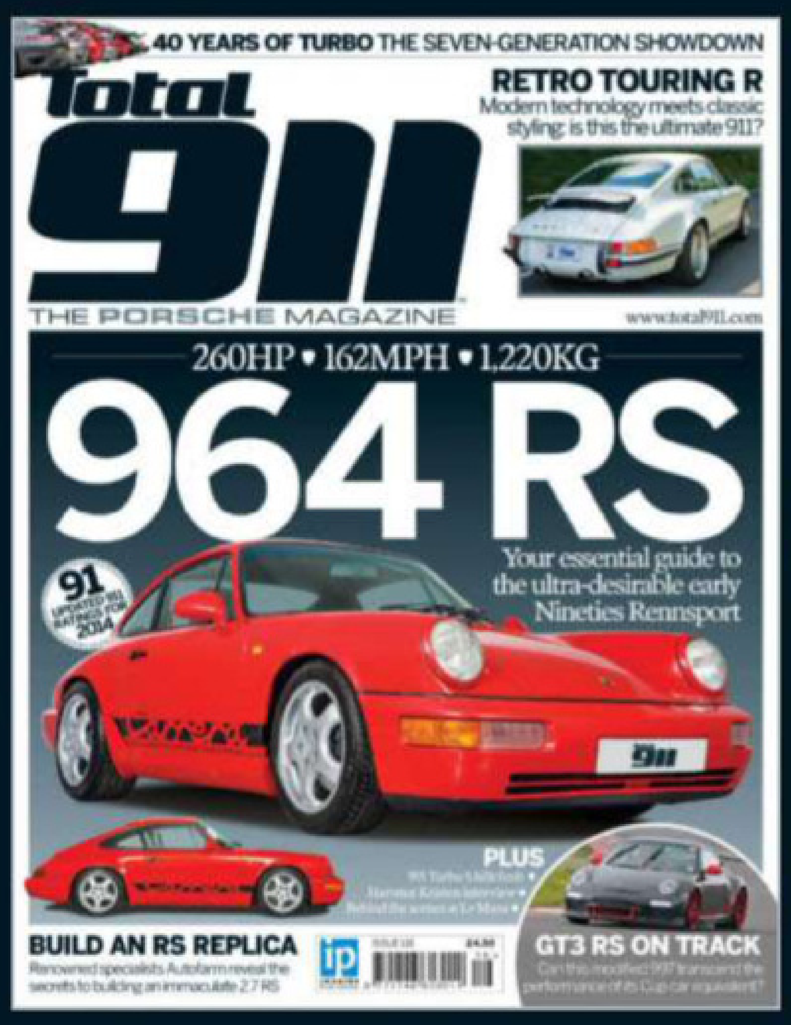
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THE GEN2 996

With some of the brouhaha surrounding the water-cooled 996 having died down, it was time for a round of updates. The Gen2 model arrived in 2001, with the biggest difference being the adoption of a 3.6-litre motor boasting more power and torque, as well as Variocam Plus that operated on both inlet and exhaust camshafts. Considered less prone to failure than the earlier 3.4, it provided a useful step up in response and performance despite an overall weight gain of around 25kg. The looks came in for some subtle tweaks too, with re-profiled bumpers and the use of Turbo-style headlamps with clear rather than orange indicators. The covers for the front and rear compartments got electric releases rather than cables, while the Cabriolet would see the plastic rear window replaced with heated glass. 2002 model year cars also benefitted from cabin improvements in the form of an opening glovebox lid and cupholders, while the ventilation system and cabin plastics were improved. New engine aside, the changes were modest but effective, and kept the car fresh until the arrival of the 997 in 2005.



996 CARRERA

Representing a seismic shift in the 911's evolution upon release, the Gen1 996 Carrera is now a vastly accessible Porsche purchase – but there's much to look out for when searching for the perfect example, as **Total 911** investigates...

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

After its launch at the 1997 Frankfurt Show, the new 996 left sections of the 911 faithful underwhelmed with the new direction Porsche had decided to take with the car. The design was the work of Pinky Lai and Harm Lagaay, and was in itself a marked change of direction for the evergreen sports car, following on as it did from the more classic proportions of the 993.

Firstly, it had grown in size over the outgoing model, carrying an additional 185mm in length and 30mm in width, although it was 50 kilograms lighter than the 993, weighing in at 1,320 kilograms in Carrera 2 form. It was also 45 per cent stiffer and more aerodynamic, boasting a drag coefficient of just 0.30. In fact, it was a good deal smoother than its predecessor, with a windscreen now raked at 55 degrees rather than 60, and a sleeker nose cone incorporating what would become known colloquially as 'runny egg' headlamps.

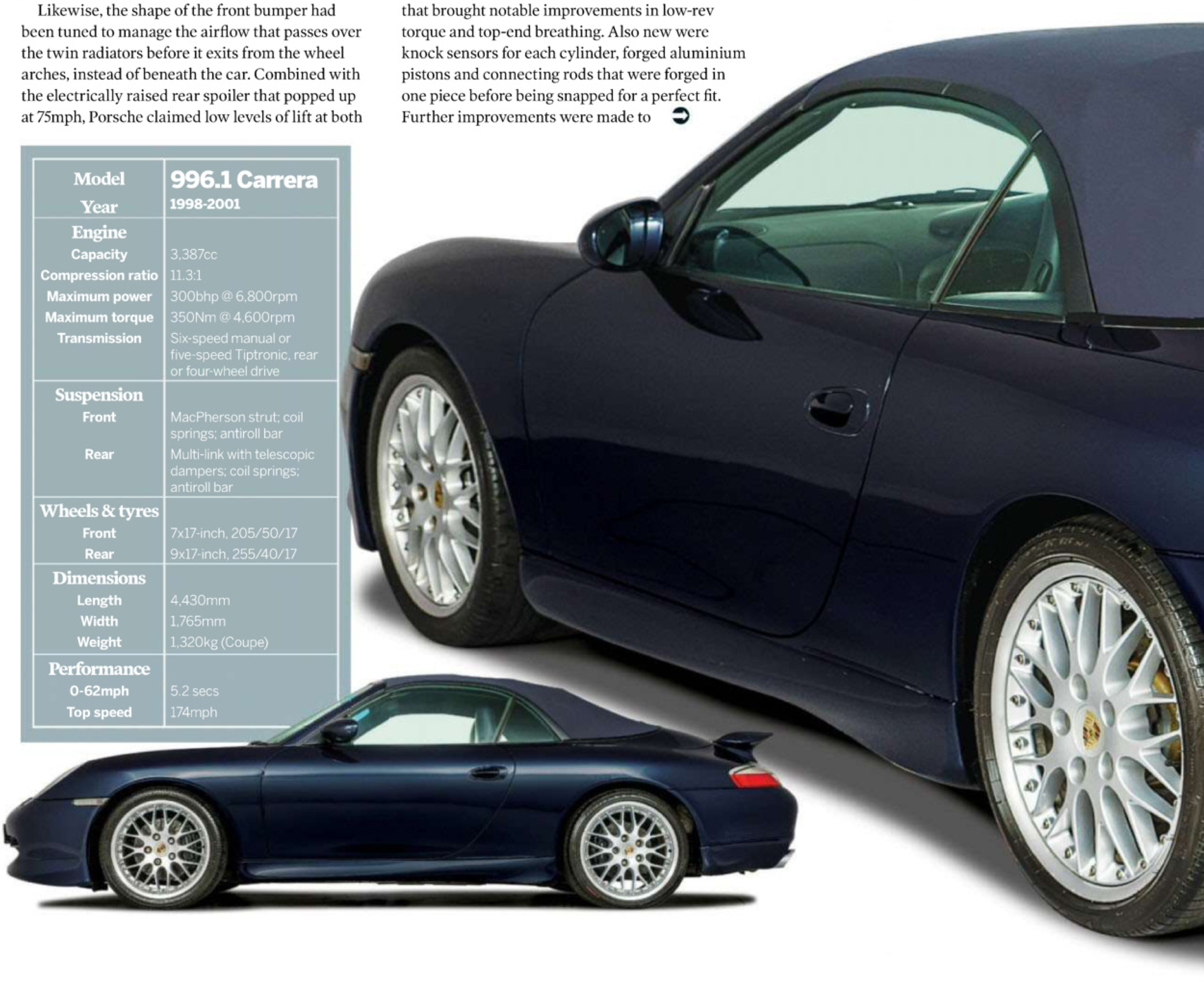
Likewise, the shape of the front bumper had been tuned to manage the airflow that passes over the twin radiators before it exits from the wheel arches, instead of beneath the car. Combined with the electrically raised rear spoiler that popped up at 75mph, Porsche claimed low levels of lift at both axles. However, with an increase in size and an ever-luxurious interior, some were worried that their favourite sports car was morphing into more of a long-distance GT, but it was the new engine that was to cause the most angst.

In a move considered sacrilege by many, the M96 3.4-litre flat six was now cooled by water rather than air, a development necessitated by the need to meet ever more stringent emissions and drive-by noise regulations. Porsche had no choice if the 911 was to continue to flourish, and they took the opportunity to update the powerplant, which in Gen1 form managed a useful 300bhp.

The four valves per cylinder used hydraulic lifters and were operated by chain-driven camshafts. There was VarioCam variable valve timing for the inlet camshafts, and a two-stage resonant inlet manifold was employed. The latter was fitted with a butterfly valve controlled by the Motronic engine management – an arrangement that brought notable improvements in low-rev torque and top-end breathing. Also new were knock sensors for each cylinder, forged aluminium pistons and connecting rods that were forged in one piece before being snapped for a perfect fit. Further improvements were made to ➲

"IN A MOVE CONSIDERED SACRILEGE BY MANY, THE M96 3.4-LITRE FLAT SIX WAS NOW COOLED BY WATER RATHER THAN AIR, A DEVELOPMENT NECESSITATED BY THE NEED TO MEET EVER MORE STRINGENT EMISSIONS AND DRIVE-BY NOISE REGULATIONS"

Model Year	996.1 Carrera 1998-2001
Engine	
Capacity	3,387cc
Compression ratio	11.3:1
Maximum power	300bhp @ 6,800rpm
Maximum torque	350Nm @ 4,600rpm
Transmission	Six-speed manual or five-speed Tiptronic, rear or four-wheel drive
Suspension	
Front	MacPherson strut; coil springs; antiroll bar
Rear	Multi-link with telescopic dampers; coil springs; antiroll bar
Wheels & tyres	
Front	7x17-inch, 205/50/17
Rear	9x17-inch, 255/40/17
Dimensions	
Length	4,430mm
Width	1,765mm
Weight	1,320kg (Coupe)
Performance	
0-62mph	5.2 secs
Top speed	174mph











Clockwise from top left: the 'runny egg' headlamp design; spoiler-mounted brake lights; fixed aerokit spoiler option; the famous rear badge



CARRERA TIMELINE



1973
The Carrera badge appears for the first time on the 911, at the time denoting the top-of-the-range Rennsport model.

1984
The SC, which replaced the Carrera 2.7 and 3.0, makes way for the 3.2 Carrera, its electronically managed flat six pushing out a healthy 231bhp.

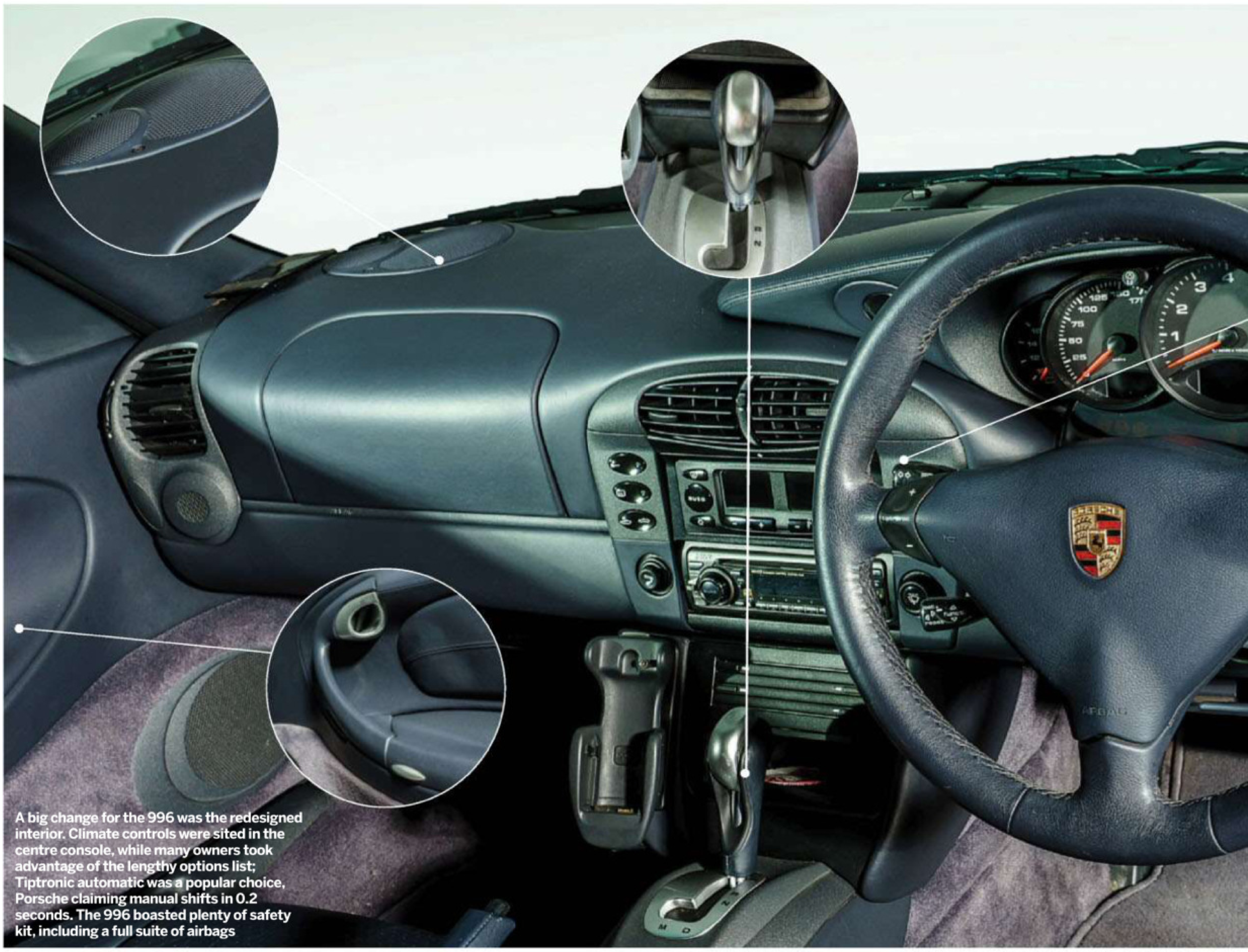
1989
The arrival of the 964 heralds a major overhaul for the 911, and the Carrera is the first model to benefit from four-wheel drive.

1993
As the last of the air-cooled cars, the 993 Carrera is guaranteed a place in Porsche history. It's also the first model to carry Carrera S badging.

1998
Water-cooling arrives courtesy of the 996. Not everyone is convinced and engine problems are a concern, but it's a great entry-level 911 now.

2005
Many consider the 997 Carrera to be a return to form. Styling is less slippery than on the 996, although the M97 engine is similar to the M96.

2012
The 991-model Carrera and Carrera S arrive, the 3.8-litre DFI engine showing how far things have come for the model.



A big change for the 996 was the redesigned interior. Climate controls were sited in the centre console, while many owners took advantage of the lengthy options list; Tiptronic automatic was a popular choice, Porsche claiming manual shifts in 0.2 seconds. The 996 boasted plenty of safety kit, including a full suite of airbags

the lubrication system, an integrated dry-sump arrangement that saw oil lines cast directly into the block and heads that avoided the likelihood of leaky external pipework. Porsche also fitted twin catalytic convertors that used metal rather than ceramic internals, which they deemed more efficient.

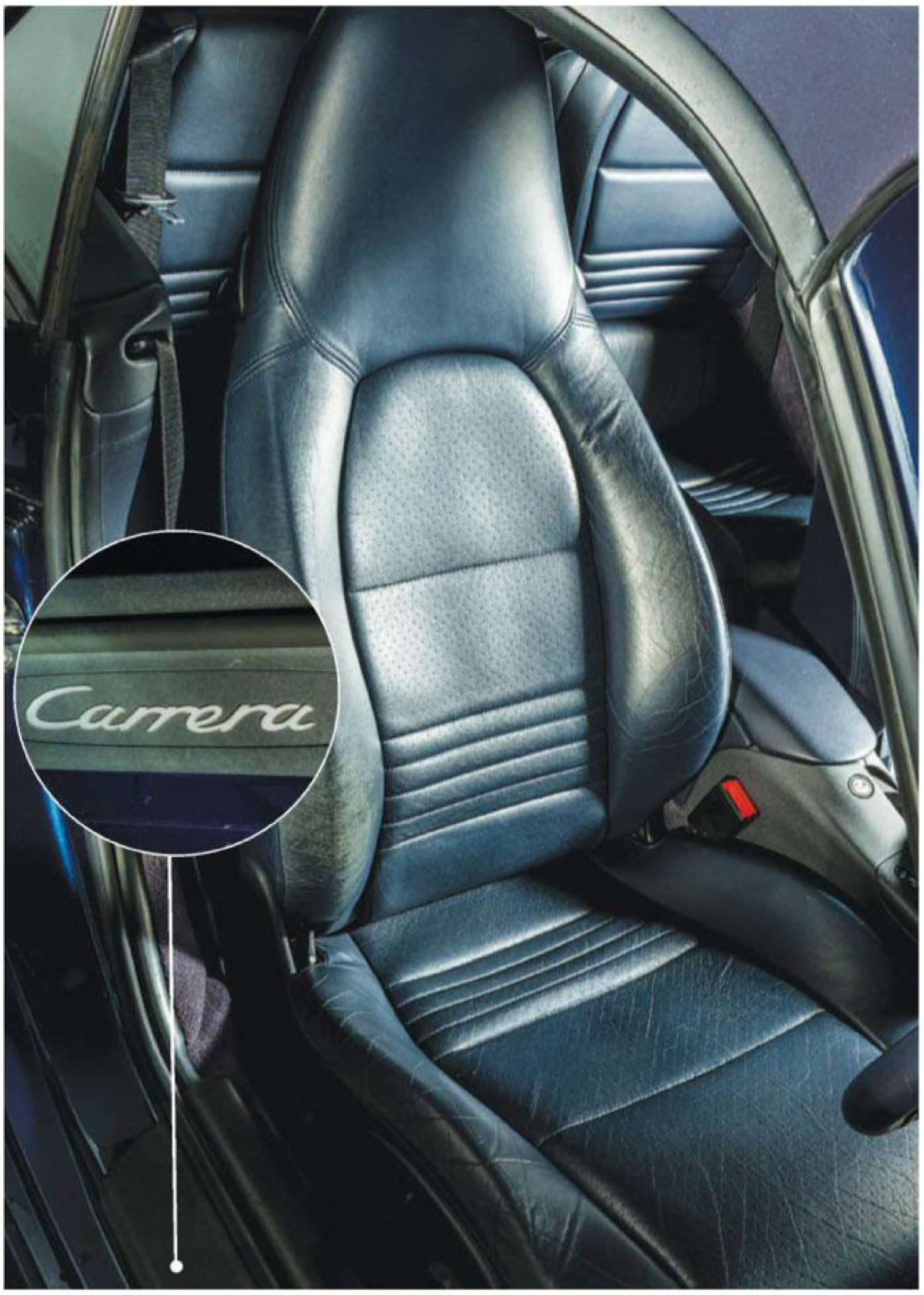
Much has already been written about this engine's apparent propensity to explosively self-destruct, but there was no doubting the technical advances that were made. Once again, a dual-mass flywheel was bolted to the crankshaft and helped feed drive to a choice of transmissions. The manual was a six-speed unit that had been beefed up with double-cone synchromesh and a cable-operated shift, while those after a more relaxing experience could opt for the five-speed 'Tiptronic' automatic. Left in 'Drive', it was capable of smooth and responsive gear changes, but for more control it needed the lever nudging left into manual mode, where you could use the wheel-mounted buttons.

Porsche claimed that shifts were achieved in just 0.2 seconds – rapid at the time, but a world away from the millisecond response of today's PDK units. The Carrera 4 that arrived in 1999 used a viscous coupled four-wheel-drive setup that incorporated Porsche's 'Automatic Brake Differential' system as well as 'Porsche Stability Management' (PSM, which became an option for the C2 at the same time). Just five per cent of drive was sent to the front wheels in normal running, although up to 40 per cent of power could be shuffled forwards if slip was detected. Choosing the C4 brought few penalties; overall weight rose by 55 kilograms, weight distribution was now 40/60 compared to 38/62 for the C2, and the front luggage compartment shrank slightly, requiring the fitment of a deflated spare.

Just as much attention had been paid to the rest of the running gear, the 996 being fitted with an aluminium-rich MacPherson strut front suspension and a multi-link arrangement mounted on a separate alloy subframe. The latter was dubbed the 'Lightweight-Stable-Agile' system, but whatever the acronym it certainly contributed to the confidence-inspiring handling. The 996 stopped well too, courtesy of larger cross-drilled and ventilated discs squeezed by four-piston Monobloc calipers (black on C2s, silver on C4s), backed by the Bosch 5.3 ABS. The hydraulic power steering required just 2.98 turns between locks, while the cast-alloy wheels were 17 inches as standard, although many buyers were enticed by the optional 18s.

Extensive changes were also wrought on the inside, where the previously haphazard control layout was replaced with something more befitting the 911's position among the sports car elite. The distinctive five-dial instrument pack was still present and correct, the tachometer still dead ahead and now incorporating a digital speed readout, but controls for the hi-fi and climate control were now logically grouped in a new centre console.





> **MUCH HAS BEEN WRITTEN ABOUT THIS ENGINE'S APPARENT PROPENSITY TO EXPLOSIVELY SELF-DESTRUCT, BUT THERE WAS NO DOUBTING THE TECHNICAL ADVANCES THAT WERE MADE**



BUYING TIPS

A 911 of this type needs to be in nothing short of perfect condition, and signs that it might not have received anything approaching fastidious care should have you running a mile. The cost of sorting a bad one is likely to prove stratospheric, so you have been warned.

- **Bodywork:** Rust shouldn't be an issue, and is likely to result from poorly repaired accident damage. Stone-chipping is common though, and watch for damage to bumpers and condensation inside light units.
- **Engine:** The 3.4-litre engine is much maligned, but serious issues will likely have occurred by now. It's worth checking the history for evidence of major work, but a specialist inspection is best to search for symptoms of scored bores or RMS leaks.
- **Transmission:** Hard-worked manuals can suffer from weak synchromesh and pop-out of gear. The notorious IMF bearing will show few symptoms before failing, though check for oil leaks between the engine and transmission.
- **Suspension/Brakes:** Wear and tear is likely to be the main concern, and complete refurbishment is a costly job. Budget accordingly if it has been neglected.
- **Cooling system:** The front-mounted radiators and air-conditioning condenser are prone to rot thanks to a build-up of detritus. Check they are clear and that there are no signs of leaks.

The heating and ventilation system itself was much improved, and buyers could choose from a wide range of entertainment options featuring additional speakers and amplifiers and a six-disc CD changer mounted in the front compartment. And while not everyone was sold on the build quality (although it has actually proved quite robust), there was no doubt that the 996's cabin was a refined and luxurious place to be.

Plenty of leather was applied to the seats and surfaces, and a raft of modern conveniences on the options list, which many buyers found hard to resist – hence the number of examples littering classifieds today – and there was always the lure of the Porsche Exclusive programme. In one final split from the past, the pedals were no longer floor hinged, this last remaining 911 idiosyncrasy confined to the history books, although the new car did benefit from a roomier footwell.

Of course, Porsche weren't about to forget those that liked blending rear engine thrills with wind in the hair, and the Cabriolet duly arrived for the 1999 model year. The multi-layer cloth hood could be raised or lowered in 20 seconds, all at the push of a button located adjacent to the ventilation controls. In a bid to ensure perfect sealing at speed, opening the doors would see the window glass drop a millimetre or two before lifting snugly against the roof seal when the door was closed. The system worked too, with impressive refinement on offer at motorway pace with the roof raised.

If there was a penalty to be paid for al-fresco enjoyment, it was the 75 kilograms or so added by the folding roof mechanism, although in reality there was a negligible effect on performance. Those wanting greater security and weather resistance also benefitted from a standard aluminium hardtop weighing just 33 kilograms, although fitting it was a job for at least two people. As you might expect, Porsche continued to make improvements to the Gen1 car. Safety credentials were boosted by the Porsche Side Impact Protection system (POSIP), while in 2000 all models got the improved Bosch Motronic 7.2 engine management system with a drive-by-wire throttle. Known as 'E-gas', the system had been fitted to Carrera 4 models from the start.

So where does all that leave us? Well, first off with a 911 that continues to divide opinion, even although it's fast heading for two decades since launch. Secondly, with one that – for the time being – still offers a cost-effective way into 911 ownership. The 996 wasn't perfect, and a combination of water cooling and a reputation for expensive engine problems soured the experience for many would-be buyers, but changes were needed, and as always Porsche ultimately delivered. 911

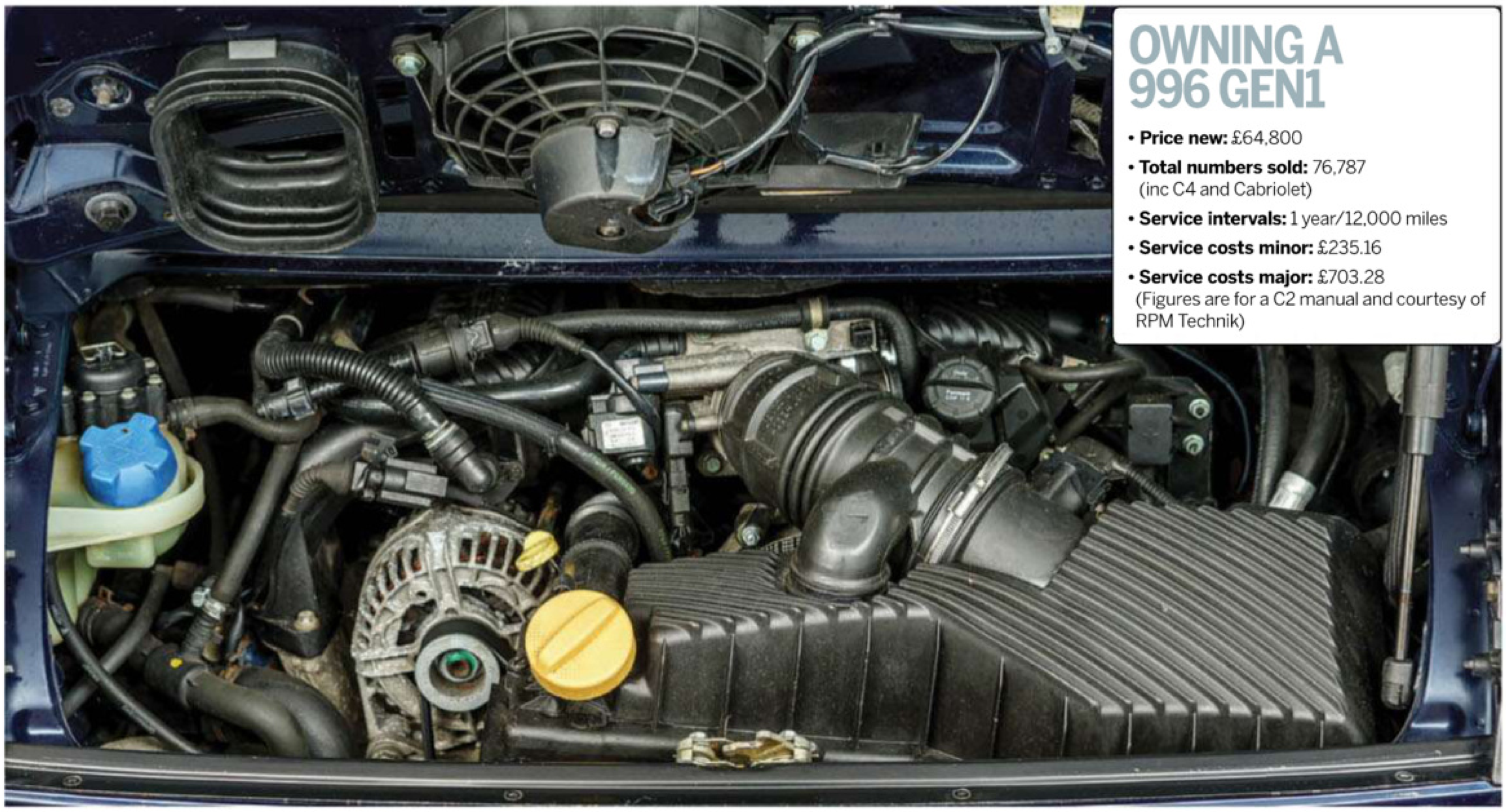
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SPECIALIST VIEW

"The 996 hasn't always been the most desirable model, but it does offer tremendous value for those looking to enter 911 ownership. They need maintaining properly though, so you need to be sure you can afford to keep it in top condition. Of course, you must be aware of the potential for engine problems, although not all cars are affected. There are also quite a few on the market, so it's hard to predict how Carrera model prices will develop short term, but the model to keep an eye on is the Turbo. It's a lot of car for the money, and that would certainly be my choice."

Jonathan Franklin, Hexagon



OWNING A 996 GEN1

- **Price new:** £64,800
- **Total numbers sold:** 76,787 (inc C4 and Cabriolet)
- **Service intervals:** 1 year/12,000 miles
- **Service costs minor:** £235.16
- **Service costs major:** £703.28

(Figures are for a C2 manual and courtesy of RPM Technik)



"I'VE GOT ONE"



"To me, the word 'Carrera' conjures up the Eighties icon. Fast-forward, and I now own one from a newer generation. This is by far the best car I have owned. For what is a supercar of its day, it is comfortable, spacious, performs well and can take daily use like a modern hot hatch. For my particular car, the body colour and Turbo wheel combination looks fantastic, and the four-wheel-drive system gives it that added level of on-road stability. It inspires confidence in its ability to cover ground at speed, and mine, coupled with the Tiptronic gearbox, makes this an effortless GT."

Rob Clarke

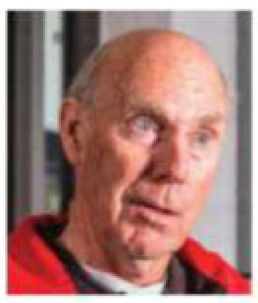
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Richard Attwood

Never tasting the Grand Prix success his talent deserved, 'Dickie' Attwood was one of Porsche's British aces in the Sixties. Total 911 sits down with the modest yet charming racer to discuss Le Mans, the 911's legacy and Steve McQueen

Written by **Josh Barnett**
Photography by **Andrew Tipping**



The son of a Wolverhampton garage owner, Richard 'Dickie' Attwood rose to prominence during the late Sixties as one of Britain's top sports car hopefuls. However, his stock had been rising since the turn of the decade, when a Formula Junior victory at the prestigious Monaco Grand Prix support event brought him to the attention of Britain's burgeoning Formula One industry.

At the end of 1963, his impressive performances in the Junior ranks landed him with the inaugural Grovewood Award, voted for by the Guild of Motoring Writers, as well as a contract with the BRM Formula One team, making him their third driver.

Opportunities with the Borne-based squad were few and far between though, and despite some standout performances in a three-year-old car, Attwood soon became disenchanted with his Grand Prix dream, switching full-time to sports cars in 1967. In the endurance-racing scene, 'Dickie' soon caught the eye of Weissach, securing a works drive with Porsche in 1969 and narrowly missing out on a 24 Hours of Le Mans victory.

The following year though, Attwood made amends, triumphing in the famous French classic and providing Weissach with their first overall victory at La Sarthe.

ESSENTIAL FACTS

- Attwood started his racing career in 1960 at the wheel of a Triumph TR3, quickly progressing into single-seaters in the Midlands Racing Partnership.
- After the debut season of Formula Junior, Attwood stepped up to international competition, winning the Monaco Grand Prix support race.
- He helped develop the dominant Ford GT40 sports car after joining the programme in 1964.
- Achieved a best Grand Prix result of second at the 1968 Monaco Grand Prix, driving a works BRM P126.
- A full-time move to sports cars yielded a contract with the Porsche factory in 1969.
- Attwood took Porsche's first 24 Hours of Le Mans victory in 1970, partnering Hans Herrmann in a Porsche Salzburg-run 917K.

How did the 1970 24 Hours of Le Mans pan out for you?

We weren't meant to win it. We basically had a slow car: the 4.5-litre engine, not the 5.0-litre. The year before we retired with only three hours to go. We were six laps in the lead, we had a very dominant car, and it broke the gearbox. I wouldn't want to do that again.

So in February, I think it was Helmuth Bott rang me up and said, "What do you want for Le Mans?" and I said, "Well, a 917 would be handy!" which he didn't really find funny. So I said, "Right, I don't want a 5.0-litre," which was new at that time. By the time we got to June, it was a stonker [the 5.0-litre engine]!

Also, in 1969 we had a five-speed gearbox, yet whether it was the strength in it or not, in '70 it was four-speed, but we were not allowed to use first at Mulsanne or Arnage. We were losing through a lack of torque, three seconds per corner, so that's six seconds per lap. And then on the rest of the lap we were losing time as well, because we didn't have the same punch as the 5.0-litre car.

Having qualified, I realised we didn't have a chance. If everybody else had done the job that we did, we would never have won. But I remember watching the race for the first few laps, and it was like a Grand Prix. It was insane. I think everyone in a Ferrari 512 or a 917 realised they had a chance to win, and they did. It was just the most amazing race, because there were lots of driver errors.

The Jo Siffert/Brian Redman car was probably the favourite, and they were way out in the lead early on, but Jo wanted to get by a gaggle of slower cars quickly to keep the pace up, and in his haste he went from third to fourth, and missed it. I heard it, and knew it would destroy the engine. I thought, "That's another one out."

Those sort of things happened. There was one incident where three Ferrari 512s went out in the same accident. Three! Bang, bang, bang. All sorts


Richard Attwood
PORSCHE
DRIVING
EXPERIENCE



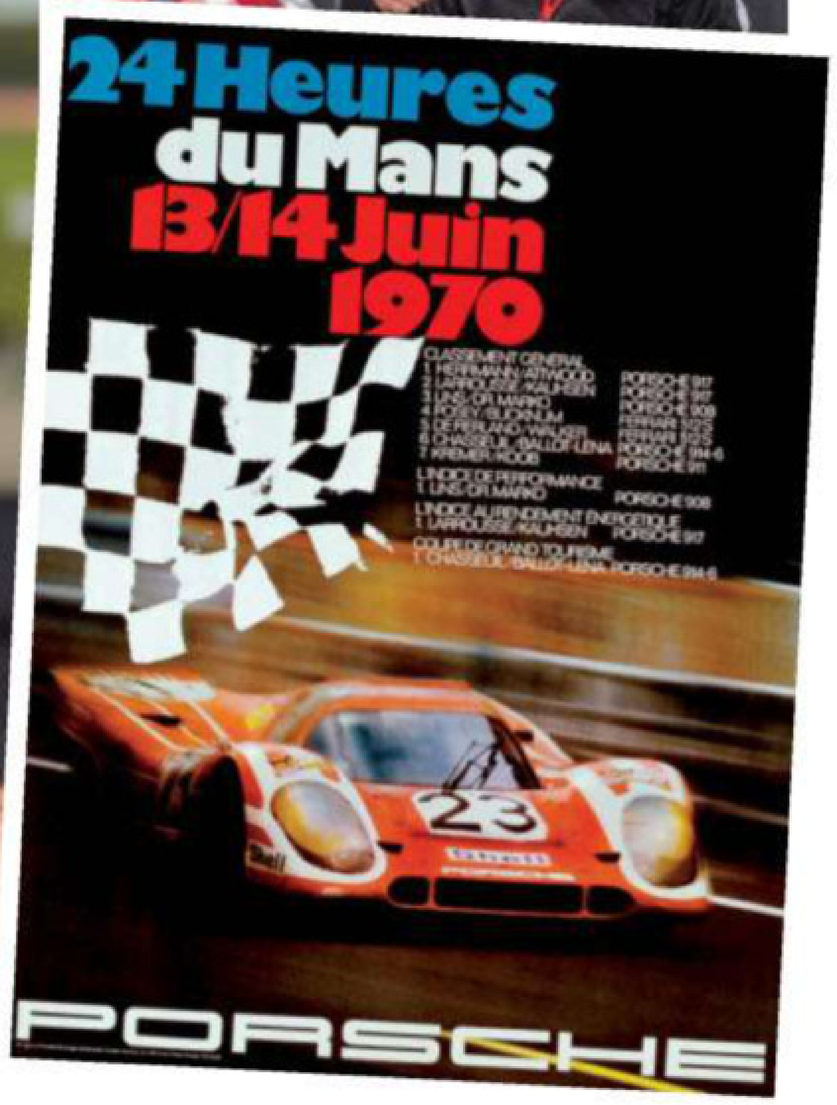


Attwood helped secure Porsche's first overall Le Mans victory in 1970 alongside Hans Herrmann, beating John Wyer's Gulf-liveried 917s in Porsche Salzburg's 4.5-litre example



Now working with Porsche GB, Attwood passes on his years of driving experience to current Porsche customers





of things like that happened. After only ten hours, unbelievably we were in the lead!

What was it like to win at Le Mans?
From ten hours to 24, we had to keep the car running and not do anymore. We just pounded on to the end. People ask, 'What was it like to win?' but it was, for us, uneventful. If you have an uneventful race and you don't make unscheduled stops, you'll do well at the Le Mans.

Were you aware of the significance of your 1970 Le Mans victory at the time?
No. It was another race at the World Sportscar Championship. Le Mans has become more prominent and prestigious now; it's the greatest sports car race in the world. Indy (the Indianapolis 500) claims that it's the most important race, but as a European, I think it's probably Le Mans.

The year after, you came close to winning it again...
It would have been easy to win three in a row. I think, with a different attitude to '69, we would have not bothered to extend the lead, and if we'd paced ourselves we might have lasted those three hours.

In '70, when I thought we had no chance, we won. And in 1971 we had a gearbox problem in the night where a synchro hub came apart. It was a glued part. It could have been glued and pinned, but the factory didn't pin it. They didn't think it was necessary, and it came off and jammed the gearbox in a gear. I was driving at the time, and I came in.

You couldn't change a gearbox like you could in later days. You could change the insides, but not the whole gearbox. So they took it apart and had to wait for it to cool down. It took 45 minutes to rebuild, and off we went again. The winning car, the number 22 Martini car, had the same problem about two hours later. By then, they know exactly what the problem was, so they were able to fix it far more quickly. They repaired it in about 20-25 minutes. We lost the race by five. We should have won that one.

The 917 now has a legendary reputation, but by all accounts it was quite a difficult car.
Very.

What was it like to drive?
It was horrendous in '69. It was aerodynamically unstable, and I only learnt a few years ago why the factory didn't recognise that when we told them. The reason was aerodynamics, pure and simple. If you look at the silhouette of a 908 Coupe Longtail, it's exactly the same shape as a 917. They modelled it on that car. It was aimed at being slippery through the air without there being too much thought to keep it on the road.

The reason they never found out about that when they were out testing on an airfield was, on any airfield, which might be two miles long – maybe two-and-a-half miles long – eventually you've got to stop, turn around and go back. They weren't reaching the ultimate speed that we were down the Mulsanne straight. I guess they were getting it up to about 185mph. At that speed the car was manageable, though it was starting to get difficult.

How did the short-tail 917K come about?
John Wyer was going to take on the project as the factory running the Gulf cars. John Horsman was also there, and I think the first thing they did (you'd have to check with Brian Redman) was take the rear tail section off. But the car immediately felt better.

Then they furnished this upward tail, and the downforce cured the problem, thanks to Horsman really. He talks more about it in his book, *Racing In The Rain*.

What made you retire at the end of 1971?
Lots of reasons. It was a dangerous game. I said I wouldn't get married while I was racing. I did get married in '69, which was against my own orders. But then I said I wouldn't have children until I'd finished, and I didn't. I also promised my father, who had

Alongside Vic Elford (fourth from right) and Brian Redman (third from left), Attwood (second from left) was one of Porsche's late Sixties British stars

Speaking at Silverstone's Porsche Experience Centre, the Sixties sports car ace becomes animated when discussing his career



The 917K will always be the car Attwood (pictured with Hans Herrmann) will be remembered for driving. He even bought one as a pension fund

sponsored me for the first four years of my life, that I would go back and help him with the family business, the garage business in Wolverhampton, which I did.

Did you really buy a Porsche 917 as a 'pension'?
Brian Redman bought it off a German garage. How he found it, I don't know. He bought it in '74 and as soon as I heard, I rang him and said, "Brian, if ever you sell that car, can I have first refusal?" Four years later, he rang me and said, "I want to sell the car." How I paid for it is another story; I won't go into that! I stretched myself to buy it.

Brian didn't know what the chassis number was or what its history was. Eventually, by deduction, bits on that car proved that it was Solo Productions' camera car, which I'd driven mostly during the film *Le Mans* in 1970. I spent a lot of time on the film, because I wasn't seeking a career improvement in '71.

What was it like working on the set of *Le Mans*?
Boring. Any film work is really boring, because you've got directors, the light man, the cameras and the sound. Something is always wrong. It's meant to be a sunny scene, but it's not; it's pissing with rain. So you waste an awful lot of time. There were many days where we didn't even turn a wheel, but I love France. I speak the language, and it was very pleasant with the French food. I quite enjoyed it.

I didn't mind not racing; it was safer, and the money was pretty good. If you worked a week there it was probably more than you'd get at a race weekend, so I was quite happy to stay. And Steve McQueen was a great guy to work with. He was a great athlete, he rode bikes, and I always describe him as a 'man's man'. Obviously, he was a girl's man as well!

Is there a similar character between the modern 911 and the early cars?
Well, if you're talking about 911s, the first car I had was a '69 911 when I joined the factory as a driver. It was a car that you had to balance. It had characteristics of severe understeer, as well as oversteer. The tyre and wheel sizes at the front and back were the same; not like they are today. A lot needed sorting on the car, but that was its nature. And the engine at the back actually now proves that it probably was the right place to put it.

Journalists talk about the Cayman and the Boxster being mid-engined and far better handling cars, but the real driver can get more out of a 911 than they can a mid-engined car. It's the exit of corners that you get the performance through the corner, and it pays all the way out down the next straight. So technically the 911 is, I think, a good car.

What do you think has made the 911 so popular?
Evolution. We know that the silhouette of the 911 is still there, and you can see the Boxster going on for a similar length of time. The Boxster will still be here in 50 years.

The way Porsche have done that, I don't think any other manufacturer has done that, where they've taken basically the same layout – mechanically, it's the same – but evolved it, and today it handles like a normal car. The electronics help the situation as well. Getting into trouble in a modern 911 is very difficult.

What's been your favourite Porsche to drive?
I've been asked that many times, and I say, "I don't have one." I don't. I've had loads of 911s in my life, a lot of them second-hand cars. My local dealer used to look after me very well. He'd supply me with a used car that everything had been done to. They did it almost like a sponsor deal, really. They knew me very well, and they liked me, I suppose, as a local boy, to be in one of their cars.

I've loved them all, but my favourite 911 was my first one, because you had to be a driver. It was a challenge to drive that quickly and safely; it had no ABS or anything like that, of course. You would probably describe it as a dangerous car now, but if you don't understand what a Sixties car is like to drive, you drive one because you cannot drive it like a modern car.

That car was a tricky car to drive. The driver had to be good, and that's where the reputation of the 911 comes from, because people who couldn't drive fancied having something different like a Porsche (a 911), but of course they crashed it, because they couldn't drive it.

Today, you don't have to do that at all with a modern car; it's totally different. The 911 is still a great car, but it's a different car. Anybody can drive a 911 quite quickly and get away with it. 911

THE FIRST ‘INJECTION’ 911

The ‘E’ was the middle option of the early 911 range, but as we discovered, Porsche’s first 911 to do away with carburettors was far more than simply the ‘average’ choice

Written by **Wilhelm Lutjeharms** Photography by **Oliver Hirtenfelder**



With just 4,406 examples made, the 911E is the rarest of the pre-impact bumper 911 model range

In the contemporary motoring world, we are inundated with the letter 'E' from a host of automotive manufacturers. In almost every case it points to a derivative of technology that enables a car to run either solely on electric power, or as a hybrid – with Porsche's own Panamera e-Hybrid serving as a fine case in point.

In fact, Zuffenhausen's history with fuel-efficient 'E' models goes back as far as the mid-20th century, even incorporating the venerable 911. Here, Porsche used 'E' as an abbreviation for 'einspritzung', or injection.

Jointly developed by Porsche and fellow Stuttgart-based engineering specialists Bosch, this mechanical fuel-injection system helped to improve the air-fuel mixture and better the fuel distribution to the 911's cylinders compared to carburettors used in 911T and S models of the time.

Even then, tougher exhaust emissions (especially in the USA) forced manufacturers to think outside the box. Porsche didn't want to decrease the level of performance its cars offered, so decided to raise the engine's capacity to 2.4-litres ahead of the E model's release in 1973. It is here where things really started to get interesting: the 87.5mm bore was already the maximum size the engine could accommodate, so engineers decided to increase the stroke from 66 to 70.4mm – this was exactly what was done to increase the Type 917 racing flat-12 engine capacity from 4.5 to 4.9-litres. The connecting rods were then shortened from 130 to 127.8mm. What's more, the connecting rod design and dimensions were virtually identical to those of that fabled 917 engine.

However, it is only during the past few years that enthusiasts and collectors have started to appreciate the E model. In the past, whenever discussion turned towards the T, E and S models, the more powerful S was rightly the most sought-after model. Conversely, the base-spec T model proved popular among tuners, who relished the thrills of a lighter 911 bereft of many creature comforts. This left the E to sit in a somewhat muddled middle ground, although its merits as a good, classic Porsche should not be underestimated.

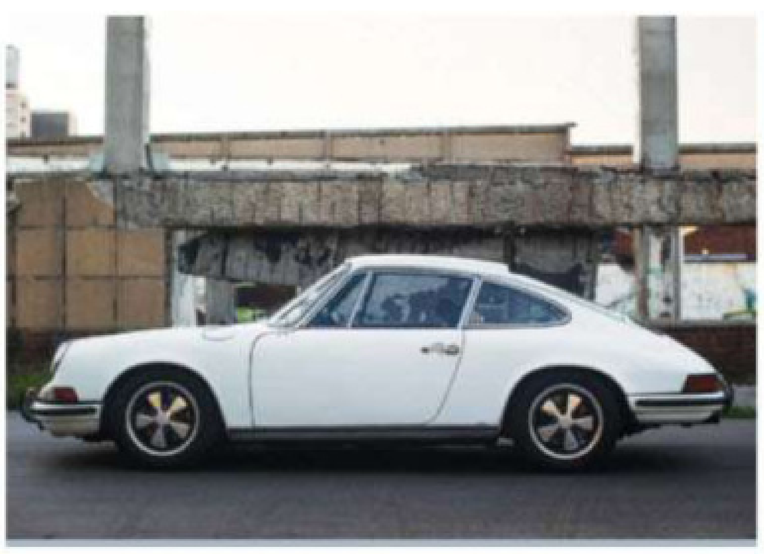
This 1972 model (the penultimate year of 'E' production) could almost be described as an orphan rescued from the orphanage, having been discovered at a workshop in Johannesburg on its way to being converted into an RS replica. Fortunately, its current owner saw potential and purchased the car before it was subjected to such a replication project. Since that original purchase, values of classic 911s means he's seen a 600 per cent return on his investment. For all this, the car is certainly not pampered, but is used regularly instead. A few tweaks have been made to the car, some of which were part of the starting process to convert it to that replica (note the black grills on the front, as opposed to period chrome items), but fortunately nothing too serious.

A sports exhaust is still in place, which relieved the engine from some of the back pressure. The result is an increase of 10-15bhp. Dip down at the rear of the car, and you immediately notice the exhaust apron. It is not something you regularly see on 911s, but was in fact part of the E's original equipment. The car was also lowered by the previous owner. Although it was even lower when originally purchased, the current owner brought it back up to a ride height that was lower than standard, but high enough for the car to be driveable on a daily basis. As I would discover later on, it does improve the handling noticeably.

Fuchs weren't standard on the E at the time, but somehow they suit the car, making for an elegant contrast to the white body colour. The vertical overriders are standard, and to an extent look out of place, but that is merely because we are accustomed to seeing pre-1973 911s minus the overriders.

Of course, as a 1972 model, there's a key change to the bodywork that originated from the production ➲









The black grills on the front serve as a reminder of the 2.7 RS replication process previously started on this '72 E

line: behind the front right door is a filler cap for the oil. This filler cap was installed only for the 1972 model year, after which it was removed due to too many fuel attendants incorrectly putting fuel into the oil tank here.

Climb inside, and you'll notice that the Porsche Recaro seats are not original, but from a few years later, as is the smaller Porsche Momo steering wheel. Interestingly, a four-speed 915 gearbox was the standard unit at the time, although the optional five-speed gearbox was fitted to most cars – including this one. Reassuringly, all the switches in the cabin feel solid, although there are instances of the interior's age being apparent. It's still kept in pristine condition, despite its regular use. Turn the key, and the engine starts quickly. It is a pure mechanical sound, with a constant 'hum' when idling. The steering wheel, which is smaller than usual, does take some effort to turn at parking speeds, but once the pace has been picked up, the rim is busy enough to tell you what the front wheels are up to.

Only 12 hours earlier, I had driven a 2.2 S. In the E, you immediately feel the additional weight compared to the S. It is not a case of the extra weight of the engine over the rear axle, but rather the whole car. It feels more substantial from the ground up, and from the front to the rear. I can understand why 911 purists would baulk at the idea of a lowered car, yet it is not only the stance of the car that has improved, but also the handling.

Through downtown Johannesburg, I found that the suspension doesn't allow any unnecessary body roll. It's as if the lowered ride height counters the additional weight compared to a 2.2 S, while the added capacity means the engine is happy to potter around town. Use the first 5,000rpm of the tacho and you'll make good progress with little effort, before delighting in the realisation that you still have just under 2,000rpm to play with. The engine never feels weak as you approach the red line, and simply encourages you to visit it again in the next gear. From here, the car doesn't feel any slower than a 2.2 S. Even without such an exhaust as fitted here, it's widely touted that a standard 2.4 E is faster than a 2.2 S in most situations, owing to the low-down torque. I'd have to agree.

The Type 915 gearbox is fairly tricky to use at first, but once the oil has warmed up, it glides across the gate and into gear with each throw of the floor-mounted shifter. The 911E is clearly a very able 911, which left me wondering for the rest of my journey why more examples aren't seen today.

Certainly, production numbers of the 2.4 T, E and S makes for interesting reading. If you put the Targas and Coupes together, it is 16,933 for the T, 4,406 for the E and 5,094 for the S. This shows that the E is actually the rarest of the lot (this specific E is one of 1,124 made in the 1972 production year).

Porsche hasn't used the T moniker on a 911 since those early cars – perhaps because the company thought it might create confusion among its customers with the upcoming Turbo models. However, the 911E was also ditched by the turn of the impact-bumper 911 in 1974, and hasn't been seen since. It might be slightly slower than a 911 S of the time, but even today it's evident that the E still represents all the core ingredients of a 911 (minus the sound of the carburettor on induction), from its design right through to the driving experience. Bearing in mind the rarity of the model, my advice is to snap up an example while they are still more affordable than the equivalent S. 911

Predecessor: The 911L

The 911L was only produced for a single year – 1968. It featured both Coupe and Targa body styles, and 11,610 examples rolled off the production line, making it one of the most popular models of the 911 for that era. It featured a 1,991cc engine with Weber carburettors, which delivered 130bhp at 6,100rpm – the same amount of power as the very first 911. It slotted between the 911T and 911S, and although it was built to offer a more luxury-orientated alternative, performance was still brisk.

It is also interesting to note that the 911 and 911L were homologated in Group 2 racing. These cars were offered with a 'rally' engine called the '2000 R', based on the 130bhp 911 engine, but modified for racing purposes and still within the framework of the sporting regulations.

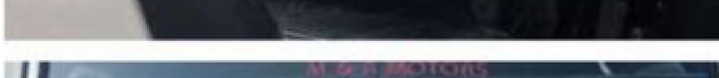
Porsche then started with its injection engines. The company wanted to focus the public's attention on this new technology, and the L was duly replaced with the E in 1969.



Model	911 2.4 E
Year	1972
Engine	
Capacity	2,341cc
Compression ratio	8.0:1
Maximum power	165bhp @ 6,200rpm
Maximum torque	206Nm @ 4,500rpm
Engine modifications	Sports exhaust fitted for better breathing
Transmission	915; five-speed manual
Suspension	
Front	Boge self-levelling hydropneumatic struts
Rear	Independent; torsion bar; trailing wishbones
Wheels & tyres	
Front	6-inch Fuchs; 195/60/R15 tyres
Rear	6-inch Fuchs; 195/60/R15 tyres
Dimensions	
Length	4,163mm
Width	1,610mm
Weight	1,077kg
Performance	
0-62mph	7.5 secs
Top speed	137mph

The MFI system utilised on the 911 E attempted to better control the fuel/air mixture distributed to all six cylinders









NEW

£73,509

991 Carrera

350hp

PORSCHE APPROVED USED

Is it possible to get the new car experience without buying a new 911? We visit our local OPC to find out...

Written by **Josh Barnett** Photography by **Phil Steinhardt**

USED
£65,000
997.2 Targa 4S PDK
Paint To Sample
Turbo wheels
385hp

USED
£65,000
997 C2 GTS
Sport Chrono
Centre-lock wheels
402hp

Over the last 12 months, the pages of **Total 911** have featured every new Porsche 911 Coupe currently available for sale. From the Carrera of issue 103 to the Turbo S of 115, hundreds of thousands of pounds worth of 991s have graced our pages, no doubt inspiring many of you to investigate the possibility of buying a brand new Zuffenhausen sports car. However, while this may be a realistic proposition for some of you, the £73,509 asking price of even the base 991 Carrera (sans options) may mean diverting your attention towards the classifieds for that perfect Porsche.

Away from the world of delivery-mileage cars with no previous owners, the second-hand market is a proverbial minefield, offering tempting prices, but with the often forgotten caveat that the unwary could get seriously burnt. Private sales normally provide buyers with the most competitive prices but they are also the most volatile, while the quality of specialists can vary wildly – some are excellent, while some carry foreboding reputations. Minimising the myriad variables can cause headaches for prospective buyers. However, ➲

there is one choice that attempts to make the second-hand sale process as smooth as possible: Porsche Approved Used.

Most major manufacturers operate some form of approved second-hand car scheme, with Vauxhall's 'Network Q' arguably being the most famous – at least on the eastern side of the Atlantic. However, while the necessity of buying a budget-brand car through its respective manufacturer is questionable, when it comes to writing a significant number of figures on the cheque to secure your ideal 911, the added assurance of an approved used scheme is invaluable to many.

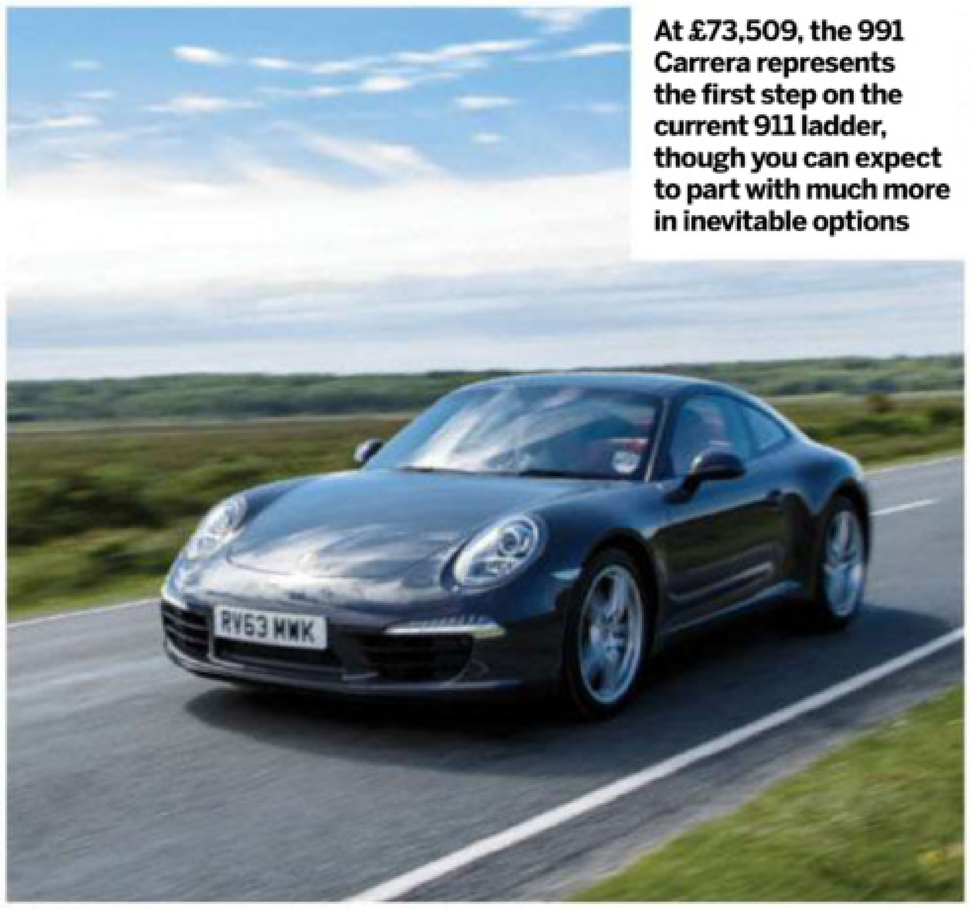
"You can buy safely from outside Porsche Approved Used," explains Porsche Bournemouth's Karl Meyer, "but there is a fear factor when spending £60,000-£100,000 on an expensive supercar. The biggest factor in customers choosing PAU is the safety, and that ultimately boils down to the warranty," he continues, referencing the fact that every Porsche Approved Used car is sold with a two-year Approved Warranty.

This covers similar terms to the manufacturer warranty supplied with all new 911s. On top of this, a two-year membership to Porsche Assistance is also included in the sale price, providing you with breakdown cover, travel arrangements and courtesy cars. As we've recently found, it's an almost invaluable service which, to buy as a separate package (along with the two-year warranty) would cost nearly £3,000. It's that added peace of mind that makes buying through Approved Used such an attractive proposition.

Another of the central tenets to the Porsche Approved Used scheme is 'quality'. From the moment a 911 leaves Porsche's hands, it instantly becomes an unknown quantity. Some owners will return to an OPC for servicing, while others will entrust the upkeep of their car into the hands of a specialist, reputable or not. As parts wear out, some 911 enthusiasts will continue to use genuine Porsche parts, while others may choose pattern components. Porsche Approved Used's job is to offer a wide selection of Stuttgart machinery that is as close to factory fresh as is feasibly possible.

This means that all Porsches sold through the scheme only come fitted with genuine Porsche parts, alleviating any worries about the integrity of the car's componentry. By the same dint, all cars on the Approved Used stock list sit on the correct N-Rated tyres for that model and wheel size – the tyres are also guaranteed to have at least 3mm of tread depth left too.

Meyer explains that prior to sale through Porsche Approved Used, "we do a 111-points check, carried out by a Porsche Master Technician." Anything mechanically untoward is rectified, with the work only being carried out by trained Porsche technicians, while a rev range check is also carried out. "We track back over every mile the car has done to calculate the stresses on the engine and gearbox and categorise them between one and seven," says Meyer. "We can't retail anything ➲



At £73,509, the 991 Carrera represents the first step on the current 911 ladder, though you can expect to part with much more in inevitable options







By contrast, Porsche Approved Used lets many customers buy a highly specced used 911 like this paint-to-sample 997 Gen2 Targa 4S







The 997 Carrera GTS continues to be a popular choice. This white example enjoys a host of options, like PDK and Alcantara





The market place

One of the feathers in the cap of Porsche's Approved Used scheme is the vast selection of cars on offer, providing ample choice for buyers on a range of budgets. With locations around the globe, there is invariably a car near you that meets your financial means and specification criteria. What's more, for the money of our base 991 Carrera (a £73,509 car, specced up to around £80,000), there is plenty of incredible Zuffenhausen metal to be had.



£80,000

Top of our picks, and at the high end of our 991 Carrera budget, is the 997 Turbo S. Coupe and Cabriolet examples are now being found for under £80,000, despite the fact that it is pretty much the only Porsche 911 around that can hold a candle to the latest 911 Turbo when it comes to both performance and practicality.

One example, a GT Silver Coupe with 26,400 miles on the clock, was available at Porsche Silverstone for £75,850. Alternatively, for £6,000 less, we also spotted a Gen2 997 Turbo with the RS Spyder wheels, Sport Chrono, and the Carbon Interior Package. The mileage? Just 21,300 miles.

If one of the greatest 911 Turbos ever built doesn't take your fancy, Porsche Hatfield (a member of the Porsche-owned Retail Group) recently featured a 15,000-mile-old Porsche 997 GT3 Gen1. The 2006 car was up for £72,900, including lightweight bucket seats and the Clubsport package.

At similar money, there is ample choice of well-specced Porsche 991 Carreras and Carrera Ss. While it may seem odd to choose a second-hand 991 over a brand-new one (especially when the financial difference is negligible), bear in mind that many of the sub-10,000-mile 991s for sale through Porsche Approved Used started life higher up the pay scale. For under £70,000, you could find yourself with the latest 911, but including a host of options – like Sports Exhaust – not included as standard on a new example.



£60,000

For around £60,000 (that's nearly 20 per cent less than a 991), you can currently have your pick of a healthy 997 Carrera GTS crop. Both manual and PDK cars are currently hovering around the mark, with many of the higher-mileage, PDK-equipped examples dipping under £60,000. However, slightly above that, a 2011 Carrera GTS finished in Basalt black with Alcantara interior, a sports exhaust, and a manual gearbox really caught our attention, having completed just 13,500 miles. Porsche's mid-Sussex OPC wanted £61,500 for it.



£50,000

The £50,000 bracket is full of 997.1 Turbos, as well as 997.2 Carreras and Carrera Ss with various high levels of equipment. Introduced as the economic crunch was starting to be felt, early 997 Carrera Gen2s are a relatively rare find, although Porsche Belfast featured a Basalt black Carrera S for £40,950 recently.

And the cheapest 911 currently available through Porsche Approved Used? That would fall to a 2007 997 Carrera at OPC Bournemouth. The Arctic Si ver example featured black leather and a Tiptronic gearbox for £32,000 – not bad for a car that had completed 30,000 miles.







Karl Meyer, Porsche Bournemouth Sales Executive and PR, explains how Approved Used still allows customers to revel in the Porsche experience







over a 'three' without carrying out extensive internal work." On top of this checklist, for cars over three years old, an MOT test is carried out, providing 12 months of road-legal driving for the prospective owner - and if required within 3,000 miles, Approved Used Porsches are put through its next relevant service.

Unquestionable mechanicals are one thing, but when buying a Porsche you want it to look perfect as well as run perfectly, even when buying a used example. Therefore, Porsche Approved Used operates high standards of bodywork preparation. Cars are chosen carefully to begin with, but an individual body panel assessment will highlight those that do require some aesthetic retouching, after which they are subject to resprays by a Porsche-approved bodyshop.

It may all sound like perilously high standards to maintain, but Porsche only features cars that are up to eight years old on its second-hand fleet, helping to perhaps separate some of the more tired older generations from the pristine examples outside OPCs. What's more, according to Meyer, spot checks from Germany are not uncommon. "The auditing process is very thorough; the Germans are absolutely fastidious," he says. "Our prep costs are three to five times the profit margin on each car. Approved Used isn't about making huge profits; it's more of a holistic approach."

Alongside our brand new 991 Carrera, the two 997 Gen2s from OPC Bournemouth's Approved Used selection – a Targa 4S, and the ever-popular C2 GTS – illustrate perfectly the merits of PAU. Quality-wise, the exterior preparation is exemplary, with both 911s worthy of a place in a new-car showroom despite their low five-figure mileages. Inside, the inevitable wear on the seat bolsters finally highlights that these aren't day-one examples, but from behind the steering wheel it doesn't matter. They both drive like factory-fresh examples, with the 997s' steering remaining tight despite the passing years.

Yes, you don't get the latest body style or ergonomically better interior, but what you do get is equipment. While the 991 Carrera is pared back to a very basic specification, both the Targa and GTS enjoy a PDK gearbox, Sport Chrono package and, for the latter, those gorgeous, black RS Spyder centre-locks. All in all, both cars are on the market for significantly less than the £73,509 list price of the 991, and with a varied selection on offer, Approved Used can provide a car for any taste.

"The majority of our customers go on a journey," Meyer enthuses. "They might have an idea of what they want, but sometimes we give our opinion. We're very consultative from the moment they walk in. On the flipside, typical Porsche people are not passive; they know what they want, whether that is a 997 GTS with Alcantara interior and manual gearbox or something different," he continues. "The lovely thing about the brand is we don't push them one way or another. We are not targeted to sell new or used. We just want to sell Porsches."

While much of what Porsche Approved Used offers can be found in the more discerning independent specialists, there is one aspect of the official used scheme that really helps draw customers into OPCs. A large proportion of new Porsche buyers pick up their 911 from the factory in Zuffenhausen, revelling in the fact that they are not just buying a sports car; they are buying into a heritage comprising success on both road and track. While it is obviously impossible to collect your Approved Used 911 from Porscheplatz (unless you are purchasing through Stuttgart), by picking your used 911 up from an official OPC, you can still share in a little bit of that legacy. "We call it 'Porsche: The experience'," Meyer says. "It's exactly the same as buying a new car." Ultimately, it is this that makes Porsche Approved Used a truly special and apt way to buy into your 911 dream. 911



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A significant proportion of the cars we have sold this year have been bought to order for clients. If there is a specific Porsche you require not listed on our web site - please call Jonathan Franklin 07522 911911 with your requirements



1986 Porsche 911 3.0 RS Replica
Solid Grand Prix. Upgrades. 100,000 miles. RHD



1994 Porsche 993 Carrera 2 Coupe
Yellow. 21,100 miles. RHD



1987 Porsche 911 Supersport Cabriolet
Solid Grand Prix. RHD



1996 Porsche 993 Turbo X50 Pack
Midnight Blue. 21,100 miles. RHD



1989 Porsche 911 Speedster
Guards Red. 9,000 miles. RHD



1989 Porsche 930 Turbo LE
Metallic Baltic Blue. Upgrades. 29,900 miles. RHD

1986 Porsche 928 Series 4
Guards Red. Full dealership history. RHD

2002 Porsche 996 C4S Coupe
Metallic Lapis Blue. 11,700 miles. RHD



1962 Porsche 356 Super T6 Cabriolet
Jet Black. Twin Grill Model. Only 3,500 miles! LHD



1989 Porsche 911 Speedster
Silver. 16,250 miles. RHD



Porsche 911 Factory Targa Turbo
Guards Red. One Owner. 10,200 miles. RHD



1991 Porsche 911 964 RS
Metallic Amethyst. 58,500 miles. LHD



1984 Porsche 930 Turbo
White. 39,100 miles. RHD

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STYLING THE 911: WHEELS

Forged wheels exemplified by the famous Fuchs design have been at the heart of the 911's styling for decades. **Total 911** takes a look at the array of wheels keeping the 911 rolling for the last 50 years

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









The Fuchs wheel became synonymous with the 911. Porsche then made a different style for its lesser models, called the 'Cookie Cutter' (top right)

When he designed the Volkswagen Beetle, Dr Porsche showed how larger-diameter wheels rolled further than smaller diameters on an inclined plane, which is how the Beetle came to be specified with 15-inch wheels – relatively large for that size of vehicle. By extension, 15 inches would be the first Porsche rims' default size. These were pressed from steel and effectively served for the life of the 356, but by the early Sixties it was clear that there were lighter alternatives. Less weight has the advantage of reducing unsprung mass and improving handling. Cast alloy wheels were already popular in racing, and Porsche spent a significant sum fruitlessly trying to develop a cast-magnesium wheel with the firm VDM. A cast wheel is made by pouring molten alloy into a mould; the alternative is forging, which relies on intense heat and pressure to produce a wheel that is three times stronger, although at greater expense.

In 1964, Porsche turned to the Otto Fuchs forging company in Meinerzhagen. Porsche was already buying wheels from Fuchs for the tracked vehicles it was building for the military. On the basis of drawings by Heinrich Klie, later designer of the 914, Fuchs developed a rim that was launched on the 911S, and would become famous as the Fuchs wheel. Although the initial cost was five times greater than steel, this disparity rapidly diminished with volume production. As well as weighing two kilograms less than the steel item, the new forged rim offered a further advantage, proving easier to manufacture.

Zuffenhausen also examined other potential sources: it asked Mahle to look into a die-cast magnesium rim – the piston maker did later supply an attractive alloy design with ten radial spokes, which appeared on certain 914/6s; ATS was also approached – the 'cookie cutter' style on bottom-of- the-range 911s from 1973-81 was made by ATS. It was never as popular a fitment as the Fuchs, which itself lasted until 1988, and was only withdrawn because the sensors necessary for the ABS on the 964 proved incompatible with the Fuchs design.

During the Eighties, Porsche also tried the 'telephone dial' pattern on the 928, a design also seen on the Ford Escort. When it was introduced in 1988, the 964 featured 16-inch diameter wheels; previously only the 911 Turbo 3.3 was made with this size, employed so the model met the ride height mandated for US fenders on its low-profile tyres. The 964's rims were seven-spoke alloys, known as Design 90, but they soon gave way to a five-spoke design, which with variations lasted until the 997.

After the Fuchs pattern, Porsche produced a series of alloy 'Cup' wheels in 16 and 17-inch sizes for the 993, also five-spoke, named after the Porsche Cup, the precursor to today's Supercup. Original Cup rims as fitted to the 964 RS used magnesium. The final 964 Turbo 3.6 models featured 18-inch wheels, the so-called 'split rims' that comprised three components made in Italy by Speedline. These intricate rims were vulnerable to corrosion, though it didn't stop them becoming a popular aftermarket option on lesser models. Purists never liked to see this, and there were always questions of compatibility with suspensions and wheel housings for smaller rims. The 996 began with alloy 'Cup' wheels subtly altered with offset spokes, and as the Porsche model range widened to include not just the Boxster, but the Cayenne, the choice of alloy designs widened. The 997 moved away from the 'Cup' look, and while top-end models featured 19-inch – and on the 991 even 20-inch – diameter rims, the base Boxster continued to be available with the 16-inch variety. With each model range, the Porsche rim options catalogue has got thicker.

> "Porsche produced a series of alloy 'Cup' wheels, named after the Porsche Cup"

In charge of specifying Porsche rims is Gerd Burk, who has been a wheels specialist at Weissach since the days of the 911 SC. He explains the basic criteria: Porsche wheels have to be both a functional and lightweight precision design; be aesthetically pleasing and "generate emotion." Form follows function, so ideally the design will represent a perfect compromise between styling and engineering requirements.

Design of the wheel begins with the car. The wheels and tyres are 'fundamental package hard points'. Their position can't change, so their conception is integral with the total styling and can't be an afterthought. Taking the 991, for example, the driving dynamics department wanted the new 911 to have one-inch larger diameter wheels. Given the almost four-inch longer wheelbase, how the rims looked would influence the model's side aspect, so as with any new model, stylists and engineers collaborate to ensure that design themes and technical requirements are coordinated. Style is assessed in 2D, and if approved moves on to technical development.

The technical criteria are just as important: wheels have to be light but strong. Even today, with alloy wheels being the norm, performance car-makers can occasionally underspecify them: Audi's RS4 Avant was launched in 2000 with nine-spoke wheels. Fine in Germany, these apparently proved vulnerable to breakage on British roads. Burk points out that rim manufacture involves high-strength casting or founding processes that impart immense rigidity to the inner hub to resist impact. In any case, manufacturing has evolved since the Sixties, as has understanding of the metallurgy involved. Today, wheel-makers use a process similar to founding called 'hotflow forming', where the wheel









Sidewalls have shrunk to the point where the alloy rim dominates visually, while centre-lock wheels from motorsport have found their way onto the road with Porsche

rims are rolled smooth to minimise the rims' thickness. This has particular advantages: with no metal cutting involved, less material is wasted and the compression involved in flow forming ensures a thin but uniformly stable rim. What Porsche refers to as the topography of the wheel must also take into account the functional demands on it, namely brake cooling, the aerodynamic impact, resistance to side/curb blows, driving dynamics, comfort and even cleaning aspects like resistance to car washes.

Alloy wheels often combine cast spokes with flow-formed forged rims: cast rims can't be made below 5/6mm thickness, but flow forming – which Burk likens to rolling out pastry or forming on a potter's wheel – thins the material to 2mm, a significant weight saving. The selection of a particular process can depend on the manufacturing requirement, shape and number, for example, of the spokes. These are not necessarily of linear dimensions; they may narrow towards their tops. This is not simply the designer's whim, but has to do with optimal transmission of torque from the hubs to the rims. Spoke design also has to correspond with the wheel fixings so that the holes for the threads don't create weak areas. On the other hand, there must be no 'dead' material; every part of the spoke and wheel must be structural.

In terms of the metallurgy, Porsche road wheels are no longer steel, but made from alloys. The wheels on the 991 and the 918 share the same dynamic structure specification for stiffness and lightness, as well as the same alloy, but the 918 with the Weissach Pack has forged magnesium rims for further weight saving, though magnesium is more expensive. Whether forging or casting is used can depend on the design: the 918's magnesium or aluminium alloy wheels and the 991 GT3's wheels share a combination of slim, filigree spokes with sharp outside edges and diamond cutting of the outside edge. By contrast, 991 Carrera S, 991 Sport Design and Panamera Turbo wheels have what Porsche refers to as free-form faces, which are characterised by smooth radii in their styling.

The conceptual development of all Porsche wheels is carried out exclusively at Weissach by the wheels studio and chassis department, and the supplier is involved only after the style is frozen and while Porsche is preparing production.

"In our design process, we have to take account not only of the need for durability and corrosion resistance, but also the production practicalities for the wheel suppliers," says Burk. In the past, the main suppliers have traditionally been Otto Fuchs and BBS, but now Porsche also buys from Ronal, Cromodora, Uniwheels and Borbet. Suppliers will make prototypes of a new design, ensuring not just the product's integrity, but also that their manufacturing capabilities can accommodate it. Through simulations and testing, the supplier refines the concept, then passes on the prototype wheels to Porsche for further extensive trials. In the past, most of this would be carried out on the road, but bench testing and simulation has replaced much – though not all – road mileage. The ZWWARP test, for example, can simulate 300,000-kilometre use over 10,000 kilometres. This rig employs load forces and inclinations, which are based on program data acquired from day-to-day road mileage and applied by spindles with linear guides driven by AC servo motors, which are force and angle-regulated. Road tests will then validate the data. Typically, between bench and blacktop, a test wheel undergoes 500,000-1 million kilometres before release.

The technical group for each model range comprises an experienced designer and a wheel developer with long involvement with their respective model ranges. This ensures continuity in the defining styling features through each model generation. Currently, the wheels group consists of eight key individuals. Once a design has been officially selected, the supplier makes the necessary tooling, which he has also prototyped, so that wheel building can begin. The process from initial design to customer approval takes around three years.

Porsche production volumes have more than trebled since the advent of the water-cooled 986/996 platform, branching out into front-engined SUVs and the Panamera. The Macan will extend this range even further. In 2013, the company shipped 162,000 cars, which entailed production of approximately 700,000 of its stylish alloy rims. Porsche's target is to build 200,000 cars per annum by 2018, so the figure of 1 million wheels will be reached before then. Who would ever have imagined that back in 1966, when the 911S appeared with those black and chromed Fuchs rims? 911

Three of the best: 911 wheel icons

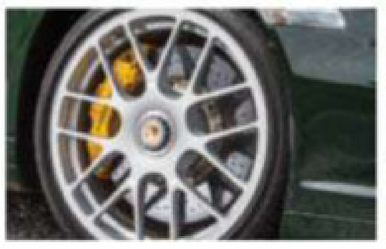
1. Fuchs
Perhaps the most iconic wheel to grace the arches of a classic 911, even Porsche has tried to mimic them, as seen on the '50 Jahre' 991.



2. Turbo twists
Made famous during the 993 and 996 eras, these were found on Turbo and C4S models – though the spokes were hollow on Turbos, saving weight.



3. RS Spyder
The centre-locking wheels that soon found their way onto the 997 Turbo S once originated from the US-competitive RS Spyder.



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Our band of contributors from around the world share their real-life experiences with their Porsche 911s



Before and after: Chris's Carrera S after the wheels were given a rework

2005 997.1 Carrera S



Chris Wallbank
Leeds, UK

Date acquired:
November 2012

This month, I finally got the chance to sort out my wheels, which had been bugging me since I bought the car. On closer inspection, I discovered that all four had been patch-repaired at some stage with different shades of silver, and all but one had small curbing marks. Knowing how fussy I am about wheels, I'm not sure how I missed these imperfections when I bought the car back in November 2012.

The original plan was to go for a completely different set of wheels. I had been looking for the 19-inch OEM Carrera Sport wheels for months, which are my favourite style that Porsche produced for the 997. But after searching high and low on the internet, it became clear that they're quite rare, and it seemed impossible to find a set in good condition at the right price for the narrow-bodied 997s, with even an individual wheel going second-hand for £400 on eBay! I wasn't willing to part with £3,000+ from Porsche dealers for a set of wheels without tyres either.

In the end, I opted for a completely different route. I saw a similar 997 to mine with the same 19-inch five-spoke Carrera classic wheels, but painted in black with a silver edge at a local Porsche meet. They looked great, giving the car a completely different, sportier appearance, and after speaking to the owner, I discovered that the finish was actually a factory-finish option. This got me thinking: why don't I just get my wheels refurbished in the same style? It was definitely a much cheaper option.

After making the decision, I went straight to the The Wheel Specialist, a company with branches dotted around the UK with a great reputation. Both me and a couple of friends had used them for powder-coating various Porsche wheels in the past, and they did a brilliant job. When I spoke to them about the slightly more detailed finish I wanted in black with a silver edge, they assured me that this was no problem, as they had done many sets like this in the past.

I've found from personal experience, having tried both the traditional method of getting wheels painted and the powder-coating approach, that powder coating is a much more hard-wearing and durable finish that will stand the test of time, especially if you intend to use your car all year round. I once had wheels spray-painted in the traditional method by a good body shop, and after just two years the finish had chipped quite badly, and the lacquer had also started flaking in areas. It used to be







a case that powder coating didn't give the same perfect finish with darker colours when compared to painted, but it would be hard to tell the difference with today's advanced methods.

The handy thing about using The Wheel Specialist is that I can just drop the car off at their premises, and they provide the full service of removing the tyres, wheels and refitting them fully balanced with new valves. This was great for me, as I didn't have any spare wheels for the Porsche to sit on in the garage at home.

I was happy with the transformation – it's given it a completely different look by just changing the colour of the wheels while still keeping its factory appearance. I couldn't be more pleased with the finish! Many thanks to the guys at The Wheel Specialist for another great job!

2005 996.2 GT3



Ben James
Kent, UK

Date acquired:
March 2012



It looks like the Michelins are here to stay... for now

A couple of months back, I talked about some of the troubles we had with the new Yokohama AD08Rs we put on our car. Luckily, we kept the old Michelin Pilot Sport 2s from the GT3's last tyre change, so had these put back on and sent the Yokohamas back to be checked.

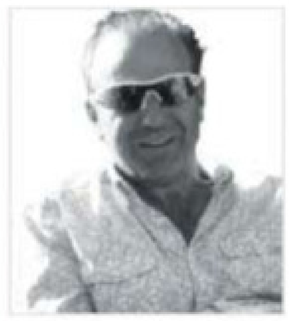
The AD08Rs had started to shake the car at high speeds. After calling the supplier, they agreed to have the tyres sent off.

Getting the old Michelins back on solved this problem, so there's no question that the Yokohamas were at fault. One interesting point is that after putting the Michelins back on, there's been a noticeable increase in the softness of the car. It's amazing how much compliance comes from the tyre rather than the suspension.

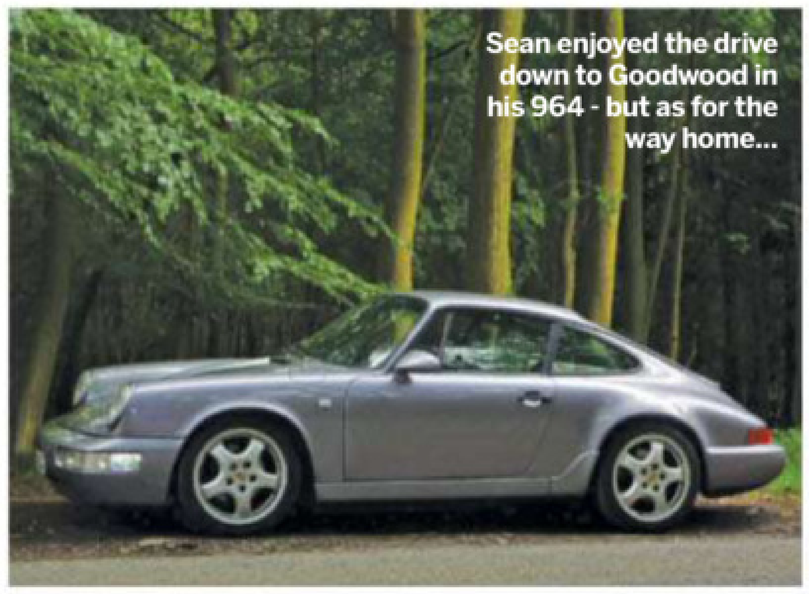
Having been able to compare the two on road and track, we've found out that the PS2s are superior as road tyres; they're more compliant, don't need as much heat, and feel better – the GT3's suspension setup was designed around them, after all.

The AD08R's main advantage is heat management. On track, they'll happily take hard laps, while the PS2s will overheat. Despite this, we're sticking with the Michelins – the added heat management of the Yokohamas don't make up for the compromises they bring on what is primarily a road car for us.

1989 964 Carrera 4



Sean Parr
Harpenden, UK
Date acquired:
May 2014



Sean enjoyed the drive down to Goodwood in his 964 - but as for the way home...





The best thing about cars is driving them. Lately, I've been talking lots about the work I've had done on my 964. But the best thing? Getting out and thrashing the life out of it!

I recently had a call from a Howard Jones, a mate who'd won VIP tickets to the Goodwood Festival of Speed. I'd last been ten years ago, and had always wanted to do it again. It was a chance to kill two birds with one stone: get a great drive in the C4 and also have a fantastic day with a great mate at one of the world's best petrolhead days out.

The way down was perfect. The car was handling brilliantly, and I still can't get used to just how quick it is. Proof came when I was chasing a MacLaren through some fantastic but heavily trafficked roads. Point and squirt has never been so accurate. We left everything – including an Audi R8 – for dead!

The day was amazing. The tickets included lunch and tea in the big house (wow) and VIP spectating on the run up to the bridge. It was a great vantage point for an outstanding spectacle!

The day should have been an epic success, which it was really, although it was a little sullied by the trip home, which included an hour to get out of the car park and another five for the home journey. The car came home reeking of something electrical, and the speedometer and spoiler have stopped working. Not all about driving, these old cars, are they?

1961 356 T5B; 1973 911E; 1974 2.7 MFI; 1975 Carrera MFI race car; 1981 930 3.3; 1995 993 RS Clubsport; 2012 991 Carrera S



Sven Burchartz
Victoria, Australia

Dates acquired:
Various

Moving is a great pain in the exhaust at the best of times. We recently sold the property in which my mobile 'investment portfolio' was stored. We'd had it for 18 years, so the amount of accumulated stuff was, shall we say, extensive, not least in the garage. While I had two four-post hoists stacking four of the cars and some shelving, it was tighter in there than the tolerances on a Fuhrmann four-cam.

Speaking of the four-post hoists, they had to be shifted as well. It was easy, really – until I recalled that the guys who had delivered them had assembled them inside the garage. So it was a case of either disassemble or try to move them out on their in-built casters. The size of the garage door openings had me a little worried. It was neat, but I got them out with only the use of a six-foot crowbar to 'guide' them through the opening sideways. That only took me three hours and a dictionary of expletives.

I've secured a small factory about 20 minutes away from home. It's 140 square metres, giving me more space in which to store my stuff, which now also includes the long-forgotten car parts that magically appeared from the guys that take care of my cars. Ten metres of new four-shelf pallet racking it is! Suddenly, things started to fill up, and then my wife reminded me that the excess furniture also needed a short-term home. I had also somehow managed to acquire another two cars. One was the '81 Kodak yellow 911 Turbo, and the other is, well, not a Porsche.

People say never buy an ex-rental car. A mate who seems to be tapped into every classic car grapevine there is called me up and said there was a 1966 Shelby GT350 Hertz for sale in Sydney. The planets again aligned, and it now has a new home. It's a fun car, wheel-spinning at will (the kids love it), exhaust with only a lame attempt at silencers and bright red. Yes, I'm sure I'm compensating at some level.



Sven now has his own dose of automotive heaven assembled at home

With the hoists installed and all the shelving in, the cars all get to be in one place for the first time in a while. Getting them there was an interesting exercise. I hadn't been in the position to drive each of them one after the other before, and it was fascinating how each had its own particular smell. The starting procedure was different, and back to back, the evolution of the cars was clear to be seen.

The 356 is, erm, a 356. The 1973 E is a light, nimble car that is incredibly reactive. The 1974 Carrera feels immediately less direct and more refined: great sound, lovely balance and great spread of power. The Turbo is a true GT; comfortable, powerful and a pleasure to drive on the torque. The four-speed with the intergalactic gear ratios is a bit of a giggle, but suits the car. The RSCS is, in a word, brutal, especially when compared to the others. Tight, tied down, loud – what's not to love? The '75 Carrera race car was also there for a while, and I took the opportunity to take it around the streets. It made the RS feel positively civilised.

Then I locked it all up and drove home in the Carrera S. That's more like it. I'm incredibly fortunate to have the opportunity to own these cars, and while moving them was a bit of an undertaking, it reminded me of what truly great cars Porsche has made and continues to come up with.



2007 997.1 GT3



Ben Przekop
Georgia, USA

Date acquired:
July 2012

One of the great things about the Porsche 911 is that it is equally at home on the race track or the road to the opera, as Ferry Porsche once observed. For track junkies, Porsche has created a 911 that tilts even more toward the demands of the track: the GT3. But unlike bare-bones, track-only race cars, I can also drive this luxury GT a few hundred miles in air-conditioned comfort.

Right off the showroom floor, the GT3 is ready to delight on both road and track, but there are a few things worth doing if you are planning on serious track time. The first is to change your brake fluid to one that can handle higher temperatures, like Castrol SRF. At the same time, switch to a harder compound brake pad like the Pagid RS29. This pad and fluid combination will inspire confidence, with awesome and consistent braking performance. Third, when you have your car inspected, check that the limited-slip differential is still working.



Further to our cover feature this issue, Ben advises some small changes to get the best out of your GT3

It turns out that the OE diff installed by Porsche can wear out in as little as five hard track weekends, and cause some nasty surprises when the ABS tries to compensate under heavy braking. At Goldcrest's recommendation, I replaced my worn-out OE unit with the GT3 Cup Car diff. Moreover, track alignment at a specialist will take advantage of your GT3's fully adjustable suspension, giving you a lower ride height and negative camber. Lastly, unless you have a 997.2 or later GT3, where they're standard, install some grill screens in the front bumper openings to protect your radiator from stones and keep rolled-up tyre rubber out of your inlets.

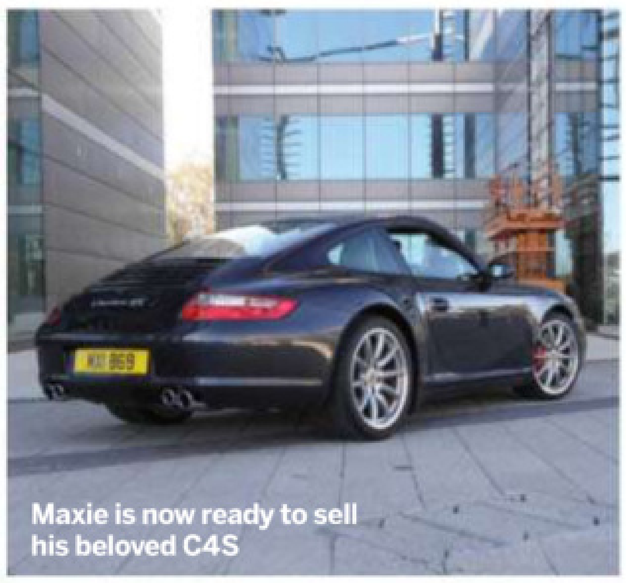
The above modifications are the only things I have done to my GT3, but they have made the car more enjoyable on the track without diminishing its ability on the road.

2006 997.1 Carrera 4S



Maxie Islam
Stevenage, UK

Date acquired:
August 2010



Maxie is now ready to sell his beloved C4S



Last month, I reported that my C4S had broken down. It was duly trailered again to Cambridge OPC for a service (which was due) and other items that led to my breakdown over that fateful bank holiday weekend.

The service came to £610 – £142 less if I supplied my own Mobil 1 oil. No great shakes there. However, the final bill came to a whopping £1,750 when all the other parts were taken into account. As it transpired, a replacement water pump was needed. This is a later design, which I believe is from the 997 Gen2. Since my breakdown, I have been reading about Gen1 997s and 987s breaking down owing to the original-fit water pump – it appears to be a chink in the car's armour. New spark plugs, coil packs, a new TPM sensor, an array of gaskets, a complete coolant re-fill, clamps seals and various nuts and bolts made up the remainder of the bill.

Overall, I have to say that Cambridge OPC were very professional. However, I must admit that I was debating taking the car to leading Porsche independent specialist JZ Machtech. Their service menu pricing is hard to beat; moreover, it is run by ex-OPC employees. However, with the car being eight years old, there was room for one last OPC service, and if I was going to keep the car then I would definitely take it down the 'indie' route next time.

However, I have put the C4S up for sale. If anyone is interested in this well specced and extremely well-looked after car, please get in contact via the magazine.

1988 3.2 Carrera



Gina Purcell
Oxford, UK

Date acquired:
July 2013



Gina is enjoying driving her air-cooled collection of 911s



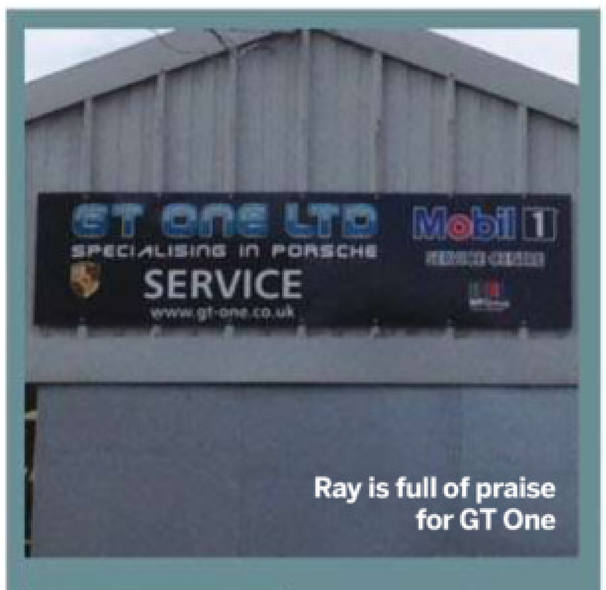


A I spent a while researching a new stainless exhaust system for Sabine, my husband's 3.2, having tired of the drainpipe-tipped and out-of-character item the car came with.

You can't tell much from a YouTube video, but we settled on a Turbo Thomas system (one-in, one-out with straight-through pre-muffler), which seems to make the 3.2-litre engine sound like a Seventies RSR at full chat down the Mulsanne, with accompanying pops and bangs. It looks like a standard stainless system, but unleashes Valhalla under acceleration. My husband's one very happy bunny!

Sabine has gone away for some bodywork fettling, but not before the remainder of the fuel lines were replaced and her front antiroll bar re-secured (a central retaining bracket having corroded) together with new bushes. We've also purchased a set of wheel arch liners for the 3.2 and SC, having seen their virtue in preserving the 964s innards.

I'm still enjoying getting back into the old-school 911 groove with Steffi, the SC. Someone recently asked which car I prefer: the older SC or the newer 964, and I didn't have an immediate answer – it's like asking which of your children you prefer. I'm still just revelling in the many delicious differences!



Ray is full of praise for GT One

2003 996 Turbo



Ray Chandler
Surrey, UK

Date acquired:
August 2011

While on tour in Luxembourg with PCGB, I started to hear an on/off load noise somewhere from the front end. To capture it, I had my wife record on video, right next to the transmission tunnel with a final shot of the speedometer. This light groan came and went with load and speed. If it went below 54mph it disappeared altogether, and did the same at 59mph.

I sent the video to a variety of establishments, who were mostly none the wiser. I was sure of one thing, though: the price of a new differential! Porsche do not – or will not – supply bearings, seals or overhaul kits for these differentials. Nor do they recondition them; it is replacement or nothing. And we are looking at around £5,000-£5,500 fully fitted with VAT. However, my local Independent – GT One of Chertsey – said that the car should be road-tested, and we could then at least have a starting point.

I was in luck on the day, as I got Craig Hovarth – one of the owning and managing partners of GT One – who took the car out with me to try to find the noise. He tried to replicate the noise, warming the car up properly and driving in the noise's speed range over a variety of surfaces. The conclusion was that it came from a combination of tyre and road noise.

Craig terms himself as a bit "old school," as he teaches his apprentices to not just "look at the GPS, but at the map, too." In this world of instant everything, if the owners of GT One are 'old school' then that, for me, is very reassuring.





1999 996 Carrera 4

Rob Clarke
Bristol, UK

Date acquired:
February 2014

I'm so glad I bought an automatic (with cruise control). I know some of you will think that I am some form of heretic in saying that, but after being stuck in six miles of stop-start traffic on the motorway, I am happy that I didn't have a clutch pedal!

I had my eye on an auto for this very reason. I have spent too many hours in traffic jams over the years, so wanted an easy life. I recognise that the manual would ultimately have a better driving experience, and if this was a weekend car only, a manual it would be, but having the luxury of an auto 'box and cruise control makes those commutes effortless. Even with the auto baggage there is still plenty to give, and part of the attraction of this car is its ability to be a daily drive.

This was my first traffic jam experience in the 911, so naturally my paranoia of impending car failure was rife – every squeak, rattle and different noise had my full attention. Then, the temperature gauge started rising. "Here we go," I thought, and popped the spoiler to get some more air in the engine bay. I then put the internal heater on to draw heat from the cooling, after which the temperature seemed to stop around at 95c (it normally runs to about 85c).

After three hours in a sports seat, I wasn't sure if I would be able to get out of the car. When I did arrive home, I was pleasantly surprised that I was not as stiff as I had been expecting! The only downside is that my air con is still broken, but it is booked into Bristol OPC imminently to get this sorted.

2010 997.2 Turbo; 2011 997.2 GT3 RS



Tony McGuiness
San Diego, USA

Dates acquired:
January 2010 & February 2011



Tony champions the merits of Launch Control in his 997.2 Turbo





As some of you may recall, I wrote a feature article in issue 110 comparing the Gen1 and Gen2 GT3 RS. While those two are truly Rennsport masters, the 997 Turbos are scintillating in their own unique way.

I purchased my 997 Gen 2 Turbo with PDK new in January 2010. While it looks similar to the Gen1, internally they're very different. The 2010 Turbo received a complete facelift underneath, including a 500hp DFI engine. It was the first Turbo to offer seven-speed PDK and Porsche Torque Vectoring (PTV), and the Sport steering wheel with paddle shifts make it appropriate for an aircraft carrier!

I mention aircraft carriers because one of the most amazing capabilities of the 997.2 Turbo is launch control. It can catapult you from 0-60 with Sport Chrono in 3.2 seconds. To experience it is to feel the raw power of a 911 Turbo. Recently, I took my Turbo to a deserted road, where I could safely engage the capabilities of the Turbo.

The all-wheel drive claws at the tarmac and throws you back in your seat. The G-force is extraordinary as you are catapulted like a fighter jet off an aircraft carrier.

Launch control isn't something you would want to do all day, but it does speak volumes about the incredible 911 Turbo engines. Is launch control practical? Not on the road, but it is incredibly fun, and something every 911 owner should experience.







1979 930 3.3



Richard Klevenhusen
Rio de Janeiro, Brazil

Date acquired:
May 2012

On 22nd November, Rio de Janeiro will host the largest exposure of Porsche cars in the country, organised by the RJPC (Rio de Janeiro Porsche Club), in partnership with VillageMall. Last year, we organised the inaugural event to celebrate the 50th anniversary of the 911. Due to its success, we are repeating the event this year.

We will have a limit of 35 Porsches – a high number for a country where imported cars are twice as expensive than in its country of origin. We will also dedicate a lot of publicity to the show, which will surely bring a much higher number of visitors.

We would like to invite the readers of **Total 911** to attend. I hope to see you all!

1967 911 S



Magnus Walker
Los Angeles, USA

Date acquired:
2008

This is the story of my 1967 S car, which I decided to turn into an R-inspired build, similar to my silver 68R-inspired car.

As it turned out, a lot of work was needed. We took out the floor, rear parcel shelf, front gas tank and support outer rockers, and set about working on the R-inspired bits. After many Saturdays worth of work, by 2011 it appeared ready to be painted. However, life got in the way. It was pushed into a corner, and started to gather dust.

Almost four years later, and it's nearly ready to be painted. We're in the final pre-paint stage, in which we're making sure that all the doors and hoods fit properly with the new rubber seals and latches. Now all I have to do is pick a colour!

2003 996 Turbo



Joel Newman
London, UK

Date acquired:
April 2014

Month two of ownership has come around rather quickly, but not before I spent an afternoon with Car Limits, an advanced driver course operating out of North Wield Airfield and run by F1 driver training coach Andy Walsh. I went on the same course around two years ago in my 996 C4, but the Turbo is a different animal, and as such I needed a refresh.

After refreshing myself on the basics, we moved on to the high-speed corner, a long straight that leads to a huge, open expanse of tarmac with a single drain running right down the centre, for this exercise operating as the 'wall'. The idea is simple: turn off the traction control, take the left-hand turn as fast as you can, and make sure the car doesn't cross over the invisible wall.

It's a good thing the wall is invisible, or I'd have waved goodbye to the Turbo after the first attempt! Andy, keen to highlight that the error lay with me rather than the car, pointed out that as the car approached the turn, my grip clearly tightened, and subsequently I was not allowing the car or its suspension to do the work for me. Tackling the turn at 80mph, I allowed the wheel to move perhaps




The Car Limits course comes highly recommended

a quarter turn of counter steer by itself! In the end, I could take the turn at 87mph.

We then provoked the rear into stepping loose. Rather than adding more power mid-turn, lifting off just before you made the turn was key! By gently reintroducing the power, and counter steering, eventually I got to appreciate the balance of the car and what signals to look for in terms of weight transfer.

One thing that really amazed me was the PSM system. Unlike the C4, the Turbo brakes independent wheels if you enter too large a steering angle. It also refused to let the car pirouette, sensing the load and braking that wheel, while sending more power to the inside rear. It's only when you try it with PSM switched off that you come back to reality!

We then moved onto exit speed. By reducing my entry speed and getting on the power earlier after the apex, I managed to get my exit speed out the bend up from 58mph to 86mph. What impressed me was how early you are able to get back on the power in the Turbo, and how composed the car is if you're gentle and progressive.

Having completed two courses with Car Limits, I can safely say that I'd sign up to a third. It is vital to know what actually happens when you push the car beyond its limits – or your own. In some areas the car was far more forgiving than I anticipated, while in others it behaved far more violently than I would have believed. Get yourself along to one of these days, and you will learn a great deal.

// TUNING
// MODIFICATION
// UPGRADES

// EXPERIENCE
// SERVICING
// REPAIR

// CLASSICS
// RESTORATION
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911 PREMIER PORSCHE

Everything you need for your 911

"One of the last air-cooled instalments of the Turbo-look Carrera, the 993 C4S is revered as one of the most sought-after widebodies"

ALL 911 STATS INSIDE

Full details of every 911 model including the 993 generation can be found in our data file beginning on **page 86**

Find what you're looking for

Our Premier Porsche section mixes 911-related facts and information with advertisements from top Porsche suppliers around the world. To help you navigate through the section, we've colour-coded the tabs below.

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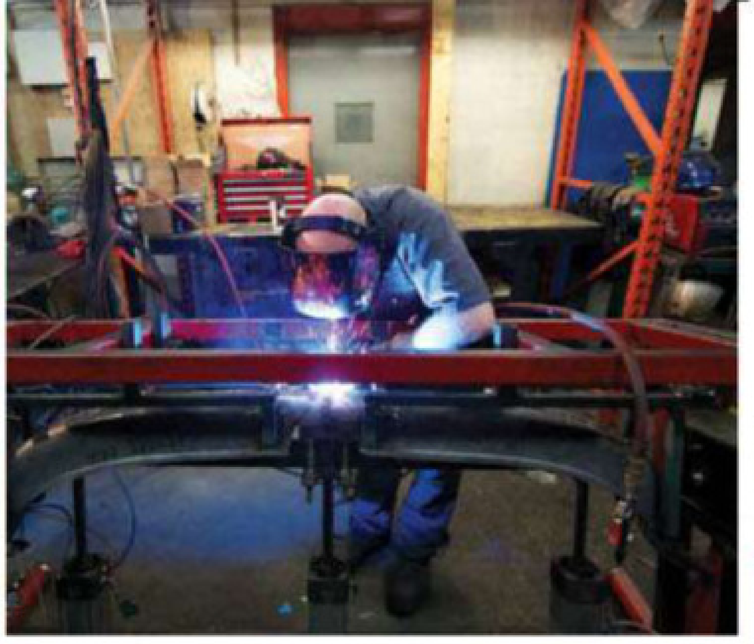
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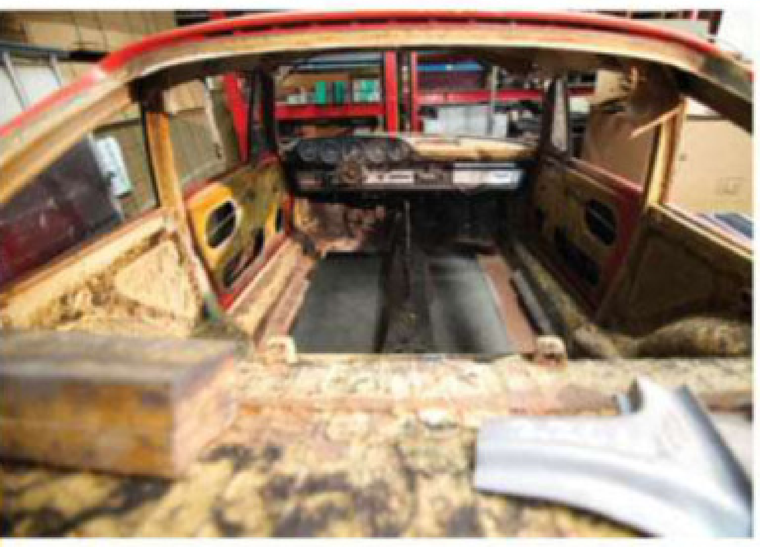
RESTORATION DESIGN

Just north of the US border sits a remarkable family business that has been helping to clothe various Porsches since 2009

Written by **Josh Barnett** Photography by **Michael Del Monte**















Hidden away in Ontario is this impressive workshop, home to Restoration Design's Porsche renovation operation

Head down the unassuming Hayes Avenue on the eastern approach to Ontario's city of Guelph, and you will find, among the many industrial buildings, a red brick-fronted construction. Above the door, 914 body panels have been chopped and arranged to sit against the masonry, providing an insight into what this firm has to offer the Porsche connoisseur.

Unlike the multitude of companies we have featured recently within these pages (companies who are able to find and sell you a 911, or service and restore your Porsche), Restoration Design produces body panels and chassis components that are vital to keeping 911s, 914s and 356s looking as fresh as the day they left the Werk 2 at Zuffenhausen.

The company has been active for over 25 years. However, we will take up the story in 2009, when the de Jonge family bought the business as a means of furthering their own Porsche restoration projects. "The original owner did this for about 20 years," explains Alex de Jonge (one of three family members, alongside his brother and father, involved in the day-to-day running of Restoration Design). "My dad was restoring Porsches at home here, and couldn't get the metal from this company," Alex continues. "He [the original owner] was looking to get out of it, so we purchased the company from him, and here we are today."

A quick look through the prices listed for various parts on their website (even for a European audience unaccustomed to working in dollars) will no doubt raise a few eyebrows. How can these panels be made so cheaply? It's a simple matter of economies of scale, according to Alex. "The metal we buy in large quantities, so the quantities of steel we order are maybe 10,000 pounds." Doing all work in-house is also a factor, he explains, in helping to drive the costs of each panel down, as is keeping an eye on the prices of competitors.

It's incredible, especially considering the time-intensive nature of the business. "Usually, it takes about four to five months to create a new part for sale," explains Alex. The whole process starts with the need to find a new-old stock (NOS) body panel or chassis component. "If that is unavailable, we'll find a good original," he adds. Even at this stage, the quality of the panel is key, as this will be the panel scanned and eventually replicated as a die.

"When a scan of a part comes to us, my brother will bring it into Master CAM software, and he has to redesign that a little bit. Then he takes that data to create an actual mould," Alex says, describing the formative steps of creating a new part. "That process can sometimes take several weeks."

From there, the die is created in a CNC mill, but before it can be used to stamp new panels it has to be polished – a painstaking process that Alex tells me can take "another four or five weeks." Even then, the work is not done for Restoration Design's crew. After it goes to press, it isn't always the case that you "put the mould in, stamp the part, and it's good to go."

"A lot of the time you have to re-polish parts of the die or you have to play with the size and shape of your blank to get all the wrinkling and the rips and the tears. That takes a lot of our time, and it can take a lot of material too," Alex explains as he talks about a process he has pretty much grown up around. All three members of the de Jonge family are self-confessed car nuts, with a definite soft spot for Zuffenhausen's fare (even if Alex's current car is a Volkswagen Beetle).

Finally, once the first finished part has been stamped, Restoration Design still need (and want) to check the quality by offering it up to a car. "That way we can see first-hand maybe it needs a





From its relatively small base, Restoration Design hosts a truly global operation, serving customers from across the globe







"Business is conducted regularly with clients in the United States, Australia, New Zealand and Japan"

quarter inch of material on this side, or needs to be tweaked a little bit here." This final check and (if necessary) tweaking ensures that when the finished part is eventually put on sale, the small Canadian press shop is not subsequently inundated with dissatisfied customers.

While Alex contends that some components can come together in just a month (with others, such as a Porsche 911 C-pan, taking closer to seven), it is easy to see why development of new components is a steady rather than swift process. Despite this, Alex believes that over the coming years, Restoration Design will likely expand its panel and chassis line-up to cater for 964 and 993 owners, because as these cars get older, they will undoubtedly require remedial work.

In the meantime, the selection of 1965-89 stock (of which there are thousands of pieces waiting for shipment on the shelves) continues to be a strong business for the 12-strong Canadian firm. While Alex admits that the 356 is possibly the more popular car choice among local Porsche enthusiasts, the 911's strong international presence sees business being conducted readily with clients in the United States, as well as Australia, New Zealand and Japan. Moreover, a new European importer (who started operating out of the Netherlands last year) means that the company's wares are strongly represented 'over the pond' too.

Another area the company is looking to grow is full chassis and body restorations of customers' cars. It's a sensible move given the ever-rising classic prices, and with a talented panel beater now in-house (well versed on working metal on the English Wheel and Power Hammer), one that is easier than ever for the firm to undertake. What's more, it also enables bespoke panels to be made as one-offs, preventing the need for the arduous die-making process. As a result, on top of all the factory-standard panels, supplying customers with flared arches for a hot-rod build is possible. "We carry a whole line of different flares, from ST flares to RS flares to Turbo flares. Those are all available and, if a customer requires us to install them for him, then by all means we will do that," Alex says, explaining the lengths Restoration Design goes to when helping satisfy all corners of its client base.

With the ultimate goal "to be a one-stop shop for all your Porsche metal," along with plans for a bigger shop enabling more cars to be worked on at once, it's likely that your air-cooled Porsche will, one day, be wearing some Canadian-built clothing especially as, with their knowledgeable and enthusiastic approach, Restoration Design's foundations are rock solid. 911

Company profile

- **Owner:** Mike de Jonge
- **Founded:** 2009
- **Location:** Guelph, Ontario, Canada
- **Most unusual car worked on:** A replica of the original, Adam West-era Batmobile is currently in the workshop. The owner wants the car to be completely reskinned in aluminium.
- **Other brands catered for:** Restoration Design has recently started producing panels for the BMW -02 series of cars.

Contact

- **Website:** www.restoration-design.com
- **Telephone:** +1 519 836 3555



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Data file

Definitive facts and figures for every 911 model from 1964 – 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 beginning with the very first model in 1964, right up to today's latest 991. Many models were available in Coupe, Targa and Cabriolet forms, with the option of automatic transmission. Data here has been provided from the Coupe variants unless stated.

Ratings: ★★★★★

Each model is rated in half stars according to their performance, handling, appearance and desirability.
Do you agree? Tell us your thoughts: editorial@total911.com.

Sales debate: How much further will 997 prices fall?



Like many modern used 911s, prices of the 997 base models have been falling ever since they left their OPC forecourt. However, the depreciation on both Gen1 and Gen2 variants is slowing up, so we went to two 911 specialists to find out how low 997 Carrera prices are expected to go.

"We can see where the 996 has levelled out," Paul Robe, owner of UK specialist Parr, says. "People are picking up cars for around £10,000 (I know you can pick them up cheaper, but they're not really cars worth owning). I think we're going to be seeing [997s], in my personal opinion, around £15,000. I think that would be for a 120,000-mile car, but a nice example."

Darren Street, Sales Manager at RSJ Sportscars, is even more optimistic about the 997's staying power. "They're losing, at the moment, less than ten per cent a year (probably seven to ten per cent a year). Good Gen1 cars probably will fall to late teens, I would say. You are going to get some around the £15,000 mark, but I think good cars – £17-18,000," he explains.

Both Robe and Street agree that Gen2 prices are even stronger, something Street puts down to a lack of new cars bought during the financial downturn of 2008-09. "I'm selling them today for the same money I sold them at a year ago. A manual, '09 car with 30,000 miles is £40,000. With PDK, probably another £3,000.

Robe feels they will eventually stabilise, but "slightly higher than Gen1. I think 10-15 per cent more." It will take time though, with Street believing Gen2 prices won't reach current Gen1 prices (circa £25,000) for another "seven or eight years".



(0 series)
911 2.0-litre 1964-67



The 911 that started it all off when the prototype appeared in 1963, this is the car that set the style for all 911s to follow. Developed to replace the 356, a four-pot 912 was also made.

Production numbers: 9,250
Engine capacity: 1,991cc
Compression ratio: 9.0:1
Maximum power: 130bhp @ 6,100rpm
Maximum torque: 149Nm @ 5,200rpm
Brakes: Front: 282mm discs; Rear: 285mm discs
Wheels & tyres: Front: 4.5x15-inch; 165/80/R15
Rear: 4.5x15-inch; 165/80/R15
Length: 4,163mm
Width: 1,610mm
Weight: 1,075kg
0-62mph: 8.3 sec
Top speed: 131mph
Issue featured: 106

★★½☆☆

(0 and A series)
911S 1967-68



Porsche soon started more powerful variants. The first of these was the 911S (for Super), which had a higher compression engine and twin Weber 40IDS carburettors.

Production numbers: 4,015
Engine capacity: 1,991cc
Compression ratio: 9.8:1
Maximum power: 160bhp @ 6,600rpm
Maximum torque: 179Nm @ 5,200rpm
Brakes: Front: 282mm discs; Rear: 285mm discs
Wheels & tyres: Front: 4.5x15-inch; 165/80/R15
Rear: 4.5x15-inch; 165/80/R15
Length: 4,163mm
Width: 1,610mm
Weight: 1,030kg
0-62mph: 8.0 sec
Top speed: 137mph
Issue featured: 114

★★★☆☆

(C & D series)
911E 1969-71



Engine improvements included revised cylinder heads, larger valves and stronger con rods. 1970 'D' series cars had hot-zinc coated undersides.

Production numbers: 4,927
Engine capacity: 2,195cc
Compression ratio: 9.1:1
Maximum power: 155bhp @ 6,200rpm
Maximum torque: 196Nm @ 4,500rpm
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 6x15-inch; 185HR
Rear: 6x15-inch; 185HR
Length: 4,163mm
Width: 1,610mm
Weight: 1,020kg
0-62mph: 7.0 sec
Top speed: 137mph
Issue featured: 107

★★½☆☆

(C & D series)
911S 1969-71



An upgrade in engine size gave the 911S 180bhp. Unlike the 911E, the S didn't gain improved low-down power and torque, so you had to keep the revs up for good power.

Production numbers: 4,691
Engine 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: 6x15-inch; 185HR
Rear: 6x15-inch; 185HR
Length: 4,163mm
Width 1,610mm
Weight: 1,020kg
0-62mph: 6.6 sec
Top speed: 145mph
Issue featured: 112

★★★☆☆

(F series)
911E 1973



After incidents of people filling E series 911s with petrol via the external oil-filler, the filler returned to under the engine decklid. Fitted with the front spoiler of the 911S.

Production numbers: 4,406 (including E series)
Engine 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: 6x15-inch ATS; 185HR
Rear: 6x15-inch ATS; 185HR
Length: 4,163mm
Width: 1,610mm
Weight: 1,077kg
0-62mph: 7.5 sec
Top speed: 137mph
Issue featured: 117

★★☆☆☆

(F series)
911S 1973

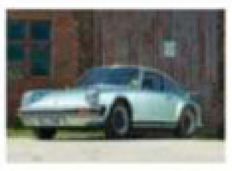


The 911S had same upgrades as the 911E, including deletion of the external oil-filler. Also adopted black trim around the front and rear lights and black front quarter grilles.

Production numbers: 5,054
Engine capacity: 2,341cc
Compression ratio: 8.5:1
Maximum power: 190bhp @ 6,500rpm
Maximum torque: 211Nm @ 5,200rpm
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 6x15-inch; 185/70/R15
Rear: 6x15-inch; 185/70/R15
Length: 4,163mm
Width: 1,610mm
Weight: 1,075kg
0-62mph: 6.6 sec
Top speed: 140mph
Issue featured: 56

★★★★½

(G & H series)
911 Carrera 2.7 1974-76



From 1974, Carrera name was given to range-topping 911. Essentially the same engine as previous year's RS for all markets except USA. Whaletail available from '75.

Production numbers: 1,667
Engine 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: 6x15-inch; 185VR
Rear: 7x15-inch; 205VR
Length: 4,291mm
Width: 1,610mm
Weight: 1,075kg
0-62mph: 6.3 sec
Top speed: 148mph
Issue featured: 104

★★★½☆

(I & J series)
911 Carrera 3.0 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, essentially from the 911 Turbo.

Production numbers: 3,687
Engine capacity: 2,994cc
Compression ratio: 8.5:1
Maximum power: 197bhp @ 6,000rpm
Maximum torque: 255Nm @ 4,200rpm
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 6x15-inch; 185/70/VR15
Rear: 7x15-inch; 215/60/VR15
Length: 4,291mm
Width: 1,610mm
Weight: 1,093kg
0-62mph: 6.3 sec
Top speed: 145mph
Issue featured: 3

★★☆☆☆

(A series)
911L 1967-68



In 1967, the 911 was updated and the range expanded: the 911L (Lux) was standard and sat alongside the high-performance 911S and entry-level 911T.

Production numbers: 1,603
Engine capacity: 1,991cc
Compression ratio: 9.0:1
Maximum power: 130bhp @ 6,100rpm
Maximum torque: 173Nm @ 4,600rpm
Brakes: Front: 282mm discs; Rear: 285mm discs
Wheels & tyres: Front: 5.5x15-inch; 185HR
Rear: 5.5x15-inch; 185HR
Length: 4,163mm
Width: 1,610mm
Weight: 1,080kg
0-62mph: 8.4 sec
Top speed: 132mph
Issue featured: n/a

★★☆☆☆

(A & B series)
911T 1967-69



To save money, the 911T's engine used cast-iron cylinder heads (as opposed to the Biral aluminium/iron items, which gave more efficient cooling) and carbs instead of fuel injection.

Production numbers: 6,318
Engine capacity: 1,991cc
Compression ratio: 8.6:1
Maximum power: 110bhp @ 5,800rpm
Maximum torque: 156Nm @ 4,200rpm
Brakes: Front: 282mm discs; Rear: 285mm discs
Wheels & tyres: Front: 5.5x15-inch; 185HR
Rear: 5.5x15-inch; 185HR
Length: 4,163mm
Width: 1,610mm
Weight: 1,020kg
0-62mph: 8.8 sec (est)
Top speed: 124mph
Issue featured: 39

★☆☆☆☆

(B series)
911E 1968-69



The 911 received its first major update, evolving into what is known as the B series. The 911E replaced the 911L as the 'standard' car. The 'E' stood for 'Einspritz' (injection).

Production numbers: 2,826
Engine 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: 5.5x15-inch; 185HR
Rear: 5.5x15-inch; 185HR
Length: 4,163mm
Width 1,610mm
Weight: 1,020kg
0-62mph: 7.6 sec
Top speed: 130mph
Issue featured: n/a

★★☆☆☆

(B series)
911S 1968-69

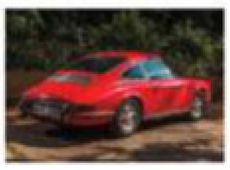


Like the E, the S gained a fuel injection, boosting power to 170bhp. To help cope with the extra demands on the engine, an additional oil cooler was fitted in the front right wing.

Production numbers: 2,106
Engine 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: 6x15-inch; 185/70/R15
Rear: 6x15-inch; 185/70/R15
Length: 4,163mm
Width: 1,610mm
Weight: 995kg
0-62mph: 7.0 sec (est)
Top speed: 140mph
Issue featured: n/a

★★½☆☆

(C & D series)
911T 1969-71



Like the E, the 911T's torque curve was now flatter, making the car more driveable. Ventilated discs from the S were fitted and a five-speed gearbox became standard.

Production numbers: 15,082
Engine capacity: 2,195cc
Compression ratio: 8.6:1
Maximum power: 125bhp @ 5,800rpm
Maximum torque: 169Nm @ 4,200rpm
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 5.5x15-inch; 165HR
Rear: Front: 5.5x15-inch; 165HR
Length: 4,163mm
Width: 1,610mm
Weight: 1,020kg
0-62mph: 7.0 sec (est)
Top speed: 127mph
Issue featured: 107

★★☆☆☆

(E series)
911E 1972



2,341cc was achieved by increasing the stroke from 66mm to 70.4mm while at the same time leaving the bore unchanged. New 915 transmission was stronger.

Production numbers: 4,406 (including F series)
Engine 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: 6x15-inch; 185HR
Rear: 6x15-inch; 185HR
Length: 4,163mm
Width: 1,610mm
Weight: 1,077kg
0-62mph: 7.5 sec
Top speed: 137mph
Issue featured: 117

★★☆☆☆

(E series)
911T 1972



A lower compression ratio and the inclusion of Zenith 40 TIN triple-choke carburettors led to the relatively lower power output of 130bhp despite the new 2,341cc engine size.

Production numbers: 16,933 (including F series)
Engine capacity: 2,341cc
Compression ratio: 7.5:1
Maximum power: 130bhp @ 5,600rpm
Maximum torque: 197Nm @ 4,000rpm
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 5.5x15-inch; 165HR
Rear: 5.5x15-inch; 165HR
Length: 4,163mm
Width: 1,610mm
Weight: 1,077kg
0-62mph: 7.6 sec
Top speed: 128mph
Issue featured: n/a

★½☆☆☆

(F series)
Carrera 2.7 RS 1973



The RS had a 2,687cc engine that developed 210bhp. The body was lightened and fitted with flared rear arches and an optional ducktail spoiler. Sport and Touring versions available.

Production numbers: 1,590
Engine 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: 6x15-inch; 185/70/R15
Rear: 7x15-inch; 215/60/R15
Length: 4,163mm
Width: 1,610mm
Weight: 975kg (Sport)
0-62mph: 5.6 sec
Top speed: 152mph
Issue featured: 106

★★★★★

(F series)
911T 1973



US-bound F series 911Ts were the first 911s to have Bosch K-Jetronic fuel injection, improving emissions. This was mainly mechanical, with some electronic sensors.

Production numbers: 16,933 (including E series)
Engine capacity: 2,341cc
Compression ratio: 7.5:1
Maximum power: 130bhp @ 5,600rpm
Maximum torque: 197Nm @ 4,000rpm
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 5.5x15-inch; 165HR
Rear: 5.5x15-inch; 165HR
Length: 4,163mm
Width: 1,610mm
Weight: 1,077kg
0-62mph: 7.6 sec
Top speed: 128mph
Issue featured: n/a

★½☆☆☆

(G, H, I, J series)
Carrera 3.0 RS 1974



Updated version of the 1973 2.7 RS, complete with impact bumpers and Turbo-spec whaletail rear spoiler. Steel arches added by hand at the factory, with 917 brakes.

Production numbers: 109
Engine capacity: 2,994cc
Compression ratio: 8.5:1
Maximum power: 230bhp @ 6,200rpm
Maximum torque: 275Nm @ 5,000rpm
Brakes: 300mm discs; Rear: 300m discs
Wheels & tyres: Front: 9x15-inch; 215/60/VR15
Rear: 11x15-inch; 235/60/VR15
Length: 4,135mm
Width: 1,680mm
Weight: 900kg
0-62mph: 5.3 sec
Top speed: 152mph
Issue featured: 102

★★★★★

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



'911' was now the entry level. Bumpers were added to conform to US regs. From 1976, all 911s were hot-dip coated and fitted with 'elephant ear' mirrors.

Production numbers: 9,320
Engine capacity: 2,687cc
Compression ratio: 8.0:1
Max power: 148bhp @ 5,700rpm (165bhp from '76)
Max torque: 235Nm @ 3,800rpm (4,000 from '76)
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 6x15-inch; 185VR
Rear: 6x15-inch; 185VR
Length: 4,291mm
Width: 1,610mm
Weight: 1,075kg
0-62mph: 8.5 sec
Top speed: 130mph
Issue featured: n/a

★½☆☆☆

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



911S was now a mid-range model comparable to the previous 911E. It had the same body changes as the base model, and came as standard with 'Cookie Cutter' rims.

Production numbers: 17,124
Engine capacity: 2,687cc
Compression ratio: 8.5:1
Maximum power: 173bhp @ 5,800rpm
Maximum torque: 235Nm @ 4,000rpm
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 6x15-inch; 185VR
Rear: 6x15-inch; 185VR
Length: 4,291mm
Width: 1,610mm
Weight: 1,080kg
0-60mph: 7.0 sec
Top speed: 142mph
Issue featured: n/a

★½☆☆☆

930 3.0 1975-77



Fitted with a KKK turbo, this was the world's first production car to be turbocharged. Flared arches, whaletail spoiler and four-speed gearbox were standard.

Production numbers: 2,880 in the US
Engine capacity: 2,994cc
Compression ratio: 6.5:1
Maximum power: 260bhp @ 5,500rpm
Maximum torque: 343Nm @ 4,000rpm
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 7x15-inch; 185/70/VR15
Rear: 8x15-inch; 215/60/VR15
Length: 4,291mm
Width: 1,775mm
Weight: 1,140kg (1,195kg from '76)
0-62mph: 5.5 sec
Top speed: 155mph
Issue featured: 116

★★½☆☆

930 3.3 1978-83

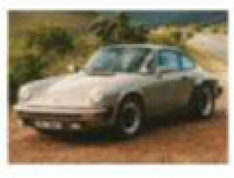


Larger engine resulted in an extra 40bhp, and an intercooler on top of the engine led to the adoption of a new 'tea tray' spoiler. Brakes were upgraded from 917 racer.

Production numbers: 5,807 (plus '78-'79 Cali cars)
Engine capacity: 3,299cc
Compression ratio: 7.0:1
Maximum power: 300bhp @ 5,500rpm
Maximum torque: 412Nm @ 4,000rpm
Brakes: Front: 304mm discs; Rear: 309mm discs
Wheels & tyres: Front: 7x16-inch; 205/55/VR16
Rear: 8x16-inch; 225/50/VR16
Length: 4,491mm
Width: 1,775mm
Weight: 1,300kg
0-62mph: 5.4 sec
Top speed: 160mph
Issue featured: 104

★★★☆☆

911 SC 1978-83



From 1978, the SC was the only normally aspirated 911. Developed from the Carrera 3.0, but produced less power to suit all markets. Upgraded Sport options were available.

Production numbers: 60,740
Engine capacity: 2,994cc
Compression ratio: 8.5:1/8.6:1/9.8:1
Maximum power: 180/188/204bhp @ 5,500rpm
Maximum torque: 265/265/267Nm @ 4,300rpm
Brakes: Front: 287mm discs; Rear: 295mm discs.
Wheels & tyres: Front: 6x15-inch; 185/70/VR15
Rear: 7x15-inch; 215/60/VR15 (16-inch optional)
Length: 4,291mm
Width: 1,626mm
Weight: 1,160kg (1978 Coupe)
0-62mph: 6.5 sec
Top speed: 141/146mph
Issue featured: 110

★★½☆☆

930 3.3 1984-89



Revised engine added more power and torque in 1984, while in 1987 Motronic engine management improved efficiency and emissions upon its return to the US market.

Production numbers: 11,135
Engine capacity: 3,299cc
Compression ratio: 7.0:1
Maximum power: 300bhp @ 5,500rpm
Maximum torque: 432Nm @ 4,000rpm
Brakes: Front: 304mm discs; Rear: 309mm discs
Wheels & tyres: Front: 7x16-inch; 205/55/VR16;
Rear: 8x16-inch; 225/50/VR16
Length: 4,491mm
Width: 1,775mm
Weight: 1,300kg (1,335kg from '86)
0-62mph: 5.4 sec
Top speed: 161mph
Issue featured: n/a

★★★½☆

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Carrera 3.2 1984-89



Almost the same galvanised body as the SC. Engine was claimed to be 80 per cent new, and the first production 911 to feature an ECU to control ignition and fuel systems.

Production numbers: 70,044
Engine capacity: 3,164cc
Compression ratio: 10.3:1
Maximum power: 231bhp @ 5,900rpm
Maximum torque: 284Nm @ 4,800rpm
Brakes: Front: 286mm discs; Rear: 294mm discs
Wheels & tyres: Front: 7x15-inch; 195/65/VR15; Rear: 8x15-inch, 215/60/VR15 (16 inches for '89)
Length: 4,291mm
Width: 1,652mm
Weight: 1,210kg
0-62mph: 5.6 sec
Top speed: 152mph
Issue featured: 114

★★★☆☆

Speedster 1989



Carrera 3.2 with a chopped, steeply racked windscreen and hood and stripped-out interior. Porsche insisted the simple hood was not designed to be 100 per cent watertight.

Production numbers: 2,274 (including Turbo-look)
Engine capacity: 3,164cc
Compression ratio: 10.3:1
Maximum power: 231bhp @ 5,900rpm
Maximum torque: 284Nm @ 4,800rpm
Brakes: Front: 286mm discs; Rear: 294mm discs
Wheels & tyres: Front: 6x16-inch; 205/55/VR16
Rear: 8x16-inch; 245/60/VR16
Length: 4,291mm
Width: 1,775mm
Weight: 1,220kg
0-60mph: 6.0 sec
Top speed: 148mph
Issue featured: 114

★★★½☆

964 Carrera 2 1990-93

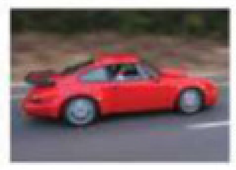


Rear-drive Carrera 2 offered an emphatically more traditional 911 experience, and was 100kg lighter, but looked identical to the Carrera 4. Tiptronic was a new option.

Production numbers: 19,484
Engine capacity: 3,600cc
Compression ratio: 11.3:1
Maximum power: 250bhp @ 6,100rpm
Maximum torque: 310Nm @ 4,800rpm
Brakes: Front: 298mm discs; Rear: 299mm discs
Wheels & tyres: Front: 6x16-inch; 205/55/ZR16; Rear: 8x16-inch; 225/50/ZR16
Length: 4,250mm
Width: 1,652mm
Weight: 1,350kg
0-62mph: 5.6 sec
Top speed: 164mph
Issue featured: 55

★★½☆☆

964 Turbo 1991-92



This used the revised 964 body shell, extended arches and 'tea tray' spoiler. The engine was essentially the 3.3-litre unit from the previous model, but updated.

Production numbers: 3,660
Engine capacity: 3,299cc
Compression ratio: 7.0:1
Maximum power: 320bhp @ 5,750rpm
Maximum torque: 450Nm @ 4,500rpm
Brakes: Front: 320mm discs; Rear: 299mm discs
Wheels & tyres: Front: 7x17-inch; 205/50/ZR17
Rear: 9x17-inch; 255/40/ZR17
Length: 4,250mm
Width: 1,775mm
Weight: 1,470kg
0-62mph: 5.4 sec
Top speed: 168mph
Issue featured: 97

★★★½☆

964 C2 Speedster 1993-94



Combined the 964 bodyshell with the hood and windscreen of the Carrera 3.2 Speedster, plus RS interior. It is thought that Porsche planned to build 3,000, but demand fell.

Production numbers: 936
Capacity: 3,600cc
Compression ratio: 11.3:1
Maximum power: 250bhp @ 6,100rpm
Maximum torque: 310Nm @ 4,800rpm
Brakes: Front: 320mm discs; Rear: 299mm discs
Wheels & tyres: Front: 7x17-inch; 205/50/ZR17
Rear: 9x17-inch; 255/40/ZR17
Length: 4,250mm
Width: 1,652mm
Weight: 1,340kg
0-62mph: 5.5 sec
Top speed: 161mph
Issue featured: 46

★★★☆☆

964 Turbo 3.6 1993-94



Engine based on modified 3.6-litre 964 unit. Distinctive 18-inch split-rim Speedline wheels covered the big-red brake calipers. Suspension lowered by 20mm.

Production numbers: 936
Capacity: 3,600cc
Compression ratio: 7.5:1
Maximum power: 360bhp @ 5,500rpm
Maximum torque: 520Nm @ 4,200rpm
Brakes: Front: 320mm discs; Rear: 299mm discs
Wheels & tyres: Front: 8x18-inch; 225/40/ZR18
Rear: 10x18-inch; 265/35/ZR18
Length: 4,250mm
Width: 1,775mm
Weight: 1,470kg
0-62mph: 4.8 sec
Top speed: 174mph
Issue featured: 17

★★★★☆

993 Carrera 4S 1995-96



The 4S was effectively a C4 with a Turbo wide bodyshell (albeit lacking a fixed rear spoiler). Also boasted Turbo suspension, brakes and Turbo-look wheels.

Production numbers: 6,948
Engine 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: 8x18-inch; 225/40/ZR18
Rear: 10x18-inch; 285/30/ZR18
Length: 4,245mm
Width: 1,795mm
Weight: 1,520kg
0-62mph: 5.3 sec
Top speed: 168mph
Issue featured: 109

★★★★☆

993 Carrera RS 1995-96



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

Production numbers: 1,014
Engine 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
Issue featured: 106

★★★★½

930 LE 1989



Essentially an SE without a slantnose front, the LE had the same engine, front spoiler, sill extensions and rear air intakes. One made for every OPC of the time.

Production numbers: 50
Engine 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: 7x16-inch; 205/55/VR16
Rear: 9x16-inch; 245/45/VR16
Length: 4,491mm
Width: 1,775mm
Weight: 1,335kg
0-62mph: 4.6 sec
Top speed: 173mph
Issue featured: 110

★★★★★

930 SE 1986-89



Slantnosed and based on 935 race cars, with pop-up headlamps. Front spoiler made deeper to accommodate extra oil cooler, rear intakes fed air to brakes.

Production numbers: 50 (UK only)
Engine 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: 7x16-inch; 205/55/VR16
Rear: 9x16-inch; 245/45/VR16
Length: 4,491mm
Width: 1,775mm
Weight: 1,335kg
0-62mph: 4.6 sec
Top speed: 173mph
Issue featured: 99

★★★★½

3.2 Clubsport 1987-89



Removing 'luxuries' sliced off around 40kg of weight. Revised engine management gave a higher rev limit of 6,840rpm. Suspension uprated and LSD standard.

Production numbers: 189
Engine capacity: 3,164cc
Compression ratio: 10.3:1
Maximum power: 231bhp @ 5,900rpm
Maximum torque: 284Nm @ 4,800rpm
Brakes: Front: 286mm discs; Rear: 294mm discs
Wheels & tyres: Front: 6x15-inch, 195/65/VR15;
Rear: 7x15-inch, 215/60/VR15
Length: 4,291mm
Width: 1,650mm
Weight: 1,160kg
0-60mph: 5.1 sec
Top speed: 152mph
Issue featured: 97

★★★½☆

964 Carrera 4 1989-93



Heavily revised bodywork, deformable bumpers over coil-spring suspension and four-wheel-drive marked this radical overhaul of the '87 per cent new' 911.

Production numbers: 13,353 (Coupe)
Engine capacity: 3,600cc
Compression ratio: 11.3:1
Maximum power: 250bhp @ 6,100rpm
Maximum torque: 310Nm @ 4,800rpm
Brakes: Front: 298mm discs; Rear: 299mm discs
Wheels & tyres: Front: 6x16-inch; 205/55/ZR16
Rear: 8x16-inch; 225/50/ZR16
Length: 4,250mm
Width: 1,652mm
Weight: 1,450kg
0-62mph: 5.7 sec
Top speed: 162mph
Issue featured: 111

★★☆☆☆

964 C4 Lightweight 1991



964 Leichtbau made use of surplus parts from 953 Paris Dakar project. Highlights include four way adjustable differential, short ratio gearbox and stripped interior.

Production numbers: 22
Engine capacity: 3,600cc
Compression ratio: 11.4:1
Maximum power: 265bhp @ 6,100rpm
Maximum torque: 332Nm @ 4,800rpm
Brakes: Front: 322mm discs; Rear: 299mm discs
Wheels & tyres: Front: 8x17-inch; 245/620/17
Rear: 9.5x17-inch; 265/630/17
Length: 4,275mm
Width: 1,652mm
Weight: 1,100kg
0-62mph: unknown
Top speed: unknown
Issue featured: 54

★★★★½

964 RS 1991-92



Around 120kg saved by deleting 'luxuries' and fitting magnesium Cup wheels. Power was boosted by 10bhp, suspension lowered by 40mm and uprated, as were brakes.

Production numbers: 2,405
Engine capacity: 3,600cc
Compression ratio: 11.3:1
Maximum power: 260bhp @ 6,100rpm
Maximum torque: 310Nm @ 4,800rpm
Brakes: Front: 320mm discs; Rear: 299mm discs
Wheels & tyres: Front: 7.5x17-inch; 205/50/ZR17
Rear: 9x17-inch; 255/40/ZR17
Length: 4,250mm
Width: 1,650mm
Weight: 1,230kg (Sport)
0-62mph: 5.2 sec
Top speed: 168mph
Issue featured: 116

★★★½☆

964 Turbo S 1992-93



180kg lighter than Turbo. Intakes in the rear arches funnelled air to the brakes, while the engine power was boosted by 61bhp. RS-spec uprated suspension.

Production numbers: 81
Engine capacity: 3,299cc
Compression ratio: 7.0:1
Maximum power: 381bhp @ 6,000rpm
Maximum torque: 490Nm @ 4,800rpm
Brakes: Front: 320mm discs; Rear: 299mm discs
Wheels & tyres: Front: 8x18-inch; 225/40/ZR18
Rear: 10x18-inch; 265/35/ZR18
Length: 4,250mm
Width: 1,775mm
Weight: 1,290kg
0-62mph: 4.6 sec
Top speed: 180mph
Issue featured: 108

★★★★☆

964 3.8 RS 1993



Identifiable 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.

Production numbers: 55
Engine capacity: 3,746cc
Compression ratio: 11.6:1
Maximum power: 300bhp @ 6,500rpm
Maximum torque: 359Nm @ 5,250rpm
Brakes: Front: 322mm discs; Rear: 290mm discs
Wheels & tyres: Front: 9x18-inch; 235/40/ZR18
Rear: 11x18-inch; 285/35/ZR18
Length: 4,250mm
Width: 1,775mm
Weight: 1,210kg
0-62mph: 4.9 sec
Top speed: 169mph
Issue featured: n/a

★★★★½

964 Anniversary 1993-94



'30 Jahre' anniversary 964 utilised a 'Turbo' wide body melded to the four wheel drive Carrera running gear. Available in Viola metallic, Polar silver or Amethyst.

Production numbers: 911
Engine 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: 7x17-inch; 205/50/17 tyres
Rear: 9x17-inch; 255/40/17 tyres
Length: 4,250mm
Width: 1,775mm
Weight: 1,470kg
0-62mph: 5.7 sec
Top speed: 162mph
Issue featured: 112

★★★★☆

964 RS America 1993-94



Offered in five colours, fixed whaletail spoiler and two cloth sports seats, with just four options: air con, sunroof, 90 per cent locking rear differential and stereo.

Production numbers: 701
Engine 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: 7x17-inch; 205/50/ZR17
Rear: 8x17-inch; 255/40/ZR17
Length: 4,250mm
Width: 1,650mm
Weight: 1,340kg
0-62mph: 5.5 sec
Top speed: 164mph
Issue featured: 102

★★½☆☆

993 Carrera 1993-97



Restyled bodywork had swept-back headlamps, curvaceous wings and blended-in bumpers. Engine revised, with VarioRam available from 1996.

Production numbers: 38,626
Engine 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: 7x16-inch; 205/55/ZR16
Rear: 9x17-inch; 245/45/ZR16
Length: 4,245mm
Width: 1,735mm
Weight: 1,370kg
0-62mph: 5.6 sec
Top speed: 168mph
Issue featured: 110

★★★☆☆

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 a more rear-drive feel.

Production numbers: 2,884 (Coupe)
Engine 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: 7x16-inch; 205/55/ZR16
Rear: 9x16-inch; 245/45/ZR16
Length: 4,245mm
Width: 1,735mm
Weight: 1,420kg
0-62mph: 5.8 sec
Top speed: 166mph
Issue featured: 111

★★★☆☆

993 GT2 1995-96



911 Turbo, but with reduced equipment. Also included rear-wheel drive, making it a better track car. Fitted with huge front and rear spoilers and bolt on arch extensions.

Production numbers: 194
Engine 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: 9x18-inch; 235/40/ZR18
Rear: 11x18-inch; 285/35/ZR18
Length: 4,245mm
Width: 1,855mm
Weight: 1,290kg
0-62mph: 3.9 sec
Top speed: 189mph
Issue featured: 113

★★★★★

993 Turbo 1996-98

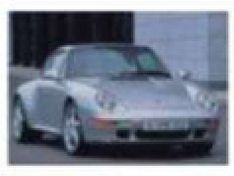


Fitted with two KKK turbochargers in order to reduce lag. Power went to all four wheels using the Carrera 4's transmission system. Brakes were 'Big Reds'.

Production numbers: 5,937
Engine 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: 8x18-inch; 225/40/ZR18
Rear: 10x18-inch; 285/30/ZR18
Length: 4,245mm
Width: 1,795mm
Weight: 1,500kg
0-62mph: 4.3 sec
Top speed: 180mph
Issue featured: 116

★★★★½

993 Carrera S 1997-98



The features that come with the Carrera S are similar to the Carrera 4S's, only this time in rear-wheel drive. Sought after for its superb handling and wide-body looks.

Production numbers: 3,714
Engine 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: 8x18-inch; 225/40/ZR18
Rear: 10x18-inch; 285/30/ZR18
Length: 4,245mm
Width: 1,795mm
Weight: 1,450kg
0-62mph: 5.4 sec
Top speed: 168mph
Issue featured: n/a

★★★★☆

993 Turbo S 1998



The final hurrah for the last air-cooled 911. With 450bhp for UK models, it was the fastest and most luxurious road going model Stuttgart had ever produced. Manual only.

Production numbers: 345
Engine capacity: 3,600cc
Compression ratio: 8.0:1
Maximum power: 450bhp @ 5,750rpm
Maximum torque: 585Nm @ 4,500rpm
Brakes: Front: 320mm discs; Rear: 322mm discs
Wheels & tyres: Front: 8x18-inch; 225/40/18
Rear: 10x18-inch; 285/30/18
Length: 4,245mm
Width: 1,795mm
Weight: 1,583kg
0-62mph: 4.1 sec
Top speed: 186mph
Issue featured: 115

★★★★★

911 technology explained



Electrically assisted power steering

Total 911 explains how one of the most controversial changes to the 991 helps guide your car in the right direction

First introduced on the 964 in 1989, the Porsche 911's power steering has traditionally been hydraulically assisted. This system forces fluid to help turn the steering thanks to pistons within the rack itself. The fluid is pressurised by an engine-driven pump.

Moving to the 991, Porsche changed to a fully electric-assist system developed in conjunction with ZF. The new system uses an electric motor, mounted on top of the rack, to help force the steering around when the steering wheel is turned thanks to a second pinion gear.

Compared to the hydraulic system, the 991's EPAS is much simpler, removing the need for an engine-driven pump and the rear-to-front plumbing needed to force the pressurised fluid to the steering rack. Moreover, the electric motor doesn't use any power from the engine, improving efficiency, while the whole system also saves weight over the 997's power steering.

Rather than calculate the required assistance from the driver's input though, Porsche's EPAS uses the myriad information garnered through the various steering and wheel sensors to provide the necessary assistance. The result is a rack that can constantly vary the level of assistance provided and, through tuning the system's software, can increase steering weight when sports modes are activated.

The new EPAS also filters out a lot of high-level feedback frequencies, especially around the dead-ahead steering position. This makes the car smoother to drive, as it is easier to keep the car travelling in a straight line without the necessity to correct for every small bump and camber in the road surface.

996 Carrera 1998-2001



An all-new 911 with larger, restyled bodywork and a water-cooled engine. Interior was redesigned in order to enable better ergonomic efficiency and more room.

Production numbers: 56,733
Engine 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: 7x17-inch; 205/50/R17
Rear: 9x17-inch; 255/40/R17
Length: 4,430mm
Width: 1,765mm
Weight: 1,320kg
0-62mph: 5.2 sec
Top speed: 174mph
Issue featured: 55

★★☆☆☆

996 Carrera 4 1998-2001



Four-wheel drive transmission fed five per cent of power in normal driving, increasing to 40 per cent when required. PSM used for first time, rolled out across the range in 2001.

Production numbers: 22,054
Engine 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: 7x17-inch; 205/50/R17
Rear: 9x17-inch; 255/40/R17
Length: 4,430mm
Width: 1,765mm
Weight: 1,375kg
0-62mph: 5.2 sec
Top speed: 174mph
Issue featured: 111

★★☆☆☆

996 GT3 1998-2000



Commonly called the Gen1 GT3, this was a lightweight 996 with power driving the rear wheels. Suspension was lowered by 30mm and brakes were uprated.

Production numbers: 1,858
Engine capacity: 3,600cc
Compression ratio: 11.7:1
Maximum power: 360bhp @ 7,200rpm
Maximum torque: 370Nm @ 5,000rpm
Brakes: Front: 330mm discs; Rear: 300mm discs
Wheels & tyres: Front: 8x18-inch; 225/40/R18
Rear: 10x18-inch; 285/30/R18
Length: 4,430mm
Width: 1,765mm
Weight: 1,350kg
0-62mph: 4.8 sec
Top speed: 188mph
Issue featured: 99

★★★★☆

996 GT2 2001-03



A lightweight, Turbo-bodied 996 with uprated turbocharged engine and suspension. PCCB was standard. Revised ECU later gave an extra 21bhp.

Production numbers: 1,287
Engine capacity: 3,600cc
Compression ratio: 9.4:1
Maximum power: 462bhp @ 5,700rpm
Maximum torque: 620Nm @ 3,500-4,500rpm
Brakes: Front: 350mm discs; Rear: 350mm discs
Wheels & tyres: Front: 8x18-inch; 235/40/R18
Rear: 12x18-inch; 315/30/R18
Length: 4,450mm
Width: 1,830mm
Weight: 1,440kg
0-62mph: 4.1 sec
Top speed: 196mph
Issue featured: 108

★★★★☆

Gen2 996 C2 2002-04



Facelifted with Turbo-style headlamps and revised front and rear bumpers, fitted with more powerful 3.6-litre engine and VarioCam Plus. Manual and Tiptronic 'boxes updated.

Production numbers: 29,389
Engine 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: 7x17-inch; 205/50/R17
Rear: 9x17-inch; 255/40/R17
Length: 4,430mm
Width: 1,770mm
Weight: 1,370kg
0-62mph: 5.0 sec
Top speed: 177mph
Issue featured: n/a

★★½☆☆

Gen2 996 C4 2002-04



Facelifted in line with rear-drive Carrera, though the all-wheel-drive version drives very much like its rear-driven brethren. Cabin received minor updates over Gen1.

Production numbers: 10,386
Engine 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: 7x17-inch; 205/50/R17
Rear: 9x17-inch; 255/40/R17
Length: 4,430mm
Width: 1,770mm
Weight: 1,430kg
0-62mph: 5.0 sec
Top speed: 177mph
Issue featured: 107

★★½☆☆

996 GT3 RS 2004-05



Same 3,600cc engine as in GT3, but with weight saving, offering 280bhp per ton – an improvement of four per cent over the 996 GT3 Clubsport. PCCB included as standard.

Production numbers: 682
Engine 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: 8.5x18-inch; 235/40R18
Rear: 11x18-inch; 295/30R18
Length: 4,435mm
Width: 1,770mm
Weight: 1,360kg
0-62mph: 4.4 sec
Top speed: 190mph
Issue featured: 107

★★★★½

996 Turbo S 2004-05



A 911 Turbo with the previously optional 30bhp power upgrade, with larger turbochargers, uprated intercoolers and a revised ECU. PCCB standard.

Production numbers: 1,563
Engine capacity: 3,600cc
Compression ratio: 9.4:1
Maximum power: 450bhp @ 5,700rpm
Maximum torque: 620Nm @ 3,500-4,500rpm
Brakes: Front: 350mm discs; Rear: 350mm discs
Wheels & tyres: Front: 8x18-inch; 225/40/R18
Rear: 11x18-inch; 295/30/R18
Length: 4,435mm
Width: 1,830mm
Weight: 1,590kg
0-62mph: 4.2 sec
Top speed: 191mph
Issue featured: 62

★★★★☆

997 Carrera 2004-08



Fully revised 911 with 993-influenced bodywork and a new interior. Engine was like 996, but refined for more power. Six-speed Tiptronic option available.

Production numbers: 25,788
Engine capacity: 3,596cc
Compression ratio: 11.3:1
Maximum power: 325bhp @ 6,800rpm
Maximum torque: 370Nm @ 4,250rpm
Brakes: Front: 318mm discs; Rear: 299mm discs
Wheels & tyres: Front: 8x18-inch; 235/40/R18
Rear: 10x18-inch; 265/40/R18
Length: 4,427mm
Width: 1,808mm
Weight: 1,395kg
0-62mph: 5.0 sec
Top speed: 177mph
Issue featured: 112

★★★☆☆

997 Carrera 4S 2005-08



The same 3.8-litre, 355bhp engine as the Carrera S, with four-wheel-drive system on C4. 44mm wider than Carrera S to accomodate for wider rear wheels and tyres.

Production numbers: 30,973
Engine capacity: 3,824cc
Compression ratio: 11.8:1
Maximum power: 355bhp @ 6,600rpm
Maximum torque: 400Nm @ 4,600rpm
Brakes: Front: 330mm discs; Rear: 330mm discs
Wheels & tyres: Front: 8x19-inch; 235/35/R19
Rear: 11x19-inch; 295/30/R19
Length: 4,427mm
Width: 1,808mm
Weight: 1,475kg
0-62mph: 4.8 sec
Top speed: 179mph
Issue featured: 14

★★★½☆

997 Turbo 2005-10



Similar to the 997 C4S body, but with extra intakes at the front and sides. Essentially the 996 Turbo engine, but with all-new twin turbos. VTG gave the best of small and large turbos.

Production numbers: 19,201 (up to 2008)
Engine capacity: 3,600cc
Compression ratio: 9.8:1
Maximum power: 480bhp @ 6,000rpm
Maximum torque: 620Nm @ 1,950-5,000rpm
Brakes: Front: 350mm discs; Rear: 350mm discs
Wheels & tyres: Front: 8.5x19-inch; 235/35/R19
Rear: 11x19-inch; 305/30/R19
Length: 4,450mm
Width: 1,852mm
Weight: 1,585kg
0-62mph: 3.9 sec
Top speed: 193mph
Issue featured: 107

★★★★☆

997 GT3 2006-07



Track-focused, but based on narrow-bodied Carrera with reworked 996 GT3 engine. PASM standard, revs to 8,400rpm, 200 higher than the Gen2 996 GT3.

Production numbers: 2,378
Engine capacity: 3,600cc
Compression ratio: 12.0:1
Maximum power: 415bhp @ 7,600rpm
Maximum torque: 405Nm @ 5,500rpm
Brakes: Front: 380mm discs; Rear: 350mm discs
Wheels & tyres: Front: 8.5x19-inch; 235/35/R19
Rear: 12x19-inch; 305/30/R19
Length: 4,445mm
Width: 1,808mm
Weight: 1,395kg
0-62mph: 4.3 sec
Top speed: 192mph
Issue featured: 111

★★★★½

996 Turbo 2001-05



Distinguished by wide rear arches, air intakes and deep front spoiler, plus part-fixed, part-retractable spoiler. Different engine to naturally aspirated 3.6-litre 996 unit.

Production numbers: 20,499
Engine capacity: 3,600cc
Compression ratio: 9.4:1
Maximum power: 420bhp @ 6,000rpm
Maximum torque: 560Nm @ 2,700-4,600rpm
Brakes: Front: 330mm discs; Rear: 330mm discs
Wheels & tyres: Front: 8x18-inch; 225/40/R18
Rear: 11x18-inch; 295/30R18
Length: 4,435mm
Width: 1,830mm
Weight: 1,590kg
0-62mph: 4.2 sec
Top speed: 189mph
Issue featured: 114

★★★★☆

996 Carrera 4S 2001-05



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

Production numbers: 23,055
Engine 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: 8x18-inch; 225/40/R18
Rear: 11x18-inch; 296/30/R18
Length: 4,435mm
Width: 1,830mm
Weight: 1,495kg
0-62mph: 5.1 sec
Top speed: 174mph
Issue featured: 101

★★★½☆

996 Anniversary 2003-04



Available in GT silver, and included a Turbo front bumper and chrome Carrera wheels. Powerkit, -10mm sports suspension and mechanical LSD standard.

Production numbers: 1,963
Engine capacity: 3,596cc
Compression ratio: 11.3:1
Maximum power: 345bhp @ 6,800rpm
Maximum torque: 370Nm @ 4,800rpm
Brakes: Front: 330mm discs; Rear: 330mm discs
Wheels & tyres: Front: 8x18-inch; 225/40/R18
Rear: 10x18-inch; 285/30/R18
Length: 4,430mm
Width: 1,770mm
Weight: 1,370kg
0-62mph: 4.9 sec
Top speed: 175mph
Issue featured: 112

★★★☆☆

Gen2 996 GT3 2003-05



Based on facelifted 996 Carrera, but with new spoilers. Suspension lowered and uprated, PCCB optional . Full spec interior unless Clubsport option was ordered.

Production numbers: 2,313
Engine 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: 8.5x18-inch; 235/40/R18
Rear: 11x18-inch; 295/30/R18
Length: 4,435mm
Width: 1,770mm
Weight: 1,380kg
0-62mph: 4.5 sec
Top speed: 190mph
Issue featured: 107

★★★★☆

997 Carrera S 2004-08



As per the 997 Carrera, but with more powerful 3.8-litre engine and PASM. 19-inch wheels as standard, with bigger venitlated brakes. Quad exhaust tailpipes.

Production numbers: 41,059
Engine capacity: 3,824cc
Compression ratio: 11.8:1
Maximum power: 355bhp @ 6,600rpm
Maximum torque: 400Nm @ 4,600rpm
Brakes: Front: 330mm discs; Rear: 330mm discs
Wheels & tyres: Front: 8x19-inch; 235/35/R19
Rear: 11x19-inch; 295/30/R19
Length: 4,427mm
Width: 1,808mm
Weight: 1,420kg
0-62mph: 4.8 sec
Top speed: 182mph
Issue featured: 107

★★★½☆

997 Carrera 4 2005-08



Like the 997 Carrera, but with drive to all four wheels via a multi-disc viscous coupling, transferring between five and 40 per cent of traction to the front. 44mm wider at rear.

Production numbers: 8,533
Engine capacity: 3,596cc
Compression ratio: 11.3:1
Maximum power: 325bhp @ 6,800rpm
Maximum torque: 370Nm @ 4,250rpm
Brakes: Front: 318mm discs; Rear: 299mm discs
Wheels & tyres: Front: 8x18-inch; 235/40/R18
Rear: 10x18-inch; 295/35/R18
Length: 4,427mm
Width: 1,852mm
Weight: 1,450kg
0-62mph: 5.1 sec
Top speed: 174mph
Issue featured: 3

★★★☆☆

997 GT3 RS 2006-07



Similar to GT3, with inclusion of wider rear bodyshell of the Carrera S. 20kg of weight saved from GT3 thanks to carbon engine cover and rear wing, and plastic rear window.

Production numbers: 1,106
Engine capacity: 3,600cc
Compression ratio: 12.0:1
Maximum power: 415bhp @ 7,600rpm
Maximum torque: 405Nm @ 5,500rpm
Brakes: Front: 380mm discs; Rear: 350mm discs
Wheels & tyres: Front: 8.5x19-inch; 235/35/R19
Rear: 12x19-inch; 305/30/R19
Length: 4,460mm
Width: 1,808mm
Weight: 1,375kg
0-62mph: 4.2 sec
Top speed: 194mph
Issue featured: 110

★★★★½

997 GT2 2007-09



Essentially the 997 Turbo, but with rear-wheel drive only. Enjoyed a more track-orientated suspension and brake setup, with GT3-style interior and extra power.

Production numbers: 1,242
Engine 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: 8.5x19-inch; 235/35/ZR19
Rear: 9x11-inch; 305/30/ZR19
Length: 4,469mm
Width: 1,852mm
Weight: 1,440kg
0-62mph: 3.7 sec
Top speed: 204mph
Issue featured: 31

★★★★½

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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).

Production numbers: 7,190 (Coupe)
Engine 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: 8x18-inch; 235/40/ZR18
Rear: 10.5x18-inch; 265/40/ZR18
Length: 4,435mm
Width: 1,808mm
Weight: 1,490kg
0-62mph: 4.9 sec
Top speed: 180mph
Issue featured: 89

★★★½☆

Gen2 997 C2 S 2008-12



Altered as per the Carrera, but with larger 3.8-litre engine – again using fewer components and Direct Fuel Injection. Had seven-speed PDK optional, like the Carrera.

Production numbers: 9,470 (Coupe)
Engine 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: 8x19-inch; 235/35/ZR19
Rear: 11x19-inch; 295/30/ZR19
Length: 4,435mm
Width: 1,808mm
Weight: 1,500kg
0-62mph: 4.7 sec
Top speed: 188mph
Issue featured: 61

★★★★☆

Gen2 997 GT3 RS 2009-12



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.

Production numbers: 1,500 approx
Engine capacity: 3,800cc
Compression ratio: 12.2:1
Maximum power: 450bhp @ 7,900rpm
Maximum torque: 430Nm @ 6,750rpm
Brakes: Front: 380mm discs; Rear: 380mm discs
Wheels & tyres: Front: 9x19-inch; 245/35/ZR19
Rear: 12x19-inch; 325/30/ZR19
Length: 4,460mm
Width: 1,852mm
Weight: 1,370kg
0-62mph: 4.0sec
Top speed: 192mph
Issue featured: 110

★★★★★

997 Speedster 2010



Built to mark Porsche Exclusiv's 25th anniversary. Shorter windscreen, but rake angle same as 997 Carrera. Wide body with 19-inch Fuchs wheels. Rear-wheel drive.

Production numbers: 356
Engine capacity: 3,800cc
Compression ratio: 12.5:1
Maximum power: 408bhp @ 7,300rpm
Maximum torque: 420Nm @ 4,400-5,600rpm
Brakes: Front: 350mm discs; Rear: 350mm discs.
Wheels & tyres: Front: 8.5x19-inch; 235/35/ZR19
Rear: 11x19-inch; 305/30/ZR19
Length: 4,440mm
Width: 1,852mm
Weight: 1,540kg
0-62mph: 4.4 sec
Top speed: 190mph
Issue featured: 69

★★★★½

997 C2 GTS 2010-12



Features the C4's wider rear body, and powered by the 3.8-litre Carrera S engine, with a Powerkit producing 25bhp extra. The GTS is laden with Porsche options.

Production numbers: Unknown
Engine capacity: 3,800cc
Compression ratio: 12.5:1
Maximum power: 402bhp @ 7,300rpm
Maximum torque: 420Nm @ 4,200-5,600rpm
Brakes: Front: 330mm discs; Rear: 330mm discs
Wheels & tyres: Front: 8.5x19-inch; 235/35/19
Rear: 11x19-inch; 305/30/19
Length: 4,435mm
Width: 1,852mm
Weight: 1,420kg
0-60mph: 4.6 sec
Top speed: 190mph
Issue featured: 107

★★★★½

997 C4 GTS 2010-12



Like the C2 997 GTS, but slightly heavier and with four-wheel drive. In either C2 or C4 form, it represented a great saving over optioning up a 997 Carrera counterpart.

Production numbers: Unknown
Engine capacity: 3,800cc
Compression ratio: 12.5:1
Maximum power: 402bhp @7,300rpm
Maximum torque: 420Nm @ 4,200-5,600rpm
Brakes: Front: 330mm discs; Rear: 330mm discs
Wheels & tyres: Front: 8.5x19-inch; 235/35/ZR19
Rear: 11x19-inch; 305/30/ZR19
Length: 4,435mm
Width: 1,852mm
Weight: 1,555kg
0-62mph: 4.6 sec
Top speed: 188mph
Issue featured: 91

★★★★½

991 Carrera 4S 2012-



Same wider body styling as Carrera 4, coupled to 3.8-litre 400bhp engine. Also features six-piston brake calipers at front, as opposed to four. PTV spread torque more evenly.

Production numbers: Currently in production
Engine capacity: 3,800cc
Compression ratio: 12.5:1
Maximum power: 400bhp @ 7,400rpm
Maximum torque: 440Nm @ 5,600rpm
Brakes: Front: 340mm discs; Rear: 330mm discs
Wheels & tyres: Front: 8.5x20-inch; 245/35/ZR20
Rear: 11x20-inch; 305/30/ZR20
Length: 4,491mm
Width: 1,852mm
Weight: 1,445kg
0-62mph: 4.5sec
Top speed: 185mph
Issue featured: 111

★★★★½

991 GT3 2013-



Wide body from 991 Carrera 4 was used for the first time. Mezger engine from previous GT3s replaced with revamped DFI version of Carrera S engine. PDK only.

Production numbers: Currently in production
Engine capacity: 3,800cc
Compression ratio: 12.9:1
Maximum power: 475hp @ 8,250rpm
Maximum torque: 440Nm @ 6,250rpm
Brakes: Front: 380mm discs; Rear: 380mm discs
Wheels & tyres: Front: 9x20-inch; 245/35/ZR20
Rear: 12x20-inch; 305/30/ZR20
Length: 4,545mm
Width: 1,852mm
Weight: 1,430kg
0-62mph: 3.5sec
Top speed: 196mph
Issue featured: 104

★★★★★

Gen2 997 C4 2008-12



Numerous engine and body changes as per the Carrera, but with a wider rear end plus full-width rear reflector. New all-wheel drive was initiated from the 997 Turbo.

Production numbers: 1,384 (Coupe)
Engine 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: 8x18-inch; 235/40/ZR18
Rear: 10.5x18-inch; 265/40/ZR18
Length: 4,435mm
Width: 1,852mm
Weight: 1,545kg
0-62mph: 5.0 sec
Top speed: 176mph
Issue featured: 41

★★★½☆

Gen2 997 C4S 2008-12



Bodywork as per C4, but with larger engine. Utilised the 997 Turbo's four-wheel drive and PTM. Viscous coupling gives way to electromagnetically controlled multi-plate clutch.

Production numbers: 7,910 (Coupe)
Engine 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: 8x19-inch; 235/30/ZR19
Rear: 11x19-inch; 295/30/ZR19
Length: 4,435mm
Width: 1,852mm
Weight: 1,555kg
0-62mph: 4.7 sec
Top speed: 185mph
Issue featured: 111

★★★★☆

Gen2 997 GT3 2009-12



Updated as per the Carrera, but with a unique front spoiler and rear wing, revised PASM, centre-lock wheels and better brakes. 2010 MY GT3s recalled to fix rear hubs.

Production numbers: Unknown
Engine capacity: 3,800cc
Compression ratio: 12.2.:1
Maximum power: 435bhp @ 7,900rpm
Maximum torque: 430Nm @3250rpm
Brakes: Front: 380mm discs; Rear: 350mm discs
Wheels & tyres: Front: 8.5x19-inch; 235/35/ZR19
Rear: 12x19-inch;305/30/ZR19
Length: 4,460mm
Width: 1,808mm
Weight: 1,395kg
0-62mph: 4.1sec
Top speed: 194mph
Issue featured: 99

★★★★½

Gen2 997 Turbo 2009-13



Same as the original 997 Turbo, but with new LED tail-lights and driver lights up front. Larger tailpipes and DFI engine, with fuel consumption cut by 16 per cent.

Production numbers: Unknown
Engine capacity: 3,800cccc
Compression ratio: 9.8:1
Maximum power: 500bhp @ 6,000rpm
Maximum torque: 650Nm @ 1,950-5,000rpm
Brakes: Front: 350mm discs; Rear: 350mm discs
Wheels & tyres: Front: 8.5x19-inch; 235/35/ZR19
Rear: 11x19-inch; 305/30/ZR19
Length: 4,450mm
Width: 1,852mm
Weight: 1,570kg
0-62mph: 3.4 sec
Top speed: 194mph
Issue featured: 90

★★★★½

997 Sport Classic 2010



Based on a 3.8-litre Powerkit, rear wheel-drive Carrera S, but with 44mm wider rear arches. Retro styling including iconic ducktail spoiler and large Fuchs wheels.

Production numbers: 250
Engine capacity: 3,800cc
Compression ratio: 12.5:1
Maximum power: 408bhp @ 7,300rpm
Maximum torque: 420Nm @ 4,200-5,600rpm
Brakes: Front: 350mm discs; Rear: 350mm discs
Wheels & tyres: Front: 8.5x19-inch; 235/35/ZR19
Rear: 11x19-inch; 305/30/ZR19
Length: 4,435mm
Width: 1,852mm
Weight: 1,425kg
0-62mph: 4.6 sec
Top speed: 187mph
Issue featured: 57

★★★★★

997 GT3 RS 4.0 2010



The engine was upgraded and aerodynamically tweaked too, with the angle of rear wing increased and dive planes on either side of the front nose. A future collectors' gem.

Production numbers: 600
Engine 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: 9x19-inch; 245/35/ZR19
Rear: 12x19-inch; 325/30/ZR19
Length: 4,460mm
Width: 1,852mm
Weight: 1,360kg
0-62mph: 3.5 sec
Top speed: 193mph
Issue featured: 115

★★★★★

997 918 Edition 2010



These exclusive 997 Turbo S-spec 911s were only available to those who had paid a deposit for a 918 Spyder. Acid green badging and brake calipers.

Production numbers: 918
Engine capacity: 3,800cc
Compression ratio: 9.8:1
Maximum power: 530bhp @ 6,250-6,750rpm
Maximum torque: 700Nm @ 2,100-4,250rpm
Brakes: Front: 380mm discs; Rear: 350mm discs
Wheels & tyres: Front: 8.5x19-inch; 235/35/ZR19
Rear: 11x19-inch; 305/30/ZR19
Length: 4,435mm
Width: 1,852mm
Weight: 1,585kg
0-62mph: 3.3sec
Top speed: 195mph
Issue featured: 74

★★★★★

997 GT2 RS 2010-11



The GT2 went back to its roots with an RS-style lightweight body and interior, plus extra power. Recognisable thanks to carbon fibre on bonnet, air intake and mirrors.

Production numbers: 500
Engine capacity: 3,600cc
Compression ratio: 9.0:1
Maximum power: 620bhp @ 6,500rpm
Maximum torque: 700Nm @ 2,500-5,500rpm
Brakes: Front: 380mm discs; Rear: 350mm discs
Wheels & tyres: Front: 9x19-inch; 245/35/ZR19
Rear: 12x19-inch; 325/30/ZR19
Length: 4,460mm
Width: 1,852mm
Weight: 1,370kg
0-62mph: 3.5 sec
Top speed: 205mph
Issue featured: 114

★★★★★

997 Turbo S 2011-13



As standard 997 Turbo but more power and higher level of standard equipment including PCCB, centre-lock wheels, crested sports seats and Sport Chrono Plus.

Production numbers: 350 (UK only)
Engine capacity: 3,800cc
Compression ratio: 9.8:1
Maximum power: 530bhp @ 6,250-6,750rpm
Maximum torque: 700Nm @ 2,100-4,250rpm
Brakes: Front: 380mm discs; Rear: 350mm discs
Wheels & tyres: Front: 8.5x19-inch; 235/35/ZR19
Rear: 11x19-inch; 305/30/ZR19
Length: 4,435mm
Width: 1,852mm
Weight: 1,585kg
0-62mph: 3.3sec
Top speed: 195mph
Issue featured: 98

★★★★★

991 Carrera 2011-



First of the newest and latest Gen7 911, takes styling hues from 993. Redesigned chassis with lengthened wheelbase reduces overhang of engine.

Production numbers: Currently in production
Engine capacity: 3,436cc
Compression ratio: 12.5:1
Maximum power: 350bhp @ 7,400rpm
Maximum torque: 390Nm @ 5,600rpm
Brakes: Front: 330mm discs; Rear: 330mm discs
Wheels & tyres: Front: 8.5x19-inch; 235/40/ZR19
Rear: 11x19-inch; 285/35/ZR19
Length: 4,491mm
Width: 1,808mm
Weight: 1,380kg
0-62mph: 4.8sec
Top speed: 179.6mph
Issue featured: 83

★★★★☆

991 Carrera S 2011-



Same as Carrera, including seven-speed manual 'box, but utilising bigger engine. Slightly larger front brakes than the standard Carrera, PASM as standard equipment.

Production numbers: Currently in production
Engine capacity: 3,800cc
Compression ratio: 12.5:1
Maximum power: 400bhp @ 7,400rpm
Maximum torque: 440Nm @ 5,600rpm
Brakes: Front: 340mm discs; Rear: 330mm discs
Wheels & tyres: Front: 8.5x20-inch; 245/35/ZR20
Rear: 11x20-inch; 295/30/ZR20
Length: 4,491mm
Width: 1,808mm
Weight: 1,395kg
0-62mph: 4.5sec
Top speed: 188.9mph
Issue featured: 114

★★★★½

991 Carrera 4 2012-



22mm wider body than C2, with 10mm wider tyres connecting rear tale light as standard. Also features a torque distribution indicator on the digital dash clock.

Production numbers: Currently in production
Engine capacity: 3,436cc
Compression ratio: 12.5:1
Maximum power: 350bhp @ 7,400rpm
Maximum torque: 390Nm @ 5,600rpm
Brakes: Front: 330mm discs; Rear: 330mm discs
Wheels & tyres: 8.5x19-inch; 235/40/ZR19
Rear: 11x19-inch;295/35/ZR19
Length: 4,491mm
Width: 1,852mm
Weight: 1,430kg
0-62mph: 4.9 sec
Top speed: 177mph
Issue featured: 98

★★★★☆

991 Turbo 2013-



The new Turbo marks the introduction of rear axle steering, plus PDK-only transmission to forced induction 991 models. Rear fenders 28mm wider than C4.

Production numbers: Currently in production
Engine capacity: 3,800cc
Compression ratio: 9.8:1
Maximum power: 520hp @ 6,000-6,500rpm
Maximum torque: 660Nm @ 1,950-5,000rpm
Brakes: Front: 380mm discs; Rear: 380mm discs
Wheels & tyres: Front: 8.5x20-inch; 245/35/ZR20
Rear: 11x20-inch; 305/30/ZR20
Length: 4,506mm
Width: 1,880mm
Weight: 1,595kg
0-62mph: 3.4sec
Top speed: 195mph
Issue featured: 109

★★★★★

991 Turbo S 2013-



Same dimensions as 991 Turbo, but with a tweaked map to provide an extra 40hp. Usual Turbo options as standard, including centre-lock wheels, PCCB, PDCC and Bose sound.

Production numbers: Currently in production
Engine capacity: 3,800cc
Compression ratio: 9.8:1
Maximum power: 560hp @ 6,500-6,750rpm
Maximum torque: 700Nm @ 2,100-4,250
Brakes: Front: 410mm discs; Rear: 390mm discs
Wheels & tyres: Front: 9x20-inch; 245/35/ZR20
Rear: 11x20-inch, 305/30/ZR20
Length: 4,506mm
Width: 1,880mm
Weight: 1,605kg
0-62mph: 3.1sec
Top speed: 197mph
Issue featured: 115

★★★★★

991 Anniversary 2013-14



Exuberantly styled Carrera S with wide body and generous spec. Many styling cues inside and out taken from original 901. Powerkit only came as standard spec in US.

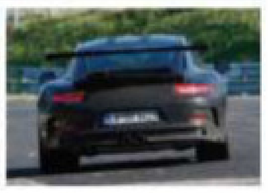
Production numbers: 1,963
Engine capacity: 3,800cc
Compression ratio: 12.5:1
Maximum power: 400bhp @ 7,400rpm
Maximum torque: 440Nm @ 5,600rpm
Brakes: Front: 340mm discs; Rear: 330mm discs.
Wheels & tyres: Front: 9x20-inch; 245/35/ZR20
Rear: 11.5x20-inch; 305/30/ZR20
Length: 4,491mm
Width: 1,852mm
Weight: 1,420kg
0-62mph: 4.5 sec
Top speed: 188mph
Issue featured: 112

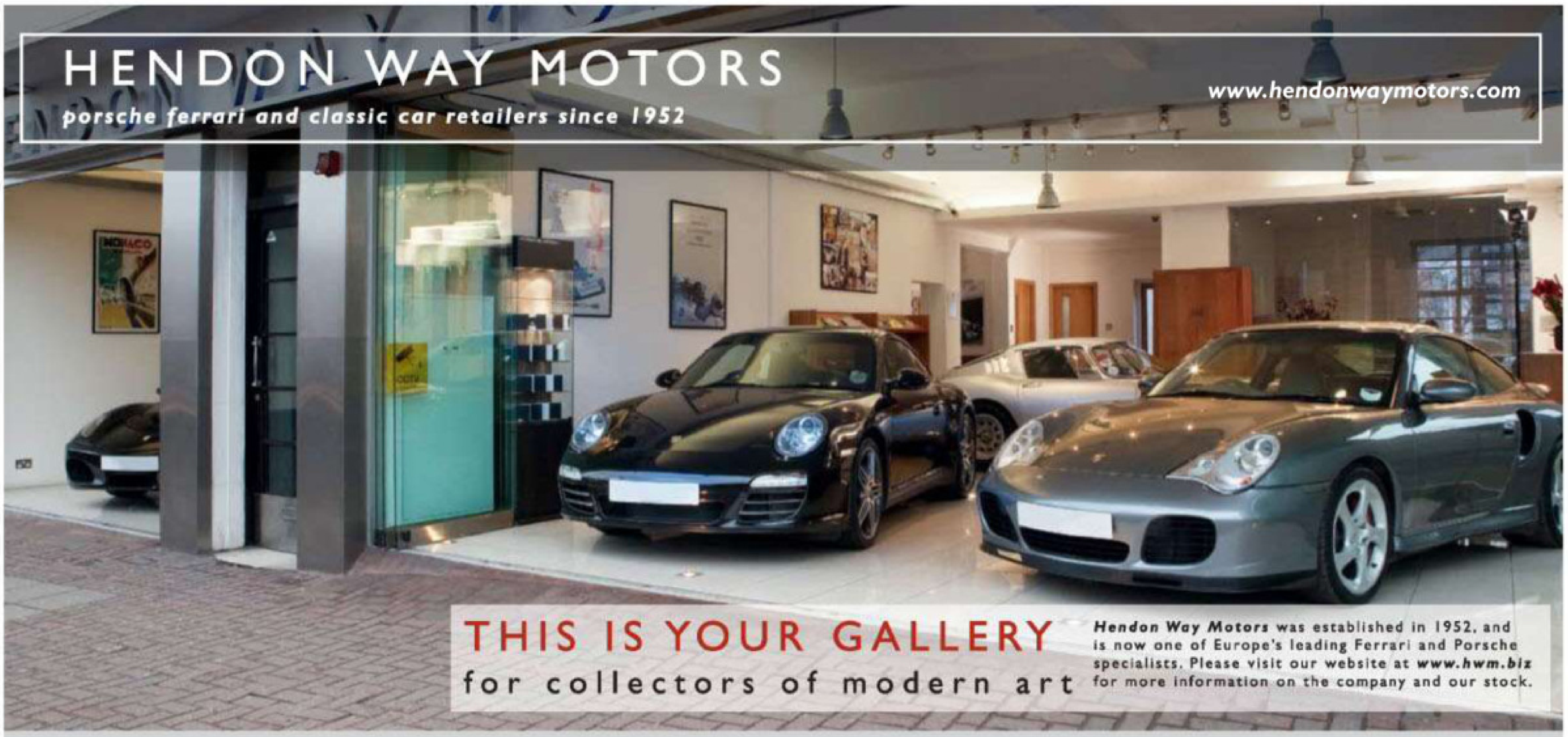
★★★★½

991 GT3 RS 2015-









PORSCHE 997 - TURBO, C2S, TARGA

2010 - 997 GEN II TURBO COUPE PDK (BASALT BLACK) 20,000 Miles
Sand Beige Leather Interior, PSM, PASM, PCM, Touchscreen Sat Nav, CD Changer, Sport Chrono Package, Three Spoke Multi Function Steering Wheel, White Dials, Porsche Vehicle Tracking System, Xenon Headlights, 19" Turbo Alloy Wheels (GEN II), Full Porsche Service History.

2010 - 997 GEN II TURBO COUPE (CARRERA WHITE) 19,000 Miles
Metropole Blue Leather Interior, Manual, PSM, PASM, PCM, Touchscreen Sat Nav, BOSE Surround Sound System, CD Changer, Xenon Headlights, 19" Turbo Alloy Wheels (GEN II), Full Porsche Service History.

2007 - 997 TURBO COUPE TIP (BASALT BLACK) 47,000 Miles
Black Leather Interior, Sports Chrono Package, PASM, PSM, PCM, Sat Nav, White Dials, Porsche Crested Headrest, Traction Control, 19" Turbo Alloy Wheels, Full Porsche Service History.

2010 - 997 GEN II C2S COUPE MAN (BASALT BLACK) 15,000 Miles
Full Black Leather Interior, PSM, PASM, PCM, Touchscreen Sat Nav, White Dials, BOSE Surround System, Multi Function Steering Wheel, Xenon Headlights, 19" Split Trim Alloy Wheels, Full Porsche Service History.

2009/58 - 997 GEN II C2S COUPE PDK (BASALT BLACK) 58,000 Miles
2009 Model, Black Leather Interior, PSM, PASM, PCM, Touch Screen Sat Nav, BOSE Sound System, Heated Memory Seats, White Dials, Climate Control, Xenon Headlights, 19" Alloy Wheels, Full Main Dealer Service History.

2007 - 997 TARGA 4 MANUAL (COBALT BLUE) 44,000 Miles
Grey Leather Interior, PSM, PCM, Sat Nav, Rear Park Assist, 19" Split Rim Alloy Wheels, Full Service History (Just Been Serviced).

2006 - 997 C2S CABRIOLET TIP (SILVER) 22,000 Miles
Full Metropole Blue Leather Interior, PSM, PASM, PCM, Sat Nav, White Dials, 19" Carrera S Alloy Wheels, Xenon Headlights, Original Wind Deflector, Full Porsche Service History.

2007 - 997 CARRERA 2 COUPE MAN (METEOR GREY) 41,000 Miles
Black Grey Leather Interior, PSM, PCM, Sat Nav, BOSE Sound System, Alcantara Headlining, 19" Carrera S Alloy Wheels, Full Service History.

PORSCHE 996 - TURBO, C4S

2003 - 996 TURBO COUPE MAN (POLAR SILVER) 70,000 Miles
Dark Metropole Blue Leather Interior, PSM, PCM, Sat Nav, BOSE Sound System, Sunroof, Alcantara Headlining, 18" Turbo Alloy Wheels, Full Service History.

2005 - 996 C4S CABRIOLET TIP (MIDNIGHT BLUE) 63,000 Miles
Dark Navy Blue Leather Interior, PSM, PCM, Sat Nav, Telephone, Memory Seats, 4 CD Changer, Climate Control, 18" Alloy Wheels, Full Service History.

PORSCHE 993 - TURBO, C2S, C2, CARRERA

1995 - 993 CARRERA COUPE MAN (BLACK METALLIC) 111,000 Miles
Sand Beige Leather Interior, 6 Speed Manual, Sports Seats, Sunroof, Electric Windows, Electric Mirrors, Air Conditioning, 17" Alloy Wheels, Full Service History.

1997 - 993 C2S COUPE MAN (ARCTIC SILVER) 71,000 Miles
Varioram, Metropole Blue Leather Interior, White Dials, Sony Single CD Player & Radio, Air Bag, Air Conditioning, Factory Fitted Alarm System, 18" Turbo Alloy Wheels, Turbo Spoiler, Fully Documented Service History.

1995 - 993 C2 COUPE MAN (IRISH BLUE METALLIC) 109,000 Miles
Black Leather Interior, Porsche Immobiliser System, Spare keys, Electric Spoiler, UK Supplied Car (C16), Full Service History.

1997 - 993 CARRERA 4 CAB MAN (MIDNIGHT BLUE) 92,000 Miles
Marble Grey Leather Interior, Radio and CD Player, Electric Windows, Electric Mirrors, 17" Carrera 4 Alloy Wheels, Full Service History.

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

1995 - 993 TURBO COUPE MANUAL (ARENA RED) 31,000 Miles
Grey Leather Interior, Wood Package, Electric Sunroof, Sports Seats, Cruise Control, Uprated Becker CD Player, Bluetooth, Speakers, Sat Nav, 18" Turbo Alloy Wheels, Official Porsche Centre Service History.

1996 - 993 C2S COUPE (BLACK METALLIC) 80,000 Miles
1997 Model (registered 12.1996), Carrera 2S (Widebody Specification), 6 Speed, Varioram, Full Grey Leather Interior, Alpine Upgraded Stereo, Air Con, 18" Porsche Turbo S Alloy Wheels, Full Porsche Service History, Very Clean And Cherished Weekend Car. Extremely Detailed History, With Porsche Authenticity Certificate, And One Owner Since 2004.

1996 - 993 C2 COUPE TIP (ARENA RED) 73,000 Miles
Black Leather Interior, Part Electric Sports Seats, Sony Radio Player, Sunroof, Climate Control, 17" Alloy Wheels, Full Main Dealer And Porsche Specialist Service History.

1995- 993 C2 COUPE MAN (MIDNIGHT BLUE) 99,000 Miles
Black Leather Interior, No Accident Damage, Clear Lenses, Porsche Immobiliser And Spare Keys, Recent Cosmetic Paintwork Carried Out To Remove Stone Chips, Porsche Document Wallet And Manuals, Electric Spoiler, Porsche Inscribed Mats, Always Garaged, C16 UK Car, Very Nice Example In Excellent Condition.

1994 - 993 C2 COUPE TIP (BLACK METALLIC) 73,000 Miles
Black Leather Interior, Kenwood CD Player And Radio, Sunroof, Rear Wiper, Electric Windows/ Mirror, Factory Fitted Alarm System, 17" Alloy Wheels, Full Main Dealer And Porsche Specialist Service History.

1994 - 993 C2 COUPE TIP (BLACK) 99,000 Miles
Marble Grey Leather Interior, Sunroof, Becker Radio, Electric Seats, 17" Alloy Wheels, Full Porsche And Specialist Service History (Just Been Serviced).

1987 - 930 TURBO COUPE MAN (BLACK METALLIC) 140,000 Miles
Deep Plum Leather Interior, 3.3L Engine, KKK27 Turbo, Alcantara Headliner, Full Climate Control, Upgraded High End Sound System, Upgraded Bi-Xenon Lights, Original 16" Fuchs Alloys With New Continental N1 Tyres, Full Service History With Invoices And Photographs Documenting The Full Restoration. Concours Condition Throughout.

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

1984 - 911 3.2 COUPE SPORT (BLUE METALLIC) 72,000 Miles
Black Leather Interior, Manual, Sunroof, Electric Mirror/Window, Factory Fitted Air Conditioning, Factory Fitted Alarm System, Fully Documented Service History, Rust Free, Accident Free And Finance Free.

FERRARI - MODELS FROM 1967 +

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

2006 - F430 SPIDER V8 MANUAL (TITANIUM SILVER) 28,000 Miles
6 Speed Manual, Titanium Silver Exterior, Rosso Leather Interior, Carbon Fibre Trim, Ferrari Stereo With A Telephone Module, Manettino With Sports And Track Settings, Climate Control, Ferrari Crested Headrests. Full Ferrari Service History.

2003 - 360 SPIDER F1 (GRIGIO SILVER) 28,000 Miles
Black Leather Interior, F1 Gear Box, ASR, Challenge Grill, Climate Control, CD Changer, 19" Ferrari Alloy Wheels, Full Ferrari Service History, Two Previous Keepers.

1998 - 550 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 - F355 SPIDER MANUAL (GIALLO MODENA) 28,000 Miles
Giallo Modena Yellow, Full Nero Black Interior, Optional Sports Mode, Electric Seats, Electric Hood, Tonnau Cover, Air Conditioning, 18" Ferrari 355 Alloys, Full Service History, Recently Serviced, This Car Has Been Known To Us For A Period Of 5 Years.

1967 - 275 GTB/4 MANUAL LHD (ARGENTO SILVER) 59,000 Miles
Full Black Leather Interior, Detailed Restoration History, Original Build Sheets, Sales Invoice, Tool Kit, Wallet, Hand Books, Numerous Concourse And Awards Winner, Engine Rebuilt By Ferrari In Johannesburg 26,000 KMS Ago, Comprehensive Photos Showing The Repaint And Work Done By Ferrari, Exceptional Condition Throughout.

LAMBORGHINI

2011 - LAMBORGHINI GALLARDO (YELLOW) 8,700 Miles
Paddle Shift Gearbox (Automatic), Nero Leather Interior, Sat Nav, Crested Seats, Aluminium Dash Dials and Fascia Trims, Tracker Fitted, Bi-Xenon Headlights, 19" Lamborghini Crested Alloy Wheels with Yellow Callipers, Full Official Lamborghini Service History, Recently Serviced, New Lamborghini Pirelli Tyres Fitted.

CLASSICS - AC, PORSCHE, JAGUAR, BENTLEY

1991 - AC COBRA LIGHTWEIGHT (BLACK METALLIC) 5,000 Miles
1 Of 26 RHD Lightweights, Black Leather, Black Metallic Coachwork With White Stripes Full Black Leather Interior, Absolutely Stunning Condition, Very Rare With Approximately Only 26 Vehicles Manufactured.

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

1958 - PORSCHE 356 A COUPE 1600cc (SILVER) 73,000 Miles
Silver Coachwork, Green Leather Seats, Sunroof, 15" Wheels, Superbly Restored, Concours Condition.

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

1962 - JAGUAR 'E' TYPE ROADSTER 3.8
Opalescent Silver Blue, Black Leather Seats With Navy Blue Carpets, Series 1, Refurbished By One Of The UK's Most Renowned E-Type Specialists, Restored To Concours Level, Manual, Aluminium Centre Console, Soft Top, Chromed Wire Wheels, Restoration Work Fully Documented.

1936 - BENTLEY 4 1/4 PILLARLESS COUPE (MIDNIGHT BLUE)
Grey Leather Gurney Nutting Coachwork, 1 Owner In 40 Years, Extensive History, A True Classic Completely Original Throughout And Has Been Exhibited At Luois Vuitton Concours D'Elegance In Paris 2003. Sunroof Produced By Gurney Nutting, Chassis Completely Original Throughout.

1998 - FIAT BARCHETTA CONVERTIBLE MAN
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911 Turbo (993, 6-Speed)
Polar Silver • Black Leather Sport Seats • Electric Sunroof • Air Conditioning • 55,549 miles • 1996 (N)
£99,995



911 Carrera 2 S (991 7-Speed PDK)
Carrara White • Black Leather Sport Seats 20" Carrera S III Wheels • Sport Chrono Pack 7,507 miles • 2012 (12)
£69,995



911 Carrera 4 GTS (997 GEN II PDK)
Carrara White • Black Half Leather Sport Seats 19" Centre Lock Wheels • Touchscreen Satellite Navigation • 10,665 miles • 2012 (62)
£65,995



911 Turbo (997, 6-Speed)
Meteor Grey • Black Leather Seats • Touchscreen Satellite Navigation • Sport Chrono Pack Plus 28,676 miles • 2009 (09)
£57,995



911 Turbo (997, Tiptronic S)
Basalt Black • Black Leather Adaptive Sport Seats Satellite Navigation • Sport Chrono Pack Plus 24,193 miles • 2008 (08)
£55,995



911 Turbo (997, Tiptronic S)
Ruby Red • Sand Beige Leather Seats • Satellite Navigation • Sport Pack • BOSE Sound System 28,712 miles • 2008 (08)
£52,995



911 Carrera 2 S (997 GEN II, PDK)
Meteor Grey • Black Leather Seats • 19" Carrera Sport Wheels • Touchscreen Satellite Navigation 49,836 miles • 2010 (10)
£47,995



Cayenne Diesel (Tiptronic S)
Basalt Black • Black Leather Seats • 19" Cayenne Turbo Wheels • Touchscreen Satellite Navigation 55,233 miles • 2010 (10)
£39,995

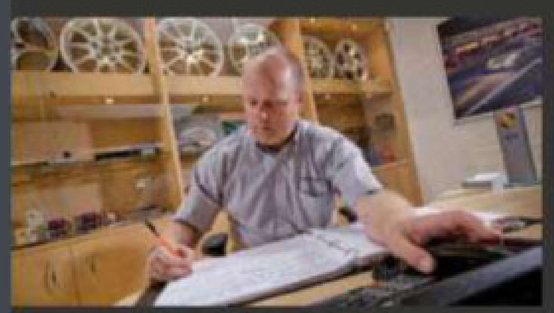


911 Carrera 4 S (997, Tiptronic S)
Basalt Black • Black Leather Seats • 19" Sport Design Wheels • Satellite Navigation • 40,774 miles • 2006 (56)
£34,995



Boxster S (987 GEN II, 6-Speed)
Carrara White • Black Leather Seats • 19" Carrera S II Wheels • Touchscreen Satellite Navigation 11,556 miles • 2010 (60)
£29,995

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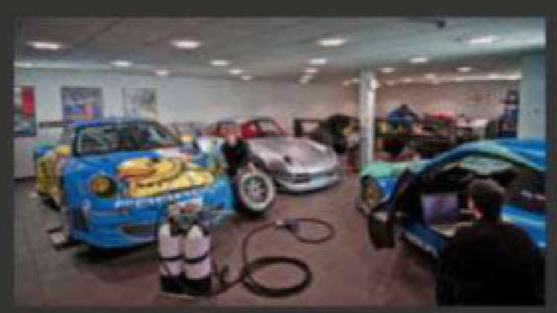
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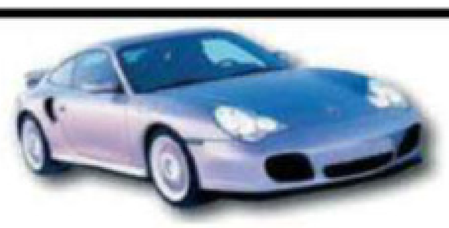
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997 "2S" 3.8 Gen 2 PDK (2010 - 59)
Basalt Black with Black Leather, Sat Nav, 48k miles.....**£45,000**



997 Turbo 3.6 Tip (2007 - 57)
Basalt Black with Black Leather, Sat Nav, 53k miles.....**£44,000**



997 Turbo 3.6 Tip (2007 - 07)
Basalt Black with Black Leather, Sat Nav, 51k miles.....**£43,000**



997 "2S" 3.8 Gen 2 PDK (2008 - 58)
Aqua Blue with Black Leather, Sat Nav, 49k miles.....**£40,000**



Cayman "S" 3.4 Gen 2 PDK (2011 - 11)
Dark Blue with Grey Leather, Sat Nav, 20k miles.....**£37,000**



997 "4S" 3.8 (2008 - 07)
Silver with Black Leather, Sat Nav, 37k miles.....**£37,000**



997 "4S" 3.8 Targa (2007 - 07)
Meteor Grey with Stone Grey Leather, Sat Nav, 45k miles.....**£37,000**



997 "4S" 3.8 Cab (2006 - 56)
Silver with Ocean Blue Leather, Sat Nav, 38k miles.....**£35,000**



997 "4S" 3.8 (2007 - 07)
Meteor Grey with Black Leather, Sat Nav, 38k miles.....**£34,000**



997 "2S" 3.8 (2008 - 57)
Silver with Black Leather, Sat Nav, 44k miles.....**£33,000**



997 "4S" 3.8 (2006 - 06)
Silver with Black Leather, Sat Nav, 40k miles.....**£32,000**



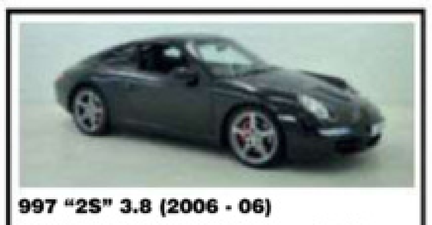
997 "4S" 3.8 (2006 - 56)
Basalt Black with Black Leather, Sat Nav, 53k miles.....**£32,000**



997 "2S" 3.8 (2007 - 07)
GT Silver with Black Leather, Sat Nav, 31k miles.....**£32,000**



997 "2S" 3.8 (2007 - 07)
Basalt Black with Black Leather, Sat Nav, 50k miles.....**£31,000**



997 "2S" 3.8 (2006 - 06)
Basalt Black with Black Leather, Sat Nav, 43k miles.....**£30,000**



997 "2S" 3.8 Tip (2006 - 06)
Atlas Grey with Black Leather, Sat Nav, 44k miles.....**£30,000**



Cayman "S" 3.4 Gen 2 (2010 - 10)
Basalt Black with Black Leather, 47k miles.....**£30,000**



997 "2S" 3.8 (2005 - 05)
Seal Grey with Black Leather, Sat Nav, 52k miles.....**£27,000**

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2007 997 TURBO MANUAL £42,495

Basalt Black metallic with extended Black Leather interior 42,000 miles

Heated Seats	AirCon & Climate Control	Silver Pack	Rear Park Assist
SatNav and Phone Module	PSM and PASM	Bi Xenon Lights	19" Turbo Alloys
		Electric Sunroof	



2005 997 C2S TIPTRONIC MANUAL £20,995

Lagoon Silver/Green metallic with Black Leather interior 40,000 miles

6 Speed Manual	Multichanger with Sound Package Plus	AirCon & Climate Control	Litronic Lights
Comfort Seats		Electric Sunroof	19" Carrera S Alloys



2002 996 CARRERA 4 CABRIOLET FACELIFT TIPTRONIC £14,995

Ocean Blue metallic with Beige Leather interior 69,000 miles

Comfort Leather Seats	Onboard Computer	AirCon & Climate Control	Stainless Steel Exhaust
Blue Hard Top	SatNav	PSM	18" GT3 Alloys



2008 CARRERA 4S 3.8 MANUAL £34,995

Seal Grey metallic with Kashmir Leather interior 30,000 miles

6 Speed Manual	Heated Comfort Seats	Phone Module	Litronic Lights
2 Owners	SatNav and	AirCon & Climate Control	19" Multispoke Alloys



2007 996 CAYMAN 3.4 MANUAL £16,495

Arctic Silver metallic with Black Leather interior 74,000 miles

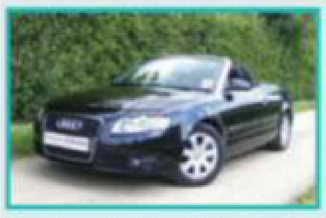
6 Speed Manual	CDR24 Stereo	AirCon & Climate Control	Home Light
Comfort Leather Seats	SatNav and Phone Module	PSM	Cayman S Alloys



2000 BOXSTER 2.7 MANUAL COUPE £5,495

Ocean Blue metallic with Sand Leather interior 114,000 miles

5 Speed Manual	Comfort Leather Seats	Onboard Computer	AirCon & Climate Control
PAS	CDR22 Stereo	Electric Hood	Boxster Alloys



2007 AUDI A4 3.0 QUATTRO CONVERTIBLE £10,495

Jet Black metallic with Grey Cloth interior 53,000 miles

Comfort Seats	Onboard Computer	AirCon & Climate Control	Rear Park Assist
Multifunction Steering Wheel	SatNav Module	Electric Hood	Alloy Wheels



2001 MASERATI 3200 GT AUTO £11,495

Nero Carbonio metallic with Grigio Scuro Grey Leather interior 84,000 miles

Electric Memory Seats	AirCon & Climate Control	Traction Control	18" GT Multispoke Alloys
Radio/CD	PAS	Logo in Headrests	



2006 ASTON MARTIN VANTAGE 4.3 MANUAL £37,495

Meteorite Silver metallic with Phantom Grey Leather interior 22,000 miles

6 Speed Manual	Climate Control	Premium ICE	Cruise Control
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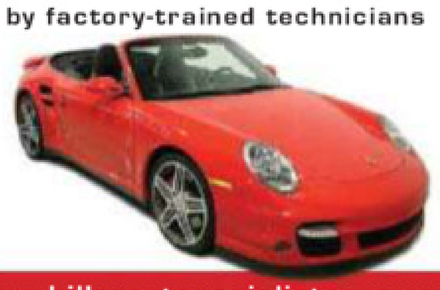


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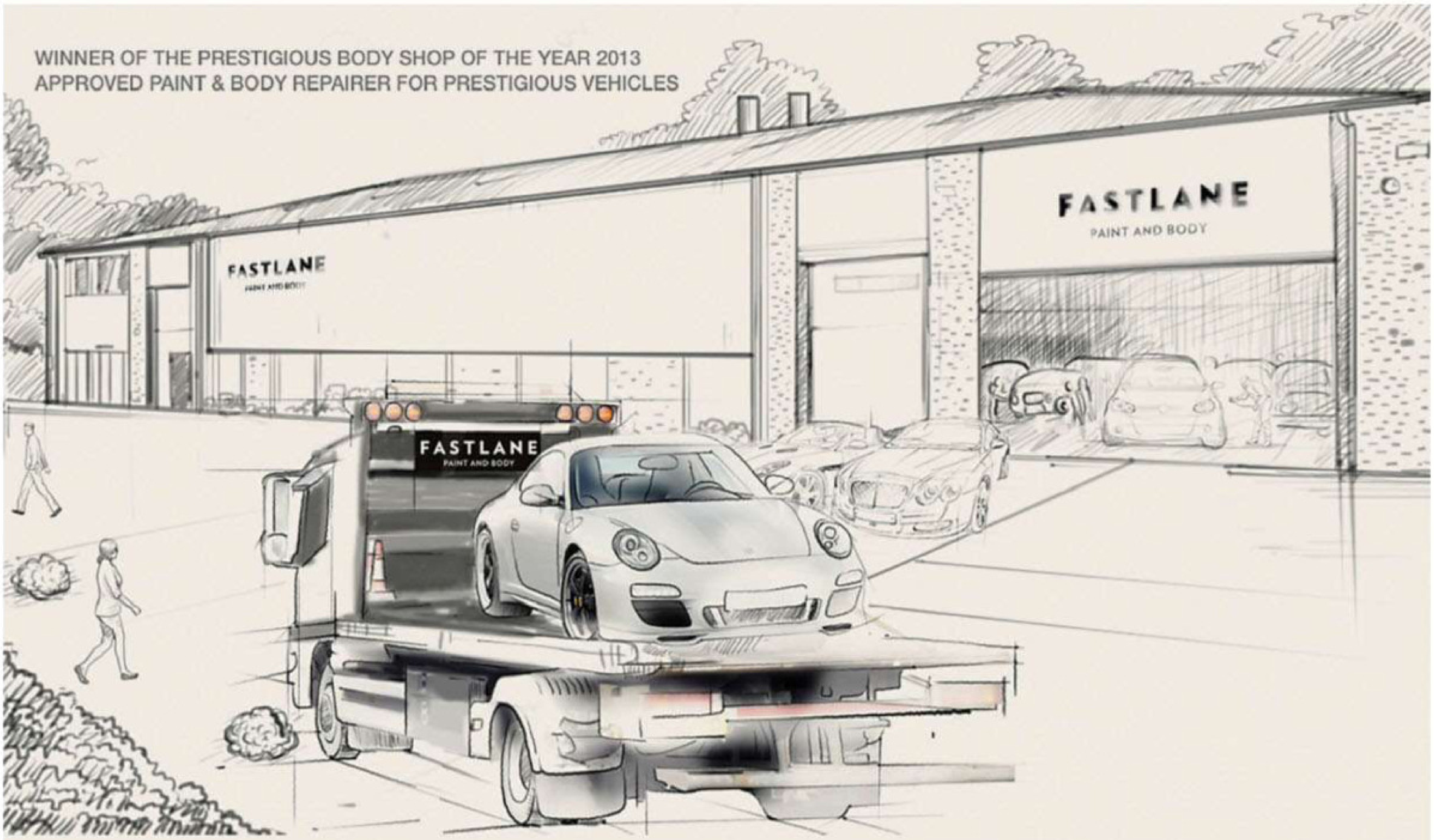
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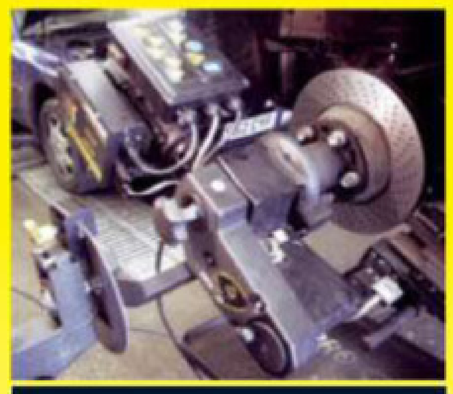
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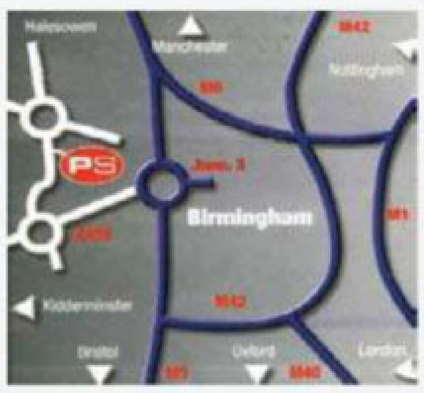
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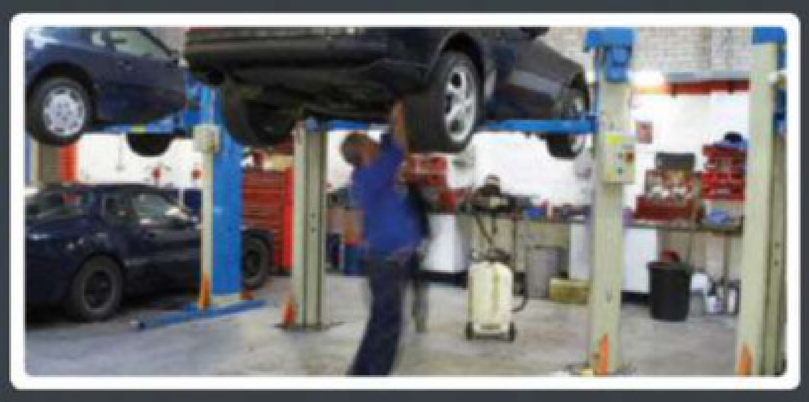
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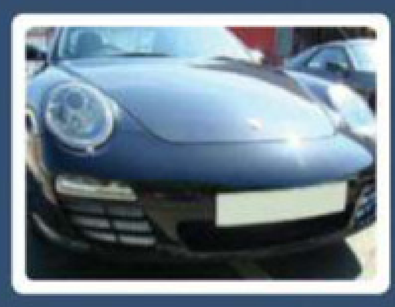
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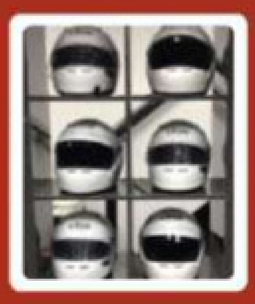


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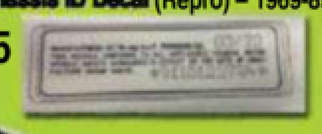


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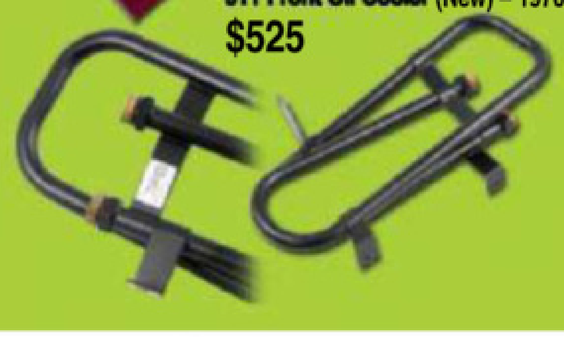




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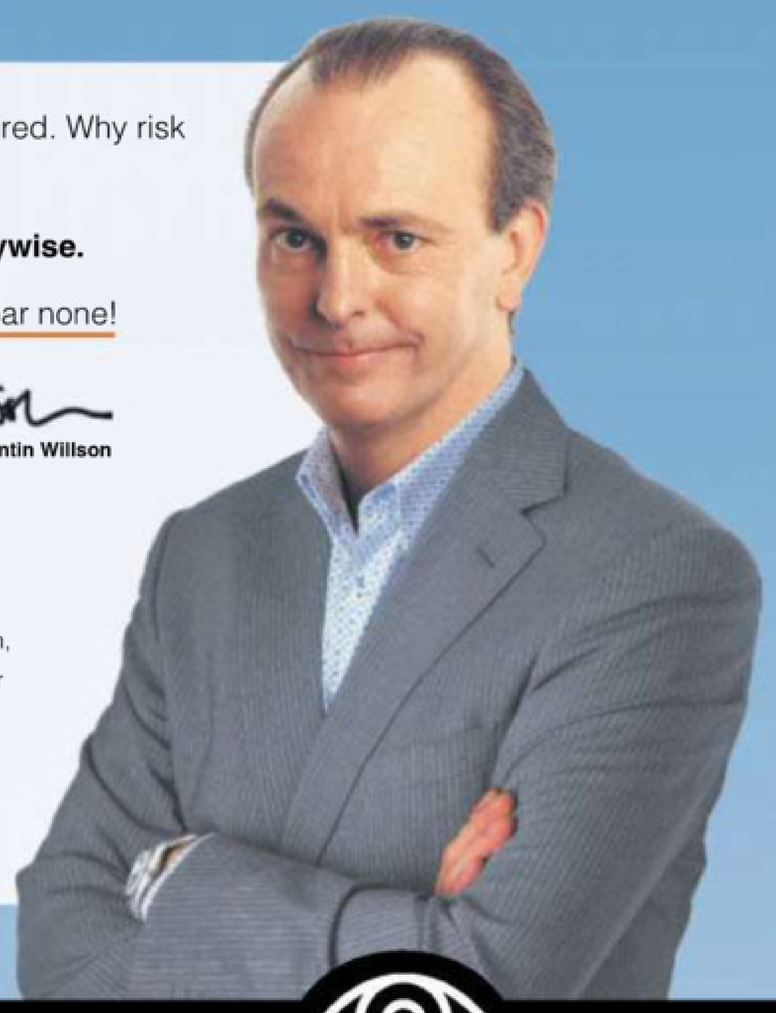
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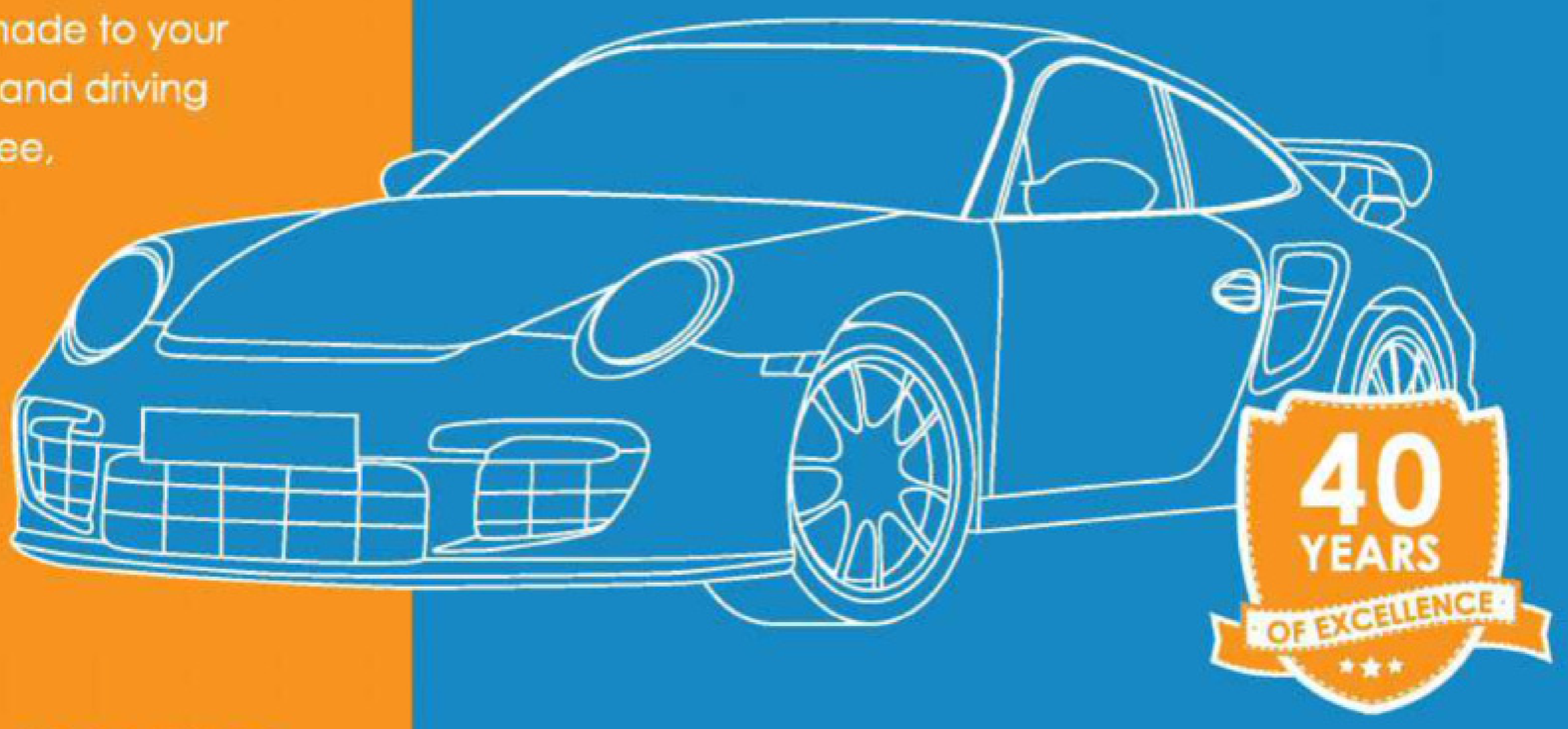
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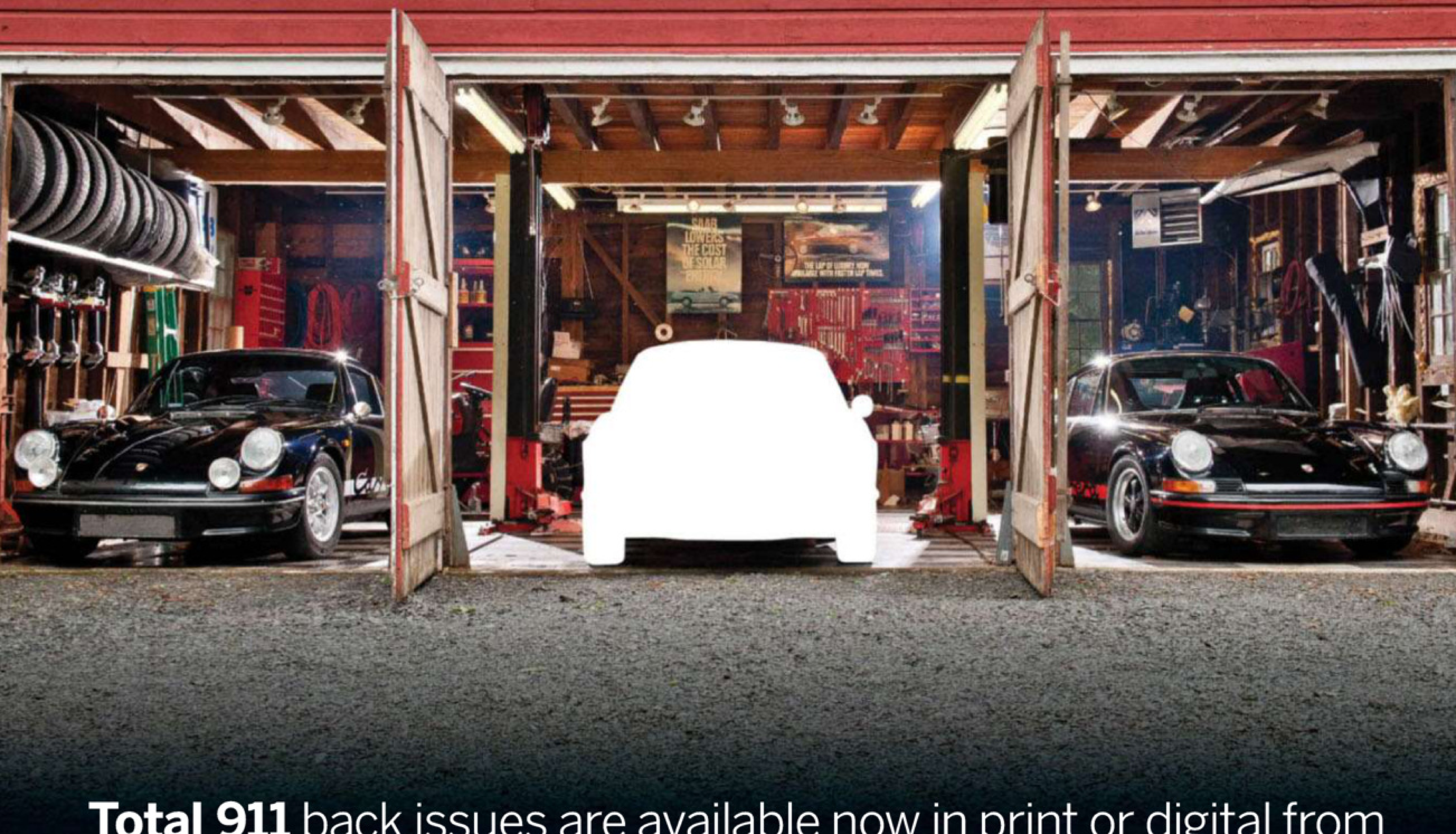
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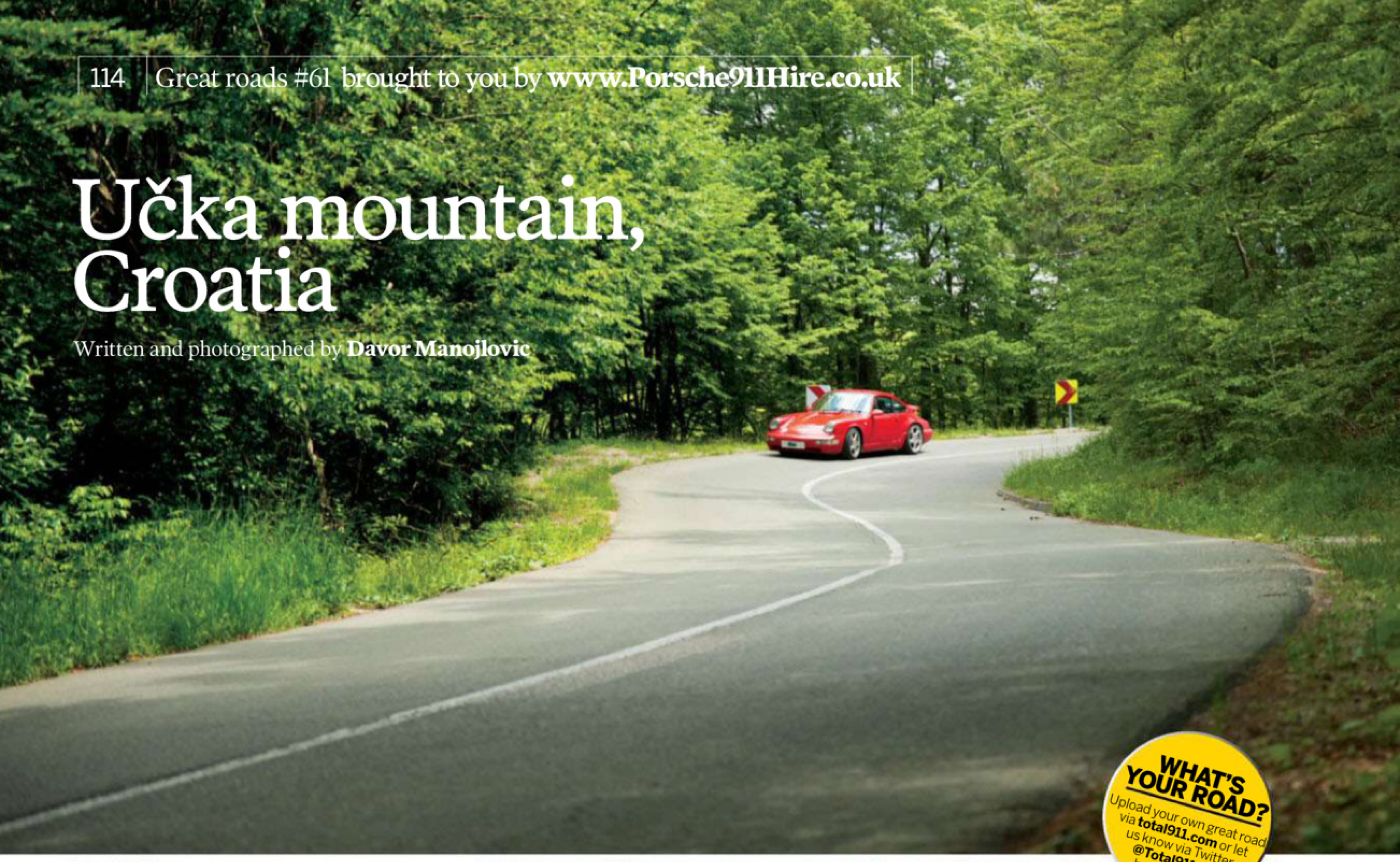
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Učka mountain, Croatia

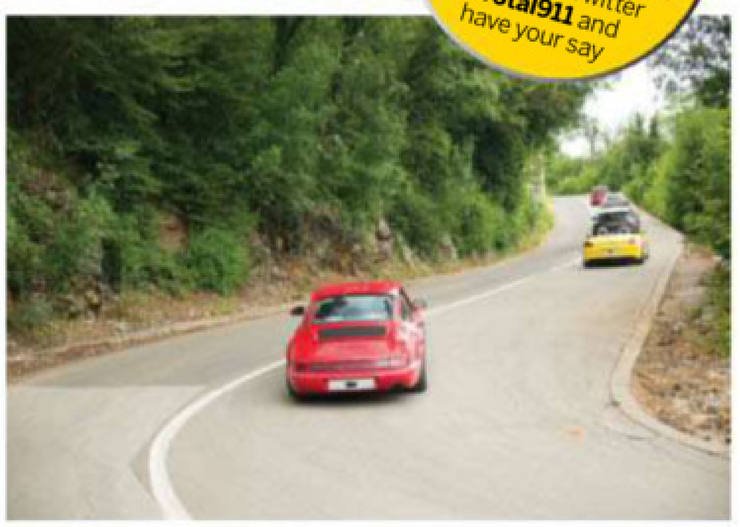
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Essential info

LOCATION: Učka Mountain, Croatia
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LENGTH OF DRIVE:
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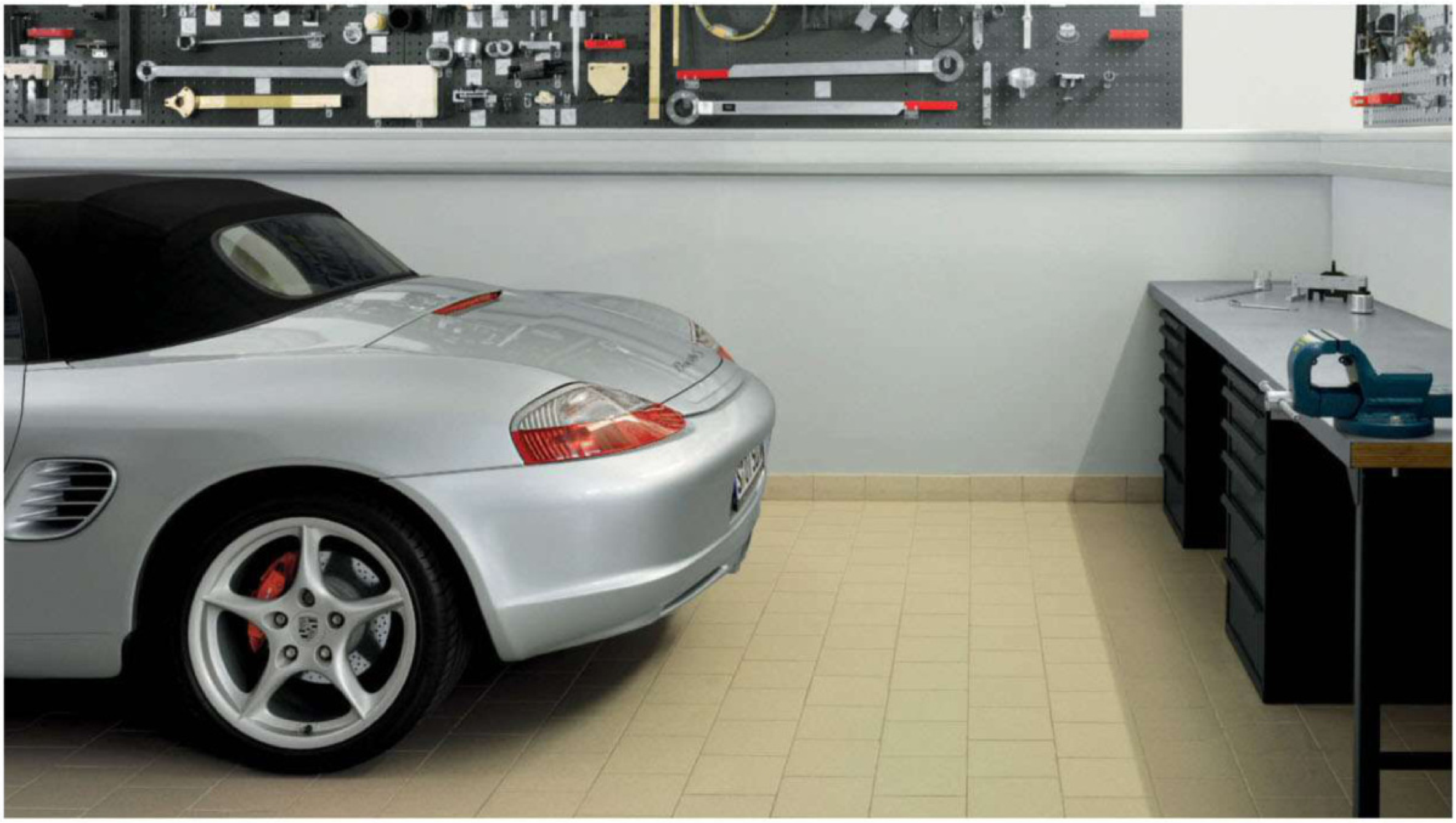
This area of the country is a dense tourist destination with lots of small towns along the coastline, Opatija being the most popular of the lot. However, despite the area's popularity meaning traffic jams can be a common sight in the summer, Učka Mountain remains a driving oasis in the middle of all this fuss.

The route starts at the coastline in the Town of Ičići and crosses the Učka Mountain, connecting the biggest Croatian peninsula, Istria, with the rest of the country. From the coast it climbs up to 1,000 metres above sea level and finishes at the opposite side of the mountain, some 500 metres above sea level, all in just 13 miles. You can pass this peak much more easily by going through the 3.5 mile-long tunnel, but if you want to really conquer the mountain, take our road. This is why it's not so popular with people usually rushing to their destination. Believe me, if you drive a 911, you won't want to take that tunnel.

The lower part of the course can be somewhat populated, but as you climb, the road gets more and more desolate and thus more suitable for spirited driving. So after only a couple of miles, you're surrounded by nothing more than a beautiful forest, which nicely resonates with the sounds coming from a flat-six engine. If you stop or dare to look while driving, the view is amazing – on a clear day you can see for over 50 kilometres.

The structure of the road is really good, with rare patches on asphalt, so you can focus on the curves and your footwork. Curves are well-sighted yet short, so overtaking is recommended only on some straighter sections. The descent is pretty long in both directions, so good brakes are a must, and be wary of overheating them. The engine of the 911 is in the right place for this road, making this a paradise for anyone piloting Zuffenhausen's darling sports car. 911

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