

G50 3.2 V EARLY 964 WHICH IS THE EIGHTIES CARRERA KING?

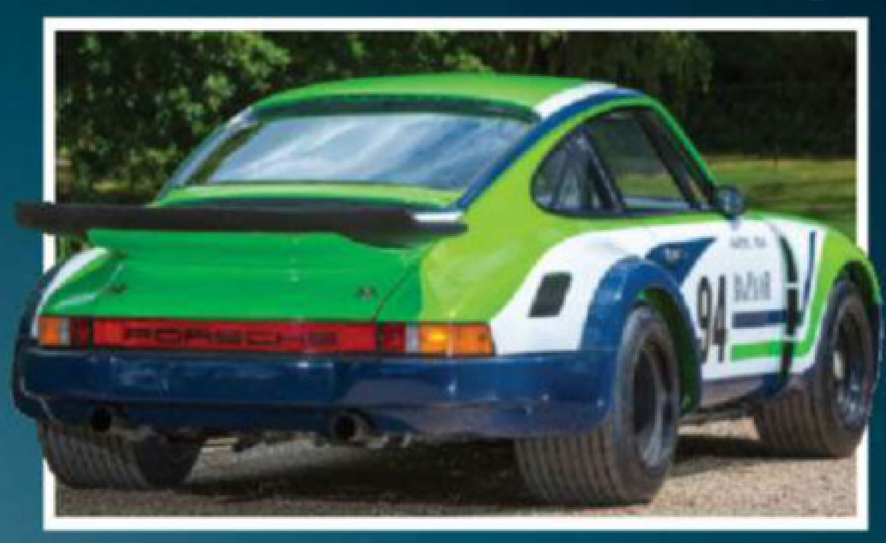


Total 911

THE **PORSCHE** MAGAZINE

'74 3.0-LITRE RSR

Return of the pedigree racer after three decades in storage



www.total911.com

DEFINITIVE 2015 BUYER'S GUIDE

993 RS

Plus buying advice for every budget from £20k-200k

Datafile
SPECS FOR EVERY 911 INSIDE



'72 911T ON TOUR

Tackling the best alpine passes in Europe in search of the ultimate driving road

SECRET PORSCHES

Exclusive access to Zuffenhausen's entire history of classified automotive projects

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Welcome

It's October 2011, and I'm scouring private classifieds and the websites of reputable independent specialists. I see a non-sunroof 964 C2 Coupe for £14,000, multiple SCs floating just above £8,000, and Gen2 996 GT3s for £40,000. How times have changed; today, those figures seem almost unbelievable, particularly when you realise that this was the market just 36 months ago.

The surge in 911 values has, of course, turbocharged this year to the extent that 993 Turbo money last summer will now fetch you a Turbo-look 993 C2S instead. There's a school of thought here that, regardless of interest rates at the banks, the humble 911 has been tremendously undervalued for years, and that only now are we seeing petrolheads at large appreciate the 911 as the super sports car it has always been. To an extent I agree, but in terms of classics the appeal going forward is undoubtedly their low production numbers by today's standards, which only adds to their provenance.

"I hope this issue in particular proves to be a bible of information"

What can be taken from this? Quite obviously, now really is the time to buy your revered Porsche 911. If you feel like you're about to miss the boat (whether it be for most air-cooled models or a water-cooled GT), don't expect it to turn around and return to port, so to speak. Values are not likely to recede, so this could realistically represent your last chance before many models are lost to collections. However, the good news is that with over 820,000 models of the Porsche 911 ever having left Zuffenhausen, there's undoubtedly a 911 out there to satisfy you and your budget.

So whether it's your first foray into daily 911 ownership or you'd like a well-sorted weekend driver or even a surefire investment opportunity, I hope this issue in particular proves to be a bible of information to help in not only choosing the perfect model for you, but in making the right purchase too.

As for 911s direct from Porsche, I'm already excited to reveal a brand new model for the 991 platform next issue.



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911 Opening Shot

The Porsche 911 is nothing without a masterly road to exert its excellence on, typified here by this '72 T 'outlaw' as it looks over the meandering mountain passes of southern France during an epic European summer tour.

Photograph by **Maurice Tillaard**

Contents



18 DEFINITIVE 2015 BUYER'S GUIDES

"The 993 RS is one of the most rewarding Porsches I've ever driven"

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Essentials

08 **Update**
The latest 911 news, motorsport, and Porsche lifestyle products

16 **Views**
The best of your letters, emails, and comments about everything 911

50 **Total 911 subscriptions**
Never miss an issue with our offers

74 **Living the Legend**
We catch up with Porsche 911 owners

81 **Premier Porsche**
Home of the company profile, data file, and specialist traders' details

86 **Data file**
Every production 911 from 1963 to now

113 **Coming soon**
What to look forward to in the next issue

114 **Great roads**
Last issue's 991 supertest uncovered this little Welsh wonder

Features

18 **2015 buyer's guides starring 993 Carrera RS**
We start our definitive guide with a drive in the last air-cooled Rennsport

30 **'72T Euro road trip**
We hunt for the best mountain passes with a pre-impact bumper hot rod

36 **964 v 3.2**
How do these compare 25 years on?

42 **Ultimate guide: 997TT**
Everything you need to know about the first generation of 997 Turbo

52 **The Secret Museum**
Lee heads to Zuffenhausen to discover some hidden automotive gems

56 **Restored 3.0-litre RSR**
Up close with a recently restored example of the '74 911 Carrera RSR

62 **911 hero: Brendon Hartley**
We chat with Porsche's young Antipodean star

68 **911 Cabriolet history**
A rundown of traditional open-top 911s

72 **Targa/Cabrio roof tech**
How both systems operate on a 991

82 **RPM Technik**
Much has changed at the British 911 specialists, as we find out





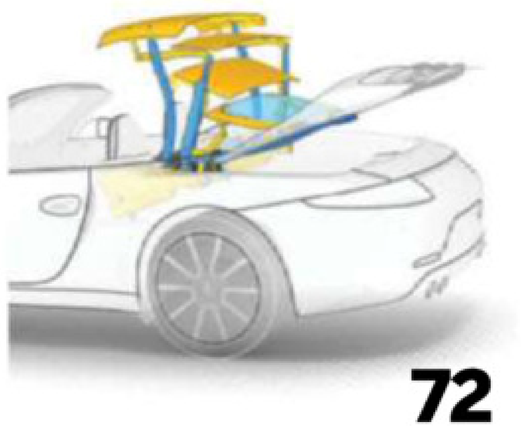














Update

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









New 991 facelift spotted

Pre-production 991 replacement spied in advanced testing

A pre-production Porsche 911 has been spied testing on German roads, fuelling rumours that the first 991 generation is about to end. While spotting 911 test mules is nothing new, the Cabriolet photographed by **Total 911**'s spy was finished in a metallic grey often associated with Zuffenhausen's pre-production cars, suggesting that a replacement for the 991.1 is not far away.

The car features a number of subtle visual differences from the 991.1, with the camouflage around the rear lights believed to hide 918 Spyder/ Macan-esque light units. The front air vents are touted to be moveable in an attempt to improve the 911's fuel and CO2 economy, while the door handles are also a change. This seems indicative of a 991 Gen2 facelift. However, on the rear bumper, two pairs of exit vents have been added, with **Total 911** hearing rumours that the next 911 Carrera could possibly feature a turbocharged flat-six engine.

This wholesale change to the base 911's powerplant has led to further rumours that the next 911 will enjoy a completely new internal type code, touted to be '992'. The reports are further corroborated by the new decklid design seen on the pre-production car, as well as the blanked-off central ducting on the front bumper, which could be hiding possible feeds to an intercooler. Either way, while a 2015 launch is expected for the early 991's replacement, it is being suggested the car could be officially unveiled as soon as the LA Motor Show.

Also spotted was a facelifted version of the 991 Targa. This was more obviously a test mule, clad in black, with mismatched wheels and plenty of camouflaging tape. Inside, a 918 Spyder-derived steering wheel was visible, confirming rumours that the hollow-spoked wheel will be in the next 911.

Surprising September sales

Classic 911 values continue to headline at auctions globally

A 1973 Porsche 911S Targa sold for £195,500 at Silverstone Auctions' Salon Privé sale as values of classic 911s continued to surprise under the hammer.

The 2.4-litre car, previously part of the Stradale Collection owned by Eagle's Henry Pearman, topped its upper estimate of £135,000 by 45 per cent, leaving a similar 1972 911S Coupe in its shadow. The latter car sold for £161,000 despite featuring the rarer external oil filler featured only on E-Series models.

Four days later, RM Auctions set up in Battersea for their final European auction of the year, with a Porsche 993 Carrera RS set to be the pick of the Zuffenhausen metal. However, despite bidding reaching £215,000, the last air-cooled Rennsport failed to sell after falling short of its £220,000-£240,000 guide price.

There was sales success for RM's 1974 Porsche 911 Carrera MFI, with the ROW-spec impact bumper car selling for £134,000 under the flamboyant salesmanship of Max Girado.



Photo Credit: Robin Adams ©2014 Courtesy of RM Auctions

What's on in 2014

September -
'Project: Top Secret'
17 September – 11 January 2015
The Porsche Museum's latest special exhibition charts 60 years of prototypes and concept cars

October
Paris Motor Show
4-19 October
The return of the French capital's automotive extravaganza

RM Auctions Hershey
9-10 October
RM's penultimate auction of the year travels to the US's chocolate industry

November
PCA Escape 2014
6-9 November 2014
The Club's annual 'Escape' trip heads to Orlando this year, with Walt Disney World acting as HQ

Classic Motor Show
14-17 November 2014
Birmingham's NEC once again plays host to the UK's premier classic car show

Los Angeles Auto Show
19-30 November
Will the next Porsche 911 be released on the West Coast? We await with baited breath







Porsche HQ keeping classics running

Oil and approved tyre lists released for the maintenance of classic 911s

Porsche Classic, the owner subsidiary of Porsche AG, is ramping up its efforts to keep older 911s on the road and in perfect condition with the release of a new list of approved tyres for Zuffenhausen sports cars built from 1949 to 2005.

Manufacturer-approved tyres are no new phenomenon, with Stuttgart utilising the N-rated system to highlight suitable tyres to Porsche owners. However, while it is a simple task to find the correct tyres for a 991, locating the right rubber for air-cooled Porsches can prove more problematic. The new list – available via the Porsche Classic website – features approved tyres for all generations of Porsche 911, while also covering other old sports cars such as the 356, and 986 Boxster.

All the tyres on the list have benefitted from Porsche's extensive testing regime, ensuring ideal grip in dry and wet conditions. There are 183 summer tyre recommendations, with a further 126 N-rated choices of winter tyres, all tested on cars from Porsche Classic and Porsche Museum's historic vehicles.

Also on sale from Porsche Classic are two new grades of engine oil, designed for air-cooled 911s. Development of the latest Classic lubricants took input from Weissach, with the end result being 20W-50 oil for all 911s up to the 2.7-litre era, and a 10W-60 version for 3.0-litre cars through to 993s.

The latest oils were showcased at the recent Goodwood Revival historic race meeting in the UK, alongside a range of other original Porsche Classic components. More information can be found at www.porsche.com/classic.

Carbon 911 customisation

TechArt releases Sports Package Carbon

German Porsche tuner TechArt has announced a range of real carbon fibre trim components designed to personalise your Porsche 911. The Sports Package Carbon allows owners to customise their Porsche 911 with wing mirror covers, roof spoilers and front bumper grills, all made in-house at Leonberg of real carbon fibre.

991 Turbo owners can also purchase a carbon fibre rear wing, side air intakes and rear diffuser to complement the recently expanded Powerkit package developed for the latest Turbo and Turbo S models. Further Sports Package Carbon products are currently in development for fans of the lightweight, motorsport-style embelishments.



In brief



Björn Waldegård 1943-2014

The first World Rally champion Björn Waldegård has died suddenly aged 70. Waldegård won the 1969 Monte Carlo Rally in a Porsche 911 before a move to Lancia and then Ford brought much WRC success during the Seventies, culminating with winning the first world title in 1979.

An African rally specialist, latterly Waldegård had been known for his exploits in a Tuthill-prepared Porsche 911 in events such as the East African Safari Classic, which the Swede won in 2011. **Total 911** would like to extend its sympathy to his family and friends.



Autofarm MFI pump

British Porsche 911 specialist Autofarm h as developed a low-cost fuel pump designed to fit the 1969-75 era of MFI 911s. Original factory pumps for the mechanical fuel injection cars are currently unobtainable, with Josh Sadler's firm stepping in to fill the breach with an easy-to-fit replacement.

Requiring no brackets or fuel pipe modifications, the new pump works at the correct pressure and delivery rate for the MFI flat six, and uses a lower, three-amp draw than the unavailable OEM pump. The pump costs £360 plus VAT, a saving of around £100 over the original. For more information, head to www.autofarm.co.uk.

911 in Motorsport

The latest news and results from racing series around the globe



Porsche's 919 Hybrid in testing at the Magny-Cours circuit

LMP1 test for RSR drivers

Makowiecki and Christensen rewarded with 919 run

Porsche factory GT drivers Frédéric Makowiecki and Michael Christensen have tested the Porsche's LMP1 class contender, the 919 Hybrid, at the French Magny-Cours circuit. The test was part of Porsche Team's preparation for the US round of the FIA World Endurance Championship, and was also attended by regular 919 driver Marc Lieb.

According to Porsche's outgoing head of motorsport Hartmut Kristen, "Michael and Frédéric earned themselves this chance with their performances in our works GT campaign." Christensen, who races the number 912 Porsche 911 RSR in the Tudor USCC, won the 12 Hours of Sebring in February alongside Patrick Long and Jörg Bergmeister, while Makowiecki was third in the GTE-Pro class at this year's 24 Hours of Le Mans.

Christensen's performances have particular resonance for Porsche after the Danish racer was promoted to the role of factory GT driver, having risen through Porsche's junior ranks. "The car is fascinating," Christensen enthused. "The extra boost from the electric motors almost takes your breath away. However, I quickly adjusted to the handling of the car."

Lieb was there to help the regular 911 RSR racers acclimatise to the LMP1 car, having graduated to Porsche's top class programme in a similar fashion. Lieb also enthused about the junior driver scheme, having also risen through the ranks thanks to the assistance and training of Weissach. "I would never have become a professional racer without the youth development initiative from Porsche," he explained.

Porsche has yet to announce its 2015 driver line-ups for both the 919 Hybrid and the 911 RSR projects, with a decision not expected to be made until the conclusion of the FIA WEC season in Brazil on 30 November.

Tudor United SportsCar Championship standings after round ten

Pos	Drivers	Team	Total
1	Jonathan Bomarito/Kuno Wittmer	#93 Dodge Viper SRT	300
2	Antonio Garcia	#3 Corvette C7.R	293
3	Dominik Farnbacher/ Marc Goossens	#91 Dodge Viper SRT	283
4	Andy Priaulx/ Bill Auberlen	#55 BMW Z4 GTE	276
5	John Edwards/ Dirk Müller	#56 BMW Z4 GTE	275
6	Patrick Long/ Michael Christensen	#912 Porsche 911 RSR	270
7	Jan Magnussen	#3 Corvette C7.R	269
8	Oliver Gavin/ Tommy Milner	#4 Corvette C7.R	262
9	Nick Tandy	#911 Porsche 911 RSR	252

Porsche Mobil 1 Supercup standings after round eight

Pos	Drivers	Team	Total
1	Earl Bamber	FACH AUTO TECH	123
2	Kuba Giermaziak	VERVA Lechner Racing	118
3	Klaus Bachler	Konrad Motorsport	84
4	Sven Müller	Team Project 1	81
5	Michael Ammermüller	Walter Lechner Racing	76
6	Ben Barker	VERVA Lechner Racing	73

Porsche Carrera Cup GB standings after round eight

Pos	Drivers	Team	Total
1	Josh Webster	Redline Racing	282
2	Michael Meadows	Samsung UHD TV Racing	268
3	Paul Rees	In2 Racing	199
4	Victor Jimenez	Redline Racing	187
5	Pepe Massot	Parr Motorsport	113
6	Peter Kyle-Henney	Parr Motorsport	108

Goodwood Revival report

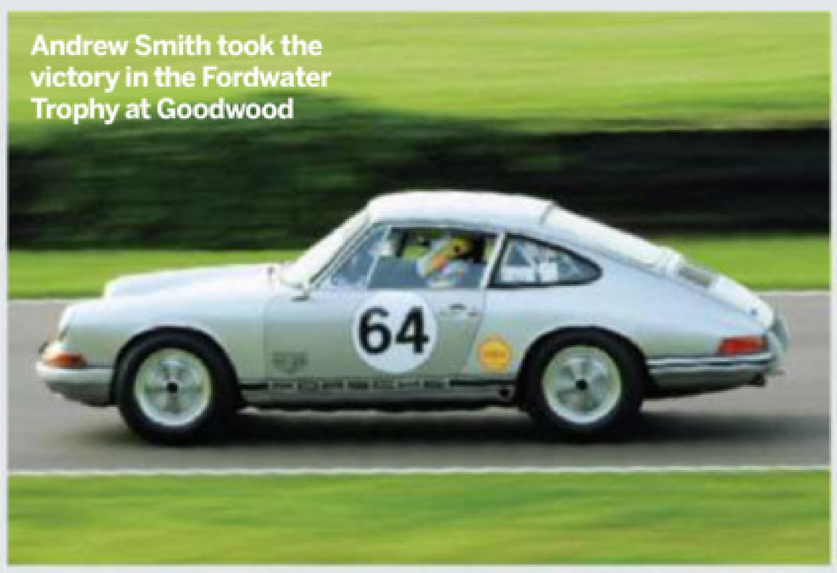
Historika secure podium with Porsche 901

There was success for Porsche at the 17th Goodwood Revival Meeting as Andrew Smith gave short wheelbase specialists Historika a podium finish in the Fordwater Trophy.

Opening Sunday's race bill, the Fordwater Trophy saw production sports and GT cars from between 1960 and 1966 take to the famous East Sussex speedbowl, with Smith qualifying the 1964 Porsche 901 second, just 0.38 seconds behind poleman Lee Mumford's Ginetta G4 during Friday's practice session.

With the race getting underway thanks to a traditional drop of the Union flag, Smith held onto his second place as the 2.0-litre Porsche shot away from the startline. However, on lap two, the charging Allan Ross-Jones found a way through and set off in pursuit of leader Mumford.

As Ross-Jones' Triumph TR4 eventually found a way into the lead, Smith had to go defensive as the race wore on, coming under increasing pressure from another Ginetta G4, driven by Nigel Winchester. However, the fast layout of the 2.4-mile Goodwood circuit played into the straightline speed of the 901, allowing Smith to hold on for a famous podium.



Andrew Smith took the victory in the Fordwater Trophy at Goodwood

Motor racing in 2014

October

November

VLN Round 9
11 October
The penultimate Nordschleife endurance race of the year could decide the 2014 VLN title

Carrera Cup GB
11-12 October
Brands Hatch GP plays host to the final round as Josh Webster guns for title glory

ELMS Estoril
18-19 October
Ben Barker's maiden European Le Mans Series campaign draws to a close

VLN Round 10
25 October
One final four-hour race around the Nordschleife will decide the 2014 championship

Porsche Supercup USA
31 October – 2 November
Will Kuba Giermaziak or Earl Bamber be crowned Supercup champion?

FIA WEC Shanghai
1-2 November
After visiting Fuji in October, the WEC concludes its Eastern adventure in China

Total 911's racing columnists



The Supercup driver: Ben Barker

Ben discusses a difficult Italian weekend and how it's important to get away from racing sometimes

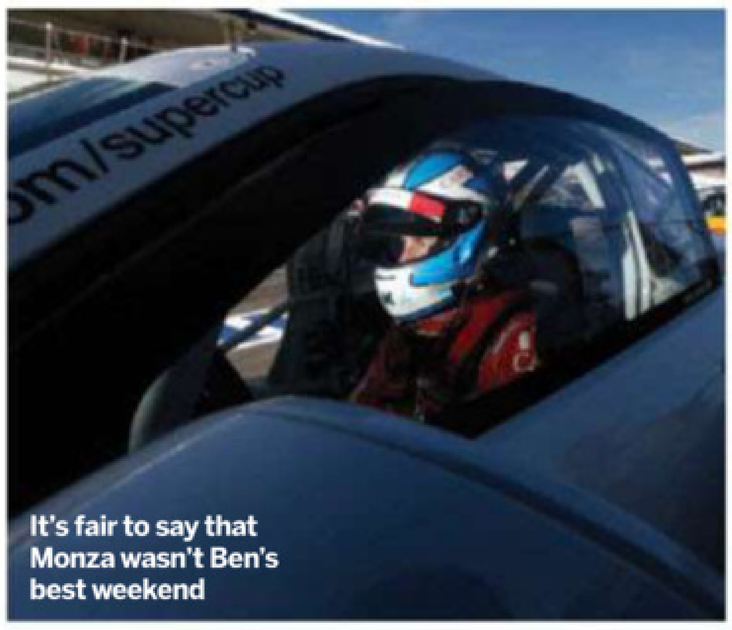
After my optimism in issue 117, Monza turned out to be a frustrating weekend once again because of qualifying (something I said I had to improve on in my last column).

After running on my first set of new tyres, I was sitting in second place – which was good, as I was expecting to challenge for pole. Then, on my second set of tyres, the first flying lap was a write-off, as the tyres hadn't come up to temperature. That wouldn't have mattered too much, except on my second flying lap I had my teammate, Kuba Giermaziak, close behind me catching my slipstream.

Coming into the last sector he was very close, having gained two tenths in my tow. Because he is still very much in the championship fight, I was ordered to move over. If I had completed that lap then I probably would have lined up P5. Instead, he went P2 and I suffered on my third flying lap as, despite going fastest in the first sector, my tyres were past their best towards the end of the lap. Coupled with a penalty from Spa, I had to race through from P13 to ninth.

Despite the disappointments of Monza, I was able to get away from it all with a few days surfing at Croyde in Devon. It's something I started doing when I lived in Australia, and it's the best way for me to relax. Some people like to be around racing all the time, but for me it's important to peel away sometimes and focus on other outlets. You only have one life, and I want to try as many things as possible. I love surfing, or at least being near a beach, and the surf was unbelievable – even if Australia has five-foot waves like that every day.

Hopefully, I can come back refreshed at the double-header in Texas, especially as I have experience of the circuit from the recent USCC race. I've got pace to spare; I just need to get it all together at the right time to get that elusive Supercup victory.



It's fair to say that Monza wasn't Ben's best weekend





The Carrera Cup driver: Josh Webster

As the season nears its climax Josh is in pole, but he's not feeling the pressure

There is just one round of the 2014 Carrera Cup GB left, and the title battle has well and truly heated up.

Rockingham was a mixed weekend for me, as I struggled for pace and left feeling not particularly satisfied. Despite this, I secured two solid second-place finishes and, following Michael's problem in race two, I actually extended my championship lead (although it's not the way I would have liked to have done it).

By the time you read this, we will have completed the penultimate round of the year at Silverstone. I've raced there a few times, and have a reasonable record, which I aim to continue. I hope you are reading this after I have increased my championship lead with two wins!

It would be amazing to take the title at Brands Hatch. I've been really consistent all year – I haven't finished off the podium yet, but I'm not thinking about points. I would love to take the title in style having won the most races, so I'll be going all out for the wins. I'm not going to let the pressure of being in the lead affect my driving.

Whatever happens, as a rookie I haven't really got anything to lose. I'll come out of my first season in Carrera Cup GB, having acquitted myself well, as either champion or second to Michael Meadows, who would have won three championships in a row.

I'm just happy to be racing thanks to the Porsche Carrera Cup GB Scholarship and the great support of my sponsors, who will be out in force at Silverstone and Brands Hatch. I hope we can end the season on a high.


Josh is currently heading the 2014 Carrera Cup GB

Carrera Cup round-up



Carrera Cup Deutschland
Christian Engelhart left the Nürburgring at the head of the title race in rounds 11 and 12. Philipp Eng and Michael Ammermüller shared victories.



Carrera Cup Australia
Michael Patrizi won twice at Sandown after Warren Luff retook the championship lead from Steven Richards following the latter's retirement from race two.



Carrera Cup GB
Michael Meadows looked set to slash Josh Webster's championship lead at Rockingham after victory in race one. However, a fuel pump problem for Meadows gave Paul Rees his first win in race two.



The factory driver:

Nick Tandy gives his views from beyond the pit wall



Richard Lietz's accident at the Tudor USCC served as a reminder of the dangers of motorsport

The co-driver connection

Nick on Richard Lietz's accident and the importance of co-driver relationships

As you may have seen at the VIR round of the Tudor USCC, my co-driver Richard Lietz broke his arm in a violent crash during practice. He went off on water put down by a preceding car and, once at rest in the barrier, was hit on the driver's door side by the following Corvette, which was next on the scene of the spilt fluid. It's another blow in what initially promised to be a good season after victory at Daytona, but has now proved to be a bit difficult. Of course, we all know that motorsport comes with its risks, but you never really think that anything like that will happen to you or anyone around you.

The chassis was destroyed in the crash, and we could have been out of the weekend. Fortunately, Porsche normally bring along a spare chassis that is partly built up with some of the wiring and piping. We had to miss qualifying, but the guys worked through the night to get the car built, and we even went fastest the next morning in the warm-up session, which was an incredible effort by the entire team.

At Porsche, there is a great team spirit. However, losing Richard really put into perspective how important relationships between co-drivers are. While the team-building exercises are great for getting to know everyone in the team (especially when you're a new outfit like PNA), as a group of drivers we do a lot of events together, from our training to visits to the doctor, and all the PR events we attend together. We get to know each other really well, but when we go racing, you're teamed up with one guy for a whole season and it becomes a proper partnership.

In 2012, I was teamed with Marco Holzer in a Manthey Porsche for GT Open. We built a very good relationship, and I think it helped the whole team move forward. That's something that has really started to happen this year in TUSCC with Richard, to the point where we spend so much time around one another, it means a lot to you personally when the other one gets injured. It really made me sit back and focus.

Straight after his accident (which many of us in the pit witnessed live on the roof-mounted camera), I rushed trackside to where the car was. After they got him out I went to see him at the medical centre, and I wanted to go to the hospital just to check how he was. I wanted to be there for him not just as a teammate, but as a mate. However, when I returned to the paddock, I had to just block it all out of my mind and get on with the job, which was to secure the best result for the team and the car (of which Richard is obviously a part of).

Richard went back to Austria straight away to see his doctor, which was good. He was diagnosed with a comminuted fracture, where the bone is broken in several pieces, but the good news was that the parts had remained in the right position. This has meant he didn't needed surgery, so it's just a case of waiting for the bone to fuse back together.

We're quite similar characters, which is one of the reasons why we've found it easy to gel in our first season together. Richard is quite down-to-earth, and he's very relaxed over the course of a race weekend.

He's also recently got into farming, so with my background living in the countryside and growing up as a farmer's boy, we've got a good partnership. Some guys are hobby racers; Richard is, in his own words, a hobby farmer! We speak every week, and we're competitive over who can set the fastest lap on *iRacing* when we're practicing for the next track on the US schedule. It means we're at the point where we're really good friends, and that is ultimately what you need to create a good environment that enables you to perform well at the track. Hopefully he won't be out for too long.



PORSCHE 997

Lyon Widebody program



PORSCHE 987 Cayman

REBEL Widebody program



PORSCHE 996

TOTAL997-09 Spyder Widebody program

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J Lindeberg trousers £115

These lightweight gentlemen's Paulie Washed Oxford trousers are perfect for smart or smart-casual evening wear. Finished in an evocatively named shade of 'grey melange', the trousers will complement both light and dark shirts or t-shirts.
www.john-anthony.com

Paul Smith velvet evening jacket £400

Renowned for his high quality and attention to detail, Sir Paul Smith has designed this exquisite two-button velvet jacket, a perfect garment for smart yet casual evening wear. With a slim-fit design available in UK sizes 38-42, the tone stitching beautifully complements the black velvet, while inside, the striking lining of star constellations should have you feeling on top of the world.
www.john-anthony.com

Belstaff Halstow t-shirt £65

Originally known for its motorcycling heritage, Belstaff now caters for a variety of occasions besides automotive outerwear. This simple yet elegant t-shirt is a case in point, featuring a crew-neck collar with chest print detail. With a regular fit, it's suitable for any occasion too.
www.john-anthony.com



Grenson Toby Croc shoe £225

Ideal for the formal occasion, this sleek yet stylish Toby shoe features an intrinsically detailed crocodile skin body in a brown hue with tone stitching, and is available in men's UK sizes 6-11.
www.john-anthony.com

Porsche Design luggage From £969

From a night away to a week-long break, Porsche Design's luggage collections have a range of bags that are ideal for you and your other half. From simple black leather to a more eye-catching crocodile finish, these superb hold-alls and handbags are the perfect partner for any journey. As you can see, the crocodile finish is also available for other products, including the P'9982 Blackberry phone.
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Here's the best photos we've tweeted or retweeted this month:

RT @itsleesibley: Full feature of my mammoth roadtrip in the 991 Targa currently in @Total911. First day of travelling summed up here:



WIN!

DESIGN 911
Centre for Porsche



Win a £200 Design 911 voucher

Based in Essex, Design 911 endeavours to bring Zuffenhausen enthusiasts every part for every Porsche, and now, in **Total 911**'s latest competition, you could win a £200 voucher to put towards your next component purchase. What's more, just for entering you will be provided with a discount code giving you ten per cent off at Design 911 between 8 October 2014 and 5 November 2014.

As well as their cavernous supply of spares that are available through www.design911.co.uk, Design 911 also offers a service centre where purchased parts can be fitted to any Porsche from 356s to 997s. The service centre also has the experience and capability to do full engine rebuilds, right down to simple repairs. They truly are a one-stop shop for all your Porsche needs.

To be in with a chance of winning this fantastic prize – or earn yourself a ten per cent discount at Design 911 – you just need to answer the following simple question:

Where are Design 911 based?

A) Dorset
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C) Essex

Send your answer to competitions@total911.com with 'Design 911' 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 5 November 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 **Total 911 Collection Volume Two bookazine** worth £9.99!



WIN! The Total 911 Collection bookazine



Rennsport revisions

Dear Sir,

Thank you for producing such a great publication; I have been subscribing for a long time. I wanted to point out a few items I found – to the best of my knowledge – worthy of a comment on the 964 RS article from issue 116.

First, the 'RS Timeline' chart on page 21 totally forgets the 1984 SC RS, which is 100 per cent a true 911 RS, with 20 made (and later, a 21st) to homologate the car for Group B. Six raced in Rothmans Livery for David Richards, two in Belga and one in Bastos. I am almost positive that you have featured some of the SC RS cars in past issues. The cars were street legal, and many were never raced; just enjoyed as what can only be called the ultimate naturally aspirated 911 RS, as they were 960 kilograms and the last 911 ever to use the 3.0 RSR-style-high butterfly MFI engine. The sound these cars make at 8,000rpm is amazing.

The restored red car shown is indeed a wonderful example of the 3.6 RS, but it may be worth pointing out to your readers that the Carrera side script decals were only on a few of these cars, I believe the ones delivered to France. Also, the photo of the engine on page 25 shows a blue painted fan, which to the best of my knowledge was never a factory-fitted item on any 964 RS. As your readers look to **Total 911** as a reference, whenever a non-standard item is shown on a car, I think it is important to acknowledge such deviations.

Lastly, with regards to the 'types' of 964 RS 3.6, I must admit that there is global confusion as to what to call the main three types of 964 RS 3.6s, but most refer to the cars as the 'Basic', the 'Touring' and the 'N/GT' or 'Clubsport'. Over 2,000 Basic cars were made, while the Touring added a full 964 C2 interior and most of the Touring models also had air-con. The CS version had a welded-in cage and racing interior. I do not have exact numbers, but it is thought that about 76 Touring were made, a little over 200 N/GT or CS, and the balance were the Basic.

I am fine that you left off the USA-only RS America model, as it was more of a de-contented C2, but they are indeed quite popular in the USA, and offer a wonderful driving experience.

Best regards,

Alan Benjamin, via email

Thanks for your insights. How could we forget the SC RS after our exhilarating drive of one in issue 109? However, the 964 RSA is a Rennsport in name only.



Le Mans letdown

Dear Sir,

2014 Le Mans was a huge disappointment for Porsche fans like myself. In LMP1, both cars failed to finish, calling Porsche's legendary reliability into question, while in GTE Pro & Am there was no class win for the 911 RSR.

I was shocked to see neither car pushing the engine capacity limits. Why only use a 2,000cc V4 for the LMP1, and why not use a 4,000cc turbo or flat eight of up to 5,000cc in the 911?

I hope Porsche uses this low point in their racing history to reflect on their fantastic past, and find traditional solutions for the future.

Regards,

Christo Stander, via email

The 919 Hybrid is the most complex car Porsche has built. The fact that it was within one hour of winning at Le Mans on its debut is nothing short of astounding. Regarding the 911, the GT class requires an engine similar to the road car, making a flat eight impossible. Also, BoP can mask a car's true pace. All in all, Le Mans wasn't such a disaster for Weissach; it was anything but.

RT @itsleesibley: If you've not got issue #117 of @Total911 yet, this pic defines what you've missed:



RT @Josh_No90: Last month's trio of 991s at Cwm Elan mine. Find out how we got on with our Welsh adventure in Total 911 #118





Flat four fear unfounded

Dear Sir,

Stephen Myers (issue 116) should have no worries about a flat-four Porsche. I love my 911s, but I once had a 912 and a 914/4 (and I now have a 356). I'm not the least bit worried about Porsche deciding to put a flat-four/turbo in the 911 body as a step-up model.

I'm not so sure that Porsche will actually make a 912 or derivative in any designation because Porsche does things exceptionally carefully. Porsche also corrects rather quickly. However, I do believe the letter was a great choice as letter of the month, because it is so timely as a subject and sure to stir the pot of opinions.

I will enjoy my 991 Carrera just as much even if a newer Turbo flat four goes up the hill in the nearby Santa Susana Mountain pass with the turbo in full song. As pointed out, Porsche utilised the original 912 for a purpose, not only offering an entry-level car, but a transition from the 356 for those loyal customers who helped to build the company but could not quite reach the 911 outlay.

Best regards,

Alex Ford, via email



Porsche Picnic

Dear Sir,

Imagine my surprise when driving around Oxfordshire I stumbled across the Porsche Picnic at Mapledurham House. In the US, Cars and Coffee meets are well-known and relaxed affairs, while on our side of the pond things are a bit more formal it seems. Enjoy the pics.

Best regards,

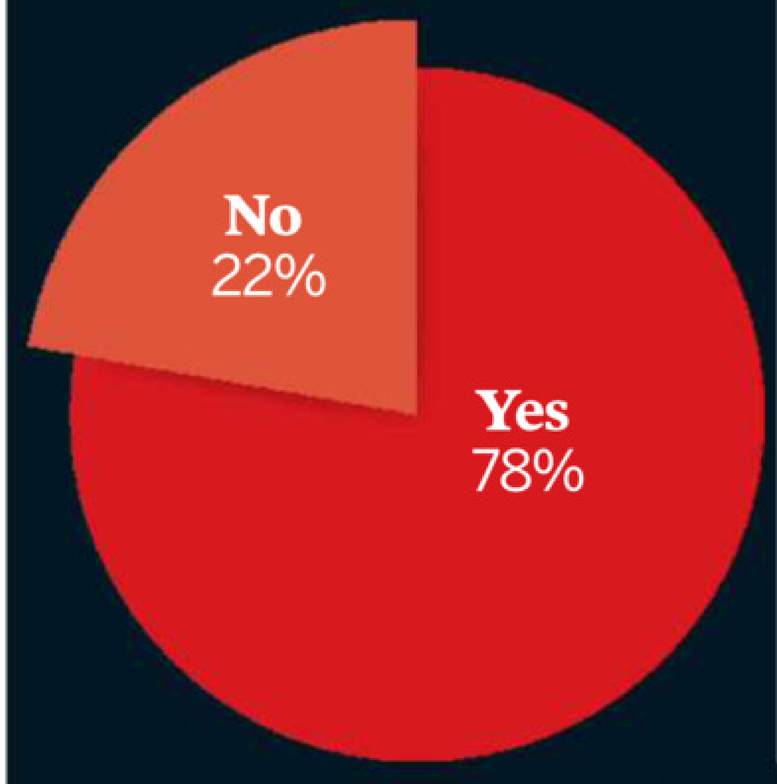
Sam Du Verne, via email



Online Poll

Is the Porsche 959 a true 911?

Josh and Lee have argued for and against online. Now, you have your say about Porsche's Eighties supercar:



Total911.com hot topic:

Why matching numbers isn't always important

Lee recently said the need for matching numbers of classic 911s detracts from them being used as they were intended. Here's what you thought:

Heck yeah, I don't get the people that bought these cars way back when and then immediately put them in a shed. The point of buying a sports car is for the driving experience, and it's hard to have that if it's sitting in a shed.

Nathan Glennon

Matching numbers cars should be worth more, but parts can perish or malfunction under use as we are dealing with cars here!

JAS

My 912 is far from numbers-matching, but it still feels great going down the road.

Matt Hause



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£200K-20K 911 BUYER'S GUIDES

993 RS

The RS makes for a sensational driving experience, but what do you need to look at when entering the market for one? The 993 Rennsport kicks off Total 911's buyer's guides for every budget, starting with the £200,000+ club

Written by **Lee Sibley, Chris Randall** & **Kieron Fennelly**
Photography by **Phil Steinhardt**

This is it: the final curtain call of the air-cooled Rennsport, the zenith of road-going, race-bred precision of the truly classic 'RS' moniker before it switched to a water-cooled 'Mezger' powerplant.

The 993 RS has long been revered by purists, but today it has achieved halo status as a lightweight racer devoid of significant driver aids by modern standards. This is reflected in market values: upon release in 1995, a 993 RS in comfort specification would have set you back ££68,495. Nearly 20 years on, that same model has now comfortably eclipsed the £200,000 mark.

Records show that 1,104 993 RS models were built by Porsche for worldwide markets, of which 227 were the even lighter Clubsport variants (recognisable thanks to a larger and taller rear spoiler). 38 993 RSs were sold in the UK (26 in 1995 and 12 in 1996), although there has been much coalescence of the cars since, and multiple left-hand-drive cars are currently on the market here.

So: revered, rare and raw. These are the alliterated adjectives crashing through my mind as I stand before this particular left-hand-drive example ahead of its road test to kick-start our definitive 2015 buyer's guides.

Walking around the RS, I'm struck by just how small it appears in comparison to the 991 Turbo I'd arrived in. Appearing to hug the floor thanks to its factory-lowered suspension (30mm at the front and 40mm at the rear), the figure of the RS is accentuated by aggressive yet oh-so smooth lines flowing from the front corner spoilers to that purposeful flat tail over the decklid.

The three-piece wheels encapsulating huge 'Big Red' brake calipers all round are a pertinent nod to the car's sporting credentials, yet thanks to the Midnight blue paintwork, there's a deep mystique emanating from this particular 993. It's almost chilling: for a moment, I feel like the RS is assessing me as I stare and assess it in turn, provoking me into posing my own self-damning question: "are you worthy, Lee?" Unperturbed, I open the left-hand door and climb inside to find out what lies beneath its taciturn persona.

Settling into position, the Sports seats provide a brilliant grasp of my body, hugging me tight around my sides – and they're comfortable, too. I gaze in the internal rear-view mirror to see the 'Carrera RS' script stitched into the carpet in place of the rear-seat backrests, before taking in the rest of the interior. I notice the original owner of this example had electric windows fitted, and air conditioning is present too, though the cabin otherwise feels fairly sparse in keeping with the purist Rennsport DNA.

Firing the RS up, the bigger 3.8-litre engine (an increase in cylinder bores from 100mm to 102mm over standard 3.6-litre engines) barks into life and emits a deep growl as it quickly settles to idle.


N7 RSP





The clutch is surprisingly weightless under my foot (in stark comparison to the last RS I drove, a 997.2 GT3 RS), and I easily find the biting point before slowly moving the 993 from standstill and out onto the open road.

Beginning my journey by attemtping to traverse through the busy streets of north London, the RS wastes little time in transcending the message that these are far from its ideal operating conditions. Traffic is slow, so I'm having to constantly flit between first and second gears, which proves difficult while the gearbox oil warms up. Each shift is clunky, so I have to blip the throttle before each change – up and down – for a more seamless selection of gear.

Shortly after, a long residential street littered with sleeping policemen highlights the firm ride of the RS, as each harrowing hump attempts to throw my body skywards. The RS's characteristically unforgiving damping forces me to scan the road ahead before darting the car around the plethora of potholes and blemishes in the road, and not long after I find myself having to wrestle the steering wheel on shoddy 'B' roads, as the front wheels simply want to follow the uneven contours of the road.

I quickly learn that the RS appreciates only very minute adjustments in gas pedal application too, as simply lifting off from the pedal (a style I'd got used to in driving the PDK-equipped 991 Turbo en route) sends the 993 lurching uncomfortably along the road. Instead, easing off the gas pedal millimetre by millimeter is best in traffic, and I shortly reacquaint with a smooth ride.

In fact, it takes a good 30 minutes for me to truly get to grips with the sheer purity of the 993 RS, and I soon realise that the car needs to effectively be bullied to get the most out of it. I learn that you must be distinctly proactive in your driving style here, not merely reactive.

Soon after on the country roads of Hertfordshire, the 993 RS had my hair on end. Its precision at the nose when cornering is almost unlike any other 911 I've driven. It allows you to carry good speed on turn-in while remaining very stable, darting inside to cover the exact sliver of tarmac intended by the driver.

The 100 kilograms of saved weight is keenly felt in the RS, too – it feels featherlight compared to the 993 Turbo S I'd driven earlier in the year, and lighter than the Carrera. This, when twinned with the abundance of low-down torque available from the larger 3.8-litre engine thanks to its VarioRam fuel-induction technology, makes the RS exciting to drive at all times. It just wants to travel, and I'm more than happy to oblige as I squeeze the accelerator for rapid propulsion forwards.

Scrubbing speed is just as entertaining as the RS's accelerative and cornering abilities: the brakes feel somewhat draconian by today's standards, though purists will love the sensation of really having to stamp on the floor-mounted middle pedal to get the pads to bite. It's perfectly in keeping with the 993's required driving style.

The afternoon duly whizzes by in an adrenaline-filled blur of curving country roads as I dance the 300bhp of flat six around Hertfordshire before returning back to base in north London. Grasping the door pull and clambering out of the car, I wipe a layer of sweat from my forehead before turning to gaze at the 993 once more.

I stand gobsmacked by how raw and pure the 993 RS is to drive, yet it's nowhere near as agricultural as a 2.7 RS. It still feels so fast too, and yet I know on these roads that I've got nowhere near the limits of the car. The 993 RS is one of the most rewarding Porsches I've ever driven, though if you're in the market for one, you'll need our buying tips overleaf.













Model	993 RS
Year	1995-96
Engine	
Capacity	3,746cc
Compression ratio	11.5:1
Maximum power	300bhp@6000rpm
Maximum torque	355Nm@5400rpm
Transmission	Six-speed manual, rear-wheel drive
Suspension	
Front	MacPherson strut; coil springs; antiroll bar
Rear	Multi-link with telescopic dampers; coil springs; antiroll bar
Wheels & tyres	
Front	8x18-inch; 225/40/ZR18
Rear	10x18-inch; 265/35/ZR18
Dimensions	
Length	4,245mm
Width	1,735mm
Weight	1,279kg
Performance	
0-62mph	5.0 secs
Top speed	172mph

Thanks

This model is available for immediate inspection at Hexagon Modern Classics' London showroom. For more information on the 993 RS, call +44(0)2072253388 or visit hexagonmodernclassics.com.

Engine and running gear



The air-cooled unit is fundamentally strong, but that tempting performance means an unimpeachable service history is a must. Being completely oil-tight is rare, although minor leaks from rocker and timing chain covers are an easy fix. Anything more serious – such as tired crankshaft oil seals – should be approached with caution, as repairs can easily head into the realms of a complete rebuild costing five figures, so get it inspected if you have even the slightest doubt. The RS was the first model to get VarioRam, and there should be no hesitation or flat-spots in the rev range if it's working properly.

Gearbox issues are rare unless it's been abused, but crunching synchromesh should ring alarm bells, as should signs of a clutch being past its best. The limited-slip differential is robust in normal use, but clonks or whines will need further investigation. Genuine brake discs are £700 a set, so check for wear and corrosion, and watch for sticking pads in the 'Big Red' calipers caused by corrosion between alloy calipers and steel inserts. Suspension bushes and strut mounts are the usual wear points – check they're not perished on low-mileage collector's items – while fluid leaks from the steering hydraulics aren't uncommon. The standard split-rim Speedline wheels cost around £1,200 each, so be wary of damage.

Bodywork

At this rarefied level, expect perfect bodywork, although you'll need to check for the bugbears that affect many 993s. Corrosion around the front and rear screens is an issue – it's a screen-out job to fix properly – as is the dreaded 993 windscreen creak, which can be exacerbated by the stiffer RS setup, and clumsy screen replacement may have allowed rot to set in. Clicking door check straps are a common niggle, and proper repairs cost around £500 per side, so it's worth checking that they haven't been bodged. Also, make sure that the rear bumpers are securely attached, as the mountings can rot. Despite their values, an RS will likely have seen action on the track, so you will need to watch for signs of previous accident repair, especially around the rear quarter panels, as they are tricky to replace, and check for dings in the lightweight panels. That ground-hugging front spoiler is susceptible to scrapes too, and a replacement bumper/spoiler costs £1,500 before fitting.

Interior



Condition is everything, so it needs careful checking. The weight-saving regime means that many examples lack much in the way of luxury kit, although it could be added as an option. Make sure you know the correct specification of the car you're looking at, and check that all electrical items are working properly, including the air conditioning if fitted, although theoretically a lighter wiring loom and less gadgets should mean fewer issues. Originality is a key factor for many, so be wary of aftermarket modifications, especially those for track work – they don't suit everyone and can affect values. The heavily sculpted seats can pick up scuffs, and if you fancy the even more spartan Clubsport, it's worth trying before taking the plunge. The roll cage and harnesses look terrific, but you might be better off with less of a race-track refugee if you plan on any sort of regular use.

Price range

Project car: £150,000
Daily driver: £180,000
Weekend thrills: £200,000
Concours: £250,000

"At this rarefied level, expect perfect bodywork"

Maintenance

Minor service: £358

Major service: £900

Tyres: Front £189.62; Rear £288.20

(Prices courtesy of Paragon Porsche and include VAT)

Your £200,000+ 911: The other candidates



2.4 S 1971-73

The further increase in capacity over the 2.2 was designed to enhance general driveability and, by decreasing specific output, reduce exhaust emissions. The 2.4 S was the first 911 to have a front lip or spoiler, and with only 20bhp fewer, the 2.4 S had almost matched the performance of the legendary 2.7 that was based on it. As such, this model has become the second most sought-after early 911, and values now exceed £100,000. Potential buyers need to be vigilant that the S is not in fact a rather more common T being passed off as an S. Check your engine codes – don't just look at the fan shroud!



997 GT2 RS 2010-11

The 996 GT2 was built as a flagship model – a completely uncompromised rear-drive, manual-transmission Turbo 911 with no electronic safeguards. Having made its point, Porsche subtly reined in its wild child with the 997 version, which sported not only catchfence electronics, but also a more yielding ride setup. A lightened Motorsport department RS version became the 911 range-topper in 2010 with a claimed 620bhp. Harder riding and more demanding, the GT2 RS has much of the uncompromising 996 GT3 RS, with vastly more power and torque. Buyers should consider the practicalities of such a 911, which is as demanding on the track as it is on the street. A collector's dream.

THE £150K+ CHOICE

997.2 GT3 RS

One of the last 911 Rennsports boasting hydraulically assisted steering, a 'Mezger' engine and a manual gearbox, values of the 997 GT3 RS are on the rise

If the 'standard' GT3 wasn't quite hardcore enough, the RS version that arrived in autumn 2006 should have fulfilled most racing drivers' fantasies. Lighter and with the full gamut of track-focused interior modifications, the RS was aimed squarely at delivering the purest of 911 driving experiences, and it didn't disappoint.

But the Gen2 moved the game on again. With power upped to 435bhp, the performance was as stunning as you'd expect, and just about every aspect had been sharpened, including the looks, with centre-lock wheels and that expansive rear wing providing a clear statement of sporting intent.

Price range

Project car: £N/A
Daily driver: £110,000-120,000
Weekend thrills: £120,000+
Concours: £150,000

Maintenance

Minor service: £341.17
Major service: £946.23
Tyres: Front £193.62; Rear £360.96

(Prices are courtesy of RPM Technik and include VAT)

Model	Gen 2 997 GT3 RS
Year	2009-12
Engine	
Capacity	3,800cc
Compression ratio	12.2:1
Maximum power	450bhp@7,900rpm
Maximum torque	430Nm@6,750rpm
Transmission	Six-speed manual, rear-wheel drive
Suspension	
Front	MacPherson strut; coil springs; antiroll bar
Rear	Multi-link with telescopic dampers; coil springs; antiroll bar
Wheels & tyres	
Front	9x19-inch; 245/35/ZR19
Rear	12x19-inch; 325/30/ZR19
Dimensions	
Length	4,460mm
Width	1,852mm
Weight	1,370kg
Performance	
0-62mph	4.0 sec
Top speed	192mph

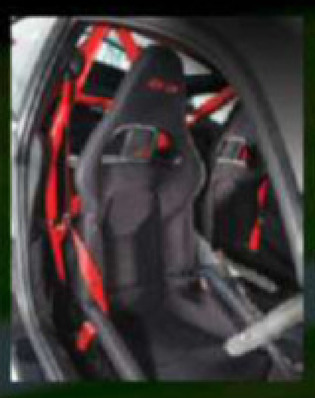
Engine and running gear



Aside from the odd oil leak from cam-chain covers and the like, the engine itself is almost bulletproof with meticulous maintenance. Expect to see a full book of service stamps from an OPC or reputable specialist. A professional inspection is advisable nonetheless, and they'll be able to interrogate the ECU for evidence of over-revs, which is always a risk with track-biased machines. Six-speed manual gearboxes are robust unless abused, so watch for baulky shifts or any signs of weakness in the synchromesh.

Also, keep an eye out for a high biting point on the clutch pedal, which points to a unit past its best – the parts alone cost £1,200. The standard PASM suspension is rarely trouble, but it's worth checking for inexpert fiddling with the various settings, so be wary of cars that handle oddly. Uneven tyre wear should also ring alarm bells – a complete suspension refurb will cost plenty, and you'll need to factor in the substantial cost of replacing any sticky track tyres. Steel brake discs can crack around the cross-drilling, while yellow calipers mean PCCB items are fitted. While almost indestructible with road use, track time can take its toll – trapped gravel can score the discs and worn pads will accelerate disc wear. A replacement set of discs is an eye-watering £14,000, so you've been warned!

Interior





The race-bred interior is pretty full-on, with a roll cage, six-point harness for the driver and a fire extinguisher, so make sure you can live with it before committing. Build and material quality of the 997 is first-rate though, so it's mainly a case of ensuring that the lightweight carbon fibre shelled seats aren't scuffed and the Alcantara trim hasn't been worn smooth. The RS got a modicum of luxury with a CD player and air conditioning (ensure the latter blows cold, as condensers are susceptible to corrosion caused by road debris) as standard, although plenty of buyers added niceties such as leather trim, PCM with satnav and the Sport Chrono package. Opting for race-track spartan or well-equipped is a matter of taste, but everything should be working fine either way.

Bodywork

This was a car just begging to be taken to the track, so it's vital to ensure that circuit use hasn't resulted in damage to the bodywork. It's advisable to get the car on a ramp and examined underneath for signs of scrapes that signify a trip through the gravel trap, and check the panels for stone-chip damage from the same thing. Finding a car that's had paint-protection film applied is a bonus. The low-slung front air dam is prone to grazing, so check its lower extremities, while a creaking body shell could be evidence of one too many enthusiastic trips over track curbs. The plastic rear screen should be scratch-free too. The most important thing with an RS is ensuring that there are no nasty accidents lurking in the car's past, so be thorough when investigating its history, and be prepared to walk away from any that raise suspicions.



Your £150,000+ 911: The other candidates



964RS 1991-92

The homologation version of the original Porsche Cup car, the 964 RS was a reduced-equipment 964 with a harder, lowered suspension. Despite a virtually standard engine, the RS felt faster and more raw thanks to the 130-kilogram weight saving that took away much of the sound deadening. Felt to be too uncouth when launched, the RS came into its own with the rise of trackdays, and values have followed, the best now selling for over £200,000. The lowered RS look suits the 964, and a sympathetic RS copy could prove an investment as 964 prices, long in the doldrums, start to rise.



996 GT3 RS 2003-04

A raw derivative first shown at Frankfurt in 2003, visually distinguished by the blue or red GT3 flash on the sides. Around 50 kilograms was saved thanks to a bonnet, rear wing and window in polycarbonate. A stiffer, lower suspension was fitted and the engine modified with the Cup car's intake and exhaust ports adding 20bhp, though Porsche still homologated the GT3 RS at the 381bhp of the standard car. 300 were built, 113 in right-hand drive, but for emissions reasons none went to North America. The liberal use of lighter body parts would distinguish future RSs from the standard GT3.

THE £100K+ CHOICE

993 TURBO

The demise of the 964 Turbo signalled a year-long wait for a successor, but the 408bhp, four-wheel-drive 993 Turbo that followed was well worth the wait

Model	993 Turbo
Year	1996-98
Engine	
Capacity	3,600cc
Compression ratio	8.0:1
Maximum power	408bhp@5,750rpm
Maximum torque	540Nm@5,400rpm
Transmission	Six-speed manual, four-wheel drive
Suspension	
Front	MacPherson strut; coil springs; antiroll bar
Rear	Multi-link with telescopic dampers; coil springs; antiroll bar
Wheels & tyres	
Front	8x18-inch; 225/40/ZR18
Rear	10x18-inch; 285/30/ZR18
Dimensions	
Length	4,245mm
Width	1,795mm
Weight	1,500kg
Performance	
0-62mph	4.3 secs
Top speed	180mph

Price range

Project car: £N/A
Daily driver: £70,000-£80,000
Weekend thrills: £100,000
Concours: £120,000

Maintenance

Minor service: £358
Major service: £900
Tyres: Front £189.62; Rear £327.26

(Prices courtesy of Paragon Porsche and include VAT)



Bodywork

Like the RS, the Turbo's bodywork doesn't differ much from other 993s, so those same caveats apply. Despite hot-dip galvanising, rot can bubble up in various areas, including sills and lower-wing extremities and in the front luggage compartment, so don't be tempted to skimp on checks. Stone-chipping around the nose and headlamps is common, and it pays to check the lower bodywork aft of the wheels. It's also possible that the wider rear wings of the Turbo could have picked up dings and scrapes. But like many a 911, there's a good chance that the odd trackday or two have featured in the car's past, so thorough scrutiny of the bodywork and history are vital in spotting accident repairs. It's also worth lifting the carpet in the luggage compartment and looking for fresh metalwork and welding.

Engine and running gear

The 3.6-litre unit gained twin turbochargers and a revised Bosch Motronic management system. Blower replacements nudge £2,000, so ensure oil had been changed. Check the condition of the hoses, and look for oil leaks from the cam covers. Gearboxes are strong, but the clutch has hydraulic assistance, and accumulator failure causes stiff pedal action. It's a cheap fix though, the part costing just £110. Also vital is correct mineral oil rather than ATF. Clutch replacement is expensive, although the system itself shouldn't give trouble, so it's just a case of listening out. Brakes were 'Big Reds' like the RS, so the same caliper issues apply, but check the rear of the discs – corrosion can be worse there. Also, watch for uneven tyre wear; 993s are sensitive to off-kilter geometry, and an overhaul is £3,000-£4,000 at a specialist.

Your £100,000+ 911: The other candidate



997.2 GT3 2009-11

The 997.1 was a more useable 911 than the 996, and the 997.2's 3.8 offered gains in driveability over the 997.1's 3.6 and proved to be surprisingly easy going. PSM could be switched off completely, only coming into play when the brakes were applied. Adaptability of the suspension meant that the GT3 now offered an acceptable street ride as well as a track setup. With a firm clutch and manual gearbox, the 997 GT3s need a skilled and committed driver to get the best from them, but as the last of the analogue GT3s, their future rise in value seems assured.

Interior

Unlike the RS, the Turbo's cabin took a more luxurious route, and while build and material quality were top-notch, wear and tear will result in hefty re-trimming bills. Make sure the leather trim is undamaged, and ensure that electric seat motors are still operating. The same goes for items like the electric windows and sunroof, and ensure the electronic climate-control system is working properly. In short, it's a case of pressing every switch and button you can find, especially on fully optioned cars.



THE £60K+ CHOICE

911 2.2 T

The power might have been modest, but a 911 of this vintage is a special thing indeed. Such purity of purpose needs careful buying, though

Model	911 2.2 T
Year	1969-71
Engine	
Capacity	2,195cc
Compression ratio	8.6:1
Maximum power	125bhp@5,800rpm
Maximum torque	169Nm@4,200rpm
Transmission	Five-speed manual, rear-wheel drive
Suspension	
Front	Telescopic dampers; torsion bar springs; antiroll bar
Rear	Telescopic dampers; torsion bar springs; antiroll bar
Wheels & tyres	
Front	5.5x15-inch; 165HR
Rear	5.5x15-inch; 165HR
Dimensions	
Length	4,163mm
Width	1,610mm
Weight	1,020kg
Performance	
0-62mph	7.0 sec (est)
Top speed	127mph

Engine and running gear

Compared to the latest units, a 2.2 T engine is a model of simplicity, and proves to be long-lasting if maintained properly. Specialists recommend oil changes every 3,000 miles for longevity, so be wary of cars with patchy service histories. Excessive exhaust smoke on start-up – likely to be worn valve guides – and low oil pressure are concerns, and indicate that a rebuild is due, which won't be cheap if done properly. It's also worth examining the heat exhangers and exhaust system for signs of rot, and checking for oil leaks from hardened or perished seals and gaskets. The gearbox was never that slick, even when new, but budget for an overhaul if the shift is particularly obstructive or you find a lack of synchromesh between second and third gears. Both suspension and brakes are straightforward, and neither merit particular concern over and above the usual signs of wear and tear. It's just worth checking that little-used examples aren't suffering from perished bushes, corrosion or seizure of brake components. The Fuchs rims could be in need of refurbishment, and check the tyres carefully, as it could be running on ancient, cracked rubber. Porsches don't like standing still, and as with many older cars, regular use pays dividends, so be wary of cars sat idle in collections that require costly recommissioning.

Maintenance

Minor service: £240

Major service: £600

Tyres: Front £unspecified; Rear £unspecified

(Prices are courtesy of RPM Technik and include VAT)

Price range

Project car: £20,000

Daily driver: £35,000-40,000

Weekend thrills: £50,000

Concours: £60,000



Bodywork

The biggest enemy of any 911 of this age is corrosion, and a full restoration will have a devastating effect on your bank balance. You'll need to check every inch of the panels and sub-structure, as rot can develop anywhere, but pay attention to the inner and outer sills, the jacking points and kidney bowls at the rear of the sill. The A and B-posts are also susceptible – doors that are misaligned or drop slightly when opened are signs of trouble – and you should also examine the metal shelf above the engine. And don't forget to have a thorough check of the front compartment, focusing on the inner wings and seams, and around the sunroof aperture if fitted. Bodged restorations will be a nightmare to sort, so a professional inspection is strongly advised, even on examples that appear to be sound.

Interior

Don't expect the hewn-from-granite build quality of later models, but it was still good for its time. The key to avoiding substantial expense is ensuring the original fittings are intact, as even minor trim parts can be costly. Check the dashboard for cracks around vents and apertures, and the seat trim for damage and torn stitching. It's also worth examining for signs of damp in carpets and trim caused by water leaks from the windscreen and door seals. Lastly, beware of electrical issues from aged wiring and corroded connectors. Repair can be labour intensive, and negligence will increase the risk of smouldering cables.

Your £60,000+ 911: The other candidates

993 C2S 1997-98

The Turbo-look C4S introduced a year earlier was a success, and in the last year of 993 manufacture, Porsche brought out the lower-specification C2S, effectively the two-wheel drive VarioRam 993 in the wider Turbo body. Such was Porsche's confidence that in the US it even priced the C2S above the C4S! For years, this pair have been more sought after than the narrow-body 993s, and prices reflect this: the C2S will provide a marginally more 'pure' 911 driving experience than the C4S, and as the run-out model, many are low-mileage. It's still an investment, though not as an everyday 911.



997.2 Turbo 2008-11

Marking a turning point in 911 Turbo history by abandoning the proven 'Mezger' bloc, the 997.2 used a blown 500bhp variant of the new 9A1 direct-injection 3.8 engine, and took controlled, understated performance to another level. The 997.2 was the last Turbo to have the manual gearbox option; remember the 991 Turbo no longer offers this. With hindsight, we see now that the 997.2 was the penultimate step in the process of transforming the 911 Turbo from sports car to arguably the best and most sophisticated grand tourer on the market at any price.



Model	3.0-litre SC
Year	1978-83
Engine	
Capacity	2,994cc
Compression ratio	8.5:1/8.6:1/9.8:1
Maximum power	180/188/204bhp @5,800rpm
Maximum torque	265/267/267Nm @4,300rpm
Transmission	Five-speed manual, rear-wheel drive
Suspension	
Front	MacPherson strut; torsion bars; antiroll bar
Rear	Semi-trailing arms with telescopic dampers; torsion bars; antiroll bar
Wheels & tyres	
Front	6x15-inch; 185/70/VR15
Rear	7x15-inch; 215/60/VR15
Dimensions	
Length	4,291mm
Width	1,626mm
Weight	1,160kg (1978 Coupe)
Performance	
0-62mph	6.5 sec
Top speed	141/146mph

Price range

Project car: £10-15,000
Daily driver: £20,000
Weekend thrills: £25,000
Concours: £30,000+

Maintenance

Minor service: £255.80
Major service: £716.48
Tyres: Front £217; Rear £268.15

(Prices are courtesy of RPM Technik and include VAT)

THE £20K+ CHOICE

911 SC

With good 3.2 Carrera values heading upwards, the SC is the perfect way of getting behind the wheel of an impact-bumper 911 without breaking the bank

Engine and running gear

Oil leaks and low oil pressure are the main concerns, so problems should ring alarm bells. Moreover, timing chain tensioner failure is catastrophic, so ask when they were changed and what was used. Broken cylinder head studs are common too, so look at the joint between head and barrel for air or oil escaping. New injection pumps aren't available, and metering units can play up on little-used cars. The '915' gearbox isn't as problematic as some say, but shift quality can vary – adjustment is possible, but a re-build is pricey. Regular fettling should have kept suspension and brakes in good condition, so apart from worn bushes and corrosion in mounting points, there's little to worry about, though its not uncommon to find upgrades and modifications in these areas. Wheels were either 'cookie-cutter' ATS rims or Fuchs items, and can be refurbished at a reasonable cost, so don't worry if they look unloved.

Bodywork

The bodies may have been galvanised, but that doesn't stop corrosion, so purchases need scrutiny. Especially check the front wings around the headlamp bowls, the bottoms of the doors, the sills and around the front and rear screens. The kidney bowls are also a weak spot, and watch for rot in the B-pillar around the door catches. Bumper mounts will disintegrate, so give them a good tug, and examine the front luggage compartment for rust. Plenty of examples will have body or paint work, so make sure you're happy with it – get a specialist inspection if not. Lastly, it's worth noting that only Sport models had a rear spoiler as standard, so make sure aftermarket fitments are securely attached.

Interior

The cabin used top-quality materials, so damage will be evident. Re-trimming costs will mount, so avoid anything tatty and make sure electrical items work properly. With even the youngest models being 30 years old, time will have taken its toll, and eradicating faults takes time. Check the heating works, as rotten heat exchangers are common, while air conditioning may have fallen into disrepair.

Your £20,000+ 911: The other candidates

Carrera 3.2 1984-89

The increased engine size over the previous SC gives better torque and improved mpg thanks to updated engine management; post-1986 cars had the G50 gearbox, generally preferred to Porsche's 915, which is usually baulky if not rebuilt. G50 3.2s also have a hydraulic clutch. Long regarded as the ideal introduction to the 911, good 3.2s cost over £25,000. The 3.2 is very reliable, and the last 911 on which DIY is still practical: corrosion is the main problem, particularly around the B-pillars' base, and repair costs could exceed the value of the car with unloved examples.



996 C4S 2002-2004

Generally thought of as the best-looking of the 996s, the C4S combined all-wheel drive with the more rigid Turbo body. The performance of the 320bhp 3.6 was hardly affected by the extra weight, and makes this 996 an excellent grand tourer without the fuel and maintenance costs of the Turbo. A decade on, the wide-bodied C4S has become the most sought-after 996, but remains affordable: a good example may even prove to be a reasonable investment. A C4S with a recognised aftermarket IMS upgrade is definitely worth a second look.



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THE ULTIMATE ROAD TRIP

What makes a great driving route? Total 911 tackles 2,281 miles in four days in search of sheer driving nirvana

Written & photographed by
Maurice van den Tillaard







An intermittent idling problem didn't stop Maurice from driving the Col de Vence, one of Total 911's great driving roads











It was early June, and after returning from a tour of Afghanistan I had some spare time on my hands. I decided I wanted to do something fun and adventurous, so before long I was contemplating steering my 1972 911T hot rod on a road trip headed for the south of France. My mission? To find some of the most thrilling and intoxicating driving routes and passes the area has to offer.

Last year, I did our 'Run to the Hills' trip with my friend Daniel Schaefer from Heckmotorsportwagen. It proved more difficult to sync our free time this year, so I made haste and decided to do this tour as a lone wolf.

'Travel light' is one of my mottos, so I didn't take too much with me. At the top of the list was my photography equipment. Additionally, I took along a small tent, a lightweight air bed, a sleeping bag, some clothes and toiletries, a spacesaver spare wheel and a jack, a spare DME relay and a set of lightbulbs. I also packed two litres of motor oil, some maps, a flashlight, a GoPro, a navigation system and, of course, some cash.

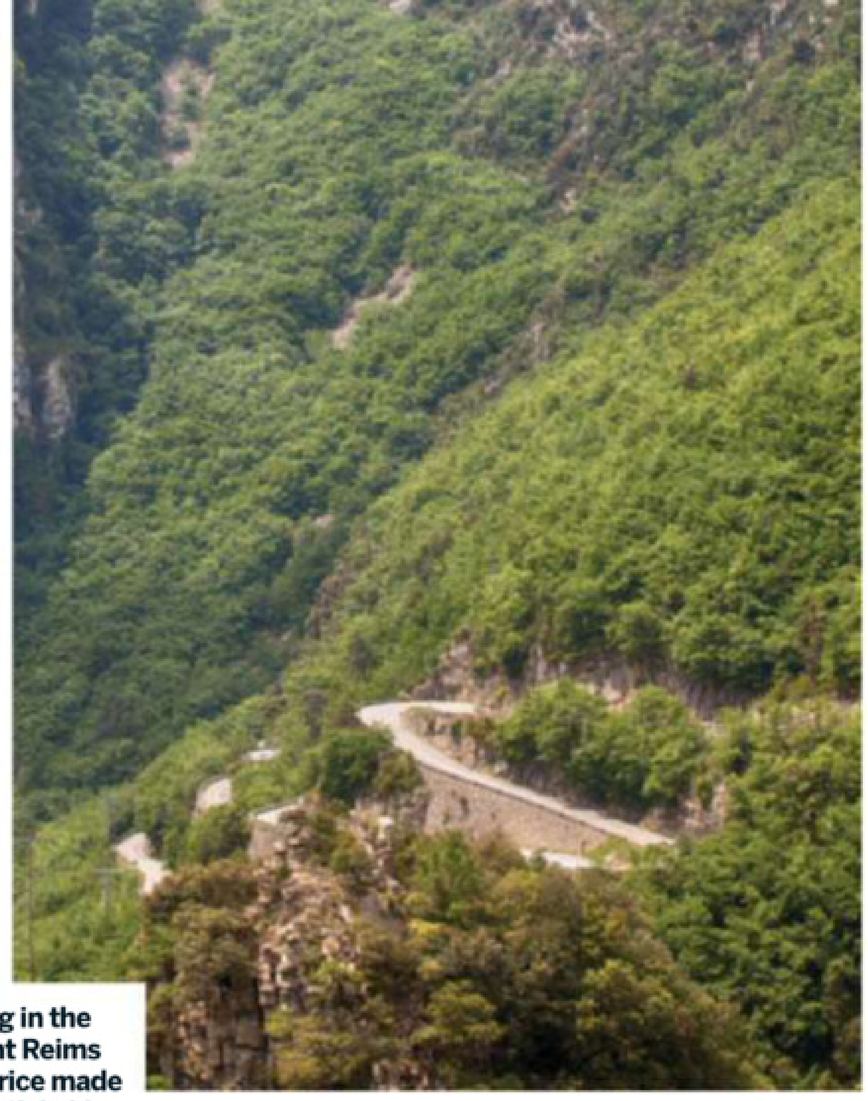
On Sunday 1 June, I left for Reims on the stroke of 3pm. Near the Luxembourg border, I opted for the country roads and left the freeway. Four and a half hours after leaving the house, I parked my 911 at the old Reims pits near the village of Gueux. The weather was fantastic, and I had plenty of time to take some good photos of the car in its heritage-rich location. I spent hours shooting along the remnants of the old Reims circuit, and before long the sun had set and my watch read 10pm. After checking in to a budget hotel, I set my alarm for 5:30am so I could hit the road again by 6 the next morning.

The plan for day two was to drive to Malaucene at the base of the infamous Mont Ventoux. The first part covers freeways, while the second was mainly mountain roads. An hour after I left Reims, I decided to fuel up for the rest of the freeway section and top the engine up with half a litre of oil. With the '72 T's decklid raised, I let the engine idle to measure the oil, but the moment I went to remove the dipstick, the engine died. I filled it with a little oil anyway, but soon found that it was impossible to let the engine idle without having to use the throttle pedal. Undeterred, I chose to stick to my plan and drive further south. At every turnout I stopped to see if the car would still not idle. Did I have a DME relay problem? No, because with the spare one the engine still died. Perhaps it was a faulty idler valve? It seemed to work as it should when I checked it.

'Maybe it's a vacuum leak,' I thought, but I couldn't find anything. Despite this, my confidence in the 911 was high: twice already, fellow tourists had come to help, and when I told them my plans they said to just go on, because the car ran great as soon as I was moving. They were right, because about one and a half hours later the car was idling again. I almost turned around and went home, but the positive attitude of those tourists made me go on. The car was running again, although it idled a bit more like a cold GT3 or a V8 with stainless exhausts, but I was a happy man.

In the middle of the afternoon, I arrived at the village of St Jean en Royans, where the route through the Combe Laval begins and takes you over the Col de la Machine. It had started to get a little cloudy, but pleasingly it stayed dry.













After taking in the magnificent Reims track, Maurice made his way south in his '72T to tackle Mont Ventoux and Grand Canyon du Verdon





"The roads are high-speed and curvy, providing never-ending fun"

Via the village of Lente and the D76 and D518 country roads, I drove in the direction of Die. The first section of the D76 is fairly slow, but soon it became the perfect playground. The D518 was no different. From Die, I drove to Malaucene along the D9. Late in the afternoon I arrived in the village loved by many a cyclist: it's one of the starting points to climb Mont Ventoux. With an altitude of 1,911 metres, it's notorious for being one of the hardest climbs of all the Tour de France stages. With a Porsche 911 that handles like a race car, it's nothing but fun, and the 21 kilometres are an easy stretch. The Ventoux is one of my many favourite areas in France, so I took my time here.

When I got to the top of the Ventoux it was 8pm. I enjoyed a moment of silence, and sat for half an hour to suck up the stunning beauty of the place. Eventually, I drove down in the direction of Sault. Soon it was almost 10pm, and I had to find a campsite again. A lady gave me directions to a nearby site, which at this hour was my only hope. When I arrived at the campsite it looked closed. The gate was still open though, so I parked my car about 50 yards from the gate and set up my tent. Hopefully the gate would still be open in the early morning. I set my alarm to 5:30am, and when I opened up my tent after a good night's sleep, the first thing I saw was the gate, still open. Half an hour later, I packed up and was ready to go. There still wasn't anyone around though, so I slid a €10 note into the mailbox and took off in the direction of the Grand Canyon du Verdon – another one of my favourite places to be in France.

I typed 'Moustiers Sainte Marie' into my satnav, knowing I would be guided down some of the best roads in the area. Any road off the main freeways in southern France seems to be a good one, and this was no exception. And yes, I was sent via the D950 through the village of Banon. This is a great road, with many corners and fast sections. It wasn't even 6:30am, and the empty roads and rising sun only made the experience better. Via Riez, I arrived in Moustiers, where I refuelled. From there, it was only a few minutes to the Gorges du Verdon. I stopped at the vista point where the road through the canyon starts, and enjoyed a breathtaking view of the turquoise Lac Saint Croix. Early June is a perfect time to visit this area if you're into driving, because it's so quiet, and the weather around this time of the year can often be compared with summer in north America. I know the route well, and within a couple of minutes I drove through La Palude, halfway through the Verdon, on the D952. From here, I followed my way to Comps sur Artuby, and then on to Draguignan and Le Luc.

The roads are high-speed and curvy, providing never-ending fun. The last part of the route to Le Luc contained a few freeway miles, where I was overtaken by a 997 Turbo. Its grey-haired owner came up next to me and gave me the thumbs-up before taking off like a bullet, disappearing into the distance. In Le Luc I enjoyed a quick lunch before turning my attentions to another great driving road: the D558 to La Garde-Freinet. It's basically a supply route to Saint Tropez, but somehow I got lucky again, and the traffic wasn't too crazy. In fact, it was so good that I drove back and did the entire route twice! It feels more like a rollercoaster than a road, so it's serious fun.

I continued driving on Wednesday morning. My direction? Monte Carlo. I don't care for this place too much, but I just had to drive my 911 hot rod through there for once. It worked for a few good photos, that's for sure. From the centre, it's just a stone's throw away from the mountain village of Sospel, the hometown of one of my heroes: rally driver (and multiple mountain bike downhill world champion) Nicolas Vouilloz.

On my way to Sospel, a small red hatchback started following me through the tight corners and narrow mountain roads. When I stopped to take another photo, I spotted a car behind me with an English license plate. Four young chaps from Leeds stepped out of the car, asking me if I was on my way to Col du Turini. As a matter of fact I was, and I enjoyed a good conversation with my fellow rally fans. Driving the Turini made me reflect again on how good these rally drivers are. The roads are narrower than most others in the Provence, and the Turini makes you feel as if you're driving a high Alps pass, only with trees next to it.

After the Turini, I drove through the city of Lantosque on my way to Vence, where I stumbled upon another great piece of two-lane blacktop called the D2565. It guides you through the Gorge de la Vesubie, and is another epic driving road.

From Vence, I started my climb up the famous Col de Vence. The D2 has been featured in Total 911 before in the Great Driving Roads page, and I thought this would be an interesting addition to my trip. Two-thirds down the D2, I opted for the D5, which takes you south again to the infamous Route Napoleon. The D5 is another must-drive road, like most of the other ones mentioned above. Arriving at the Route Napoleon, I turned left instead of right, and headed south to Grasse. Shortly after passing the Grasse prison, where a magnificent view of the Mediterranean Sea pops up, I arrived to the edge of town and decided to turn around to go back up north on the Route Napoleon. From here, my route back home started, with a couple of hours ahead of me all the way to Grenoble.

Meanwhile, my 911 was suffering from this bizarre idle problem again. At some point down the Napoleon I stopped to take another photo. It was a magic feeling every time I would shut down the noisy engine and step out of the car. The sound of silence would fill my ears and the smell of herbs de Provence my nostrils. There, I decided to take one more look under the hood to see if everything was still alright. However, as soon as I started the engine again, it died. "Please no, not again" I begged. When I turned the key again it fired right up, and idled again like it should do! To this day I've never found out what the problem was, and after Route Napoleon it never came back. I'm pretty sure I obtained some dirty fuel after my stop in Reims, or perhaps some dirt came loose in the new fuel tank I had installed a few weeks before my trip.

Halfway through the Napoleon it started to drizzle, quickly changing into pouring rain. My Weather Pro and Meteo Marine apps worked flawlessly, because I had seen this coming for a couple of days. Five minutes into the rain, it looked like my windshield wipers were coming loose. A quick and easy fix with the plastic labels from two mineral water bottles solved this problem!

In Grenoble I entered the freeway, and shortly after Lyon I found another budget motel with secured parking. However, during check-in I discovered that the gate was broken! Did I really have to park my car next to a freeway during the night? I hid the car behind a big station wagon, put the steering lock on and removed the rotor out of the distributor. I'm a bit paranoid when it comes to stuff like this because my cameras have been stolen more than once. After about six hours of sleep, I got up at 5am and headed back on the road.

I made it back home at 2pm on Thursday. Every time I take the car out for a drive I make notes in a logbook: miles driven, where to, when, and what kind of maintenance I performed. Looking at the mileage when I left, I realised I'd driven 2,281 miles in three days and 23 hours. Believe it or not, France is a car-driving Mecca, particularly towards the south. I'd revelled in four days of driving, steering a superb sports car along some of the best routes in Europe. What had I learned? Simply that I need to drive these routes in a 911 again – and soon!

"France is a car-driving Mecca, particularly towards the south"



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3.2 CARRERA V 964 CARRERA 2

Until very recently, the 964 was a relatively unloved iteration of the 911 legend. But should it continue to remain in the shadow of the Eighties icon, the 3.2 Carrera?

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

One year ago, I had never driven any iteration of Zuffenhausen's legendary sports car. Fast forward to present day, and I have been behind the wheel of myriad Porsche 911s, from a gorgeous 2.0-litre 'S' through to each variation of the 991-type platform. For a lifelong fan of the other prancing horse, it has been the most remarkable experience, fuelled with high-octane 'benzin' and completed with a flat-six soundtrack.

It's fair to say, then, that a lot can change in 12 months. However, two generations of neunelfer have evaded my presence: an impact-bumper 911 (commonly referred to as G-Series cars) and the rapidly appreciating 964. While I have seen plenty of both during my tenure at **Total 911**, I have yet to even sit in either. That is until now, as I'm about to complete my royal flush in spectacular fashion.

The Guards red 964, a few car lengths in front of me on the Hertfordshire tarmac, squats vivaciously as we exit another tightening sweep deep inside England's green, rolling countryside. The 964 shoots forward, the bark from its tailpipe rising before falling off into the distance as daylight emerges between its smooth rear bumper and the front end of the 911 Carrera 3.2 piloted by yours truly.

In my zest to keep up, I change the long-levered G50 gearbox from third to second, taking my time to make a pronounced 'dogleg' movement between the two ratios. The lethargy of my shift allows me to keep the change within the capabilities of the cone synchromesh, but the added tenths of a second have let the 964 become an even more distant focal point.

Crank speed rising, the needle on the central rev counter starts to pick up pace, but it is not until 4,000rpm when all 3,164cc begin to feel like



A lot changed in the 12 months between the 3.2 and 964. However, on closer inspection, many details carried over to the '80 per cent new' 911





they are working for the greater good. The muted rattle that was eminent throughout the cabin at the lower end of the rev range is replaced with a more animated and mechanical yowl. It's by no means as raw as pre-1973 911s thanks to the improved sound deadening, but the aural lineage is clear. It's as if each moving component in the flat six is singing as part of one wonderful orchestra.

At 4,800rpm, the full complement of torque is reached, aiding acceleration. However, the engine still feels peaky. It lacks the low-end and mid-range torque of later motors, forcing you to reach for the redline. As 6,000rpm is dispatched, I shift back into third before the needle has a chance to hit its 6,400rpm peak, wary that this isn't my car.

The rev drop isn't huge, but with just 231bhp from new, it is enough to drop the 3.2 Carrera out of its power band. It's hard to believe the claimed 5.6-second 0-62mph sprint time, although to be fair, 90,000 miles have been completed without a single engine rebuild, something owner Bob Brace admits is the next job on a very small list.

His example is immaculately prepared, resplendent in Grand Prix white with matching Fuchs 'five leaf' alloy wheels. Inside, the originally lurid trim has worn exceptionally with age (thanks to some elbow grease from Bob). The red hue of the all-in-one seats has faded with age, but it still channels the excess of the 3.2's birth decade.

I'm finding those seats very comfortable, with plenty of cushioning and support. Combined with the easily operable electric controls, the driving position invites you to climb aboard, and I wish we were heading out for a grand European tour instead of 'making do' with some fantastically challenging home-grown twists and turns. While I'm not won over by the 3.2's motor, the chassis excels itself through the constant succession of bends. Bob seems to be having the easier time, but the 3.2 is doing itself no disservice against newer opposition.

The front end doesn't enjoy the urgency of some 911s, which I think is down to the extra weight the G-Series cars put on in the Seventies and Eighties. The 3.2 is nearly 200 kilograms heavier than its federleichte pre-impact bumper forefathers; this has no doubt played a part in the sluggish acceleration and added heft to the unassisted steering, which is increased further by the optional sports wheel. Yet, darting for another apex, I don't notice an overt dampening of the 911's excellent dynamics.





If anything, that mass forces the 3.2's front end to maintain grip in a more linear fashion on each corner. The stereotypical understeer is instead replaced with a neutrality that enables me to focus on keeping my momentum high, playing to the strengths of the motor. I've given up hope of hounding the 964, instead choosing to revel in the idiosyncrasies of the last classic-shelled 911.

The lack of mid-range punch lets me liberally apply the throttle earlier than I normally would, safe in the knowledge that a sledgehammer of torque isn't about to arrive and gyrate me into an awaiting hedge. However, where the 3.2 shows a lack of poise is in its overall sense of grip. While the chassis balance is encouraging, the suspension perhaps has a touch too little compliance, and the relatively narrow tyres (albeit set on eight-inch rims at the rear) allow the car to drift ever so slightly.

Inside, the interior layout has barely changed from the mid-Seventies 2.7 and 3.0-litre Carreras. The oil pressure and temperature dials still feature cutaway faces, revealing the all-important metrics on a separate backing plate, while the heater controls are classically unfathomable.

The brakes aren't overly strong, although the pedal feel is nicer than earlier cars. Pushing hard on the stoppers doesn't bring the wooden sensation some classic 911s feed back, and the offset between driver and pedal box is less noticeable than even the 993 I drove last issue. In some senses, it highlights the level of refinement Porsche achieved with the classic shell. However, it's clear that Zuffenhausen reached a plateau with the 14-year-old platform.

It's fair to say that a lot can change in 12 months though, as Porsche proved at the turn of the decade with the release of the 964. Boasting an 85 per cent revitalisation of the 911 platform, the 964 arrived on the scene in 1989, originally only available







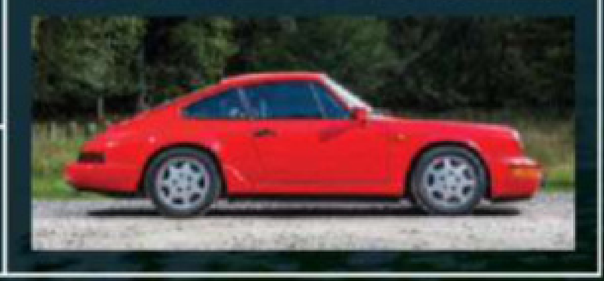


3.2 Carrera	Model	964 Carrera 2
1988	Year	1990
	Engine	
3,164cc	Capacity	3,600cc
10.3:1	Compression ratio	11.3:1
231bhp @ 5,900rpm	Maximum power	250bhp @ 6,100rpm
284Nm @4,800rpm	Maximum torque	310Nm @ 4,800rpm
G50 five-speed with cone synchromesh	Transmission	G50 five-speed manual
	Suspension	
MacPherson strut with gas damper; longitudinal torsion bar; antiroll bar	Front	MacPherson strut with coil spring and gas damper; antiroll bar; lower wishbone
Semi-trailing arm with gas damper; longitudinal torsion bar; antiroll bar	Rear	MacPherson strut with coil spring and gas damper; antiroll bar; semi-trailing arm
	Wheels & tyres	
7x15-inch Fuchs; 195/65/VR15 tyres	Front	6x16-inch D90s; 205/55/ZR16 tyres
8x15-inch Fuchs; 215/60/VR15 tyres	Rear	8x16-inch D90s; 225/50/ZR16 tyres
	Brakes	
286mm ventilated discs; two-piston calipers	Front	298mm ventilated discs; four-piston calipers
294mm ventilated discs; two-piston calipers	Rear	299mm ventilated discs; four-piston calipers
	Dimensions	
4,291mm	Length	4,250mm
1,652mm	Width	1,652mm
1,210kg	Weight	1,350kg
	Performance	
5.6 secs	0-62mph	5.6 secs
152mph	Top speed	164mph













Dynamically, the 964 feels a lot more advanced, yet where the 964 has modern sensibilities, the 3.2 Carrera has oodles of classic 911 charm

in Carrera 4 guise, soon complemented by a more traditional rear-wheel drive model – the Carrera 2 – in 1990, just 12 months after it would have been possible to pick up a 3.2 Carrera from an OPC.

After Ernst Fuhrmann's departure from Porsche in 1980, Helmuth Bott – chief engineer at Weissach – had started planning the future of the 911 beyond the then yet-to-be-released 3.2 Carrera. By its release in 1984, Bott was discussing ideas with new CEO Peter Schutz, outlining three avenues Porsche could take. One was to complement the 3.2 Carrera with a new four-wheel-drive 911. Alternatively, the 3.2 could have been facelifted and shoehorned onto a new rear- and all-wheel-drive compatible platform. The final proposal was to develop an all-new unitised body that could double as the new 911's chassis. This was the path Porsche decided to take – however, the board was unsure that aficionados would accept a radically different 911.

Instead of revolution, stylists Wolfgang Möbius and Dick Soderberg updated the shell, keeping the raised front wings, doors and roof panel. The resulting 911, with its smoothed-over front and rear bumpers, looked modern *and* classic, with an identical wheelbase to its precursor, and the hood still hosting the air intake ahead of the windscreen.

As I slide inside the Guards red beauty, I notice that even the door handle has carried over, with the same trigger action. The door even opens and shuts with the familiar clunk of older 911s. That cliché about 'built from rock' is well and truly alive as I sink into the familiar leather seats and stare beyond the two-bar steering wheel at five separate dials, only subtly altered with single-piece faces.

The cockpit feels more claustrophobic, however – possibly a result of the full-black leather interior – and I'm more conscious of the offset driving position than I was half an hour earlier in the 3.2 Carrera. I'm pleased to see that at least the heater



Thanks

Thanks to independent specialists RPM Technik for assembling the immaculate 911s in our pictures. For more information, see our company profile beginning on page 82 or call 01296 663824. Alternatively, visit the website at www.rpmtechnik.co.uk.

controls have been revitalised (they're coherent now), but I begin to understand why people mocked the 964 for its haphazard button placement, with a small flick switch for the rear wiper squeezed between more prominent controls.

Twisting the key brings with it a new sound. The M64/01 motor burst into life with gruff ferocity, immediately more impactful than even the 3.2 Carrera at high rpm. It's nearly cut short thanks to the more aggressive clutch, but once underway, the updated version of the G50 gearbox, complete with a shortened lever, is as sweet as any shift I've driven in a 911, rivalling the lauded 997 unit.

While shifting through the five speeds is a joy, I'm overcome by the 3.6-litre flat six. Despite not benefitting from the VarioRam system on later 993s, the original M64 powerplant pulls strongly from as little as 2,000rpm, accompanied by a bassy tone before the noise becomes more raw and all-encompassing as the revs climb in a linear fashion.

The 964 Carrera 2 is nearly 100 kilograms heavier than the 3.2 Carrera I've switched from, but in terms of acceleration, it doesn't feel like the mass has made any difference. If anything, the aural delight of the M64 – and its instantaneous shove – makes the 964 feel faster over straight ground, even if the numbers between the two cars are similar.

The ride is much more compliant – although it still remains slightly crashy over the less-than-perfect road surface – but it is in the corners where the 964 shows its developmental gains over the 3.2. The assisted steering is remarkably well weighted given that this was the first 911 to gain power assistance, with the relatively short wheelbase often allowing the car to dart around effortlessly.

In slower-speed corners there is more understeer, possibly due to the car being designed around the four-wheel drive system that would normally add an extra 100 kilograms on the front axle. The front end's willingness to push on is exacerbated by my heavy mid-corner throttle application, though this does highlight the excellent traction.

Yet, a slight lift of the throttle causes the nose to tuck in sharply, as the tail immediately begins to pirouette around the inside front wheel. Initially, the effect is a bit unnerving, but after a few tries, the darting character of the 964 (a result of moving from torsion bars to coil-over dampers) makes this 911 particularly purposeful on country lanes.

I'm smitten with this combination of old and new. The air-cooled sound is unmistakable, but is combined with a melody and volume more often found in water-cooled 911s. I'm not overworked at the wheel by any stretch of the imagination, but as the driver, I'm still the key component connecting it to the road, and the more mileage I cover, the more fruitful the relationship becomes. Yet, there's a usability that the 3.2 Carrera can't match.

For those who can't decide between a modern or classic 911, the 964 Carrera 2 is ideal. But the 3.2 Carrera, with its idiosyncratic charms – it's pretty cool seeing the whaletail in your elephant ear mirrors – has its place. Although rapidly appreciating, it is still an affordable way of entering the classic 911 market, and there's less electronic wizardry compared to the 964, making it appealing to the home mechanic. But I can't get my mind off the 964 as I shut the engine off and clunk the door shut. I think I've found my new favourite 911. 911



Continuing the 911 legend



It is probably fair to say that Ernst Fuhrmann, head of Porsche AG during the late Seventies, wasn't the most popular chairman during his time in Zuffenhausen. However, if things had played out the way the German engineer had envisaged, 911 fans would have had even more reason to dislike Fuhrmann's plans.

During the Seventies, 911 sales were falling, and despite a succession of engine-capacity increases, the platform was beginning to increasingly stagnate. This was something the penny-pinching Fuhrmann was keeping an eye on, especially as Porsche was spending vast sums of money on the 924 and 928, cars which were proving moderately successful with customers.

Fuhrmann believed that the water-cooled, front-engined GT cars were the future for Weissach, outlining a future in which the 911 played no part. However, upon his replacement in 1981 by Peter Schutz (a man who had never owned a Porsche before his appointment to chairman), the 911's legacy was physically and metaphorically extended, with Schutz supposedly taking a pen and drawing the 911's timeline around his office.

His decision set in motion the quick turnaround of the 3.2 Carrera. It went from drawing board to OPC in just 18 months, even though the 964 was then being planned, with plenty of resources being thrown at this radical 911 during a time when the strength of the Deutschmark allowed heavy levels of spending.

Coming out of the new Werke V building, the 964 arrived late though, with a weakening exchange rate forcing Schutz out. In his place, Heinz Branitzki professed that the new 911 was "for the next 25 years," but after just 48 months, the 964 was replaced with the 993. Again, the new 911 was brought about by liberal spending, eventually leading to various cutbacks at Zuffenhausen.

Eventually, this fiscal prudency would lead to the 996 sharing around 50 per cent of its parts with the 986-type Boxster, but Schutz's staunch faith in the 911, the very heart of Porsche's brand, ensured that the rear-engined icon remains to this day, even if it is now much changed from the humble 964.





THE GEN2 TURBO

The Gen2 997 had already been launched, and 2009 would see the Turbo receive its makeover. As expected, there were no half measures. There were the usual cosmetic improvements, including new LED tail lights, but it was the engine that received the most attention. Capacity was up to 3.8 litres, the twin-turbo motor getting direct injection and some mighty impressive outputs, which now stood at 500bhp and 650Nm of torque. Together, they lopped half a second from the 0-62mph sprint, with top speed raised a fraction to 194mph. There were some useful efficiency improvements too, Porsche claiming reductions in fuel consumption and CO2 emissions of 16 and 18 per cent respectively. Also new was a seven-speed PDK transmission to replace the old Tiptronic unit, which brought paddle shifters and a launch-control function, and steering wheel display when teamed with the Sport Chrono Package.



997.1 TURBO

The 997 was already an exceptionally talented sports car, and one capable of handling more power. Total 911 takes a closer look at the Gen1 Turbo

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



There are plenty of 911 devotees that consider the 997 to represent the finest iteration yet of this venerable sports car, and they would have a point. Here is a model that boasts an astounding range of abilities – from capable handling and a well-resolved ride to a luxurious and beautifully assembled cabin – and no small measure of performance. It was a beguiling package, and one that cried out for the extra power that would make the most of that fine chassis. That car would arrive in 2006 in the shape of the Gen1 997 Turbo.

We'll get to the engine in a moment, but first it's worth exploring the changes that marked this model out from its less powerful brethren. While the shape was familiar 997 – and none the worse for that – the blown variant used the wider-hipped shell from the C4S, and made greater use of aluminium in its construction. Around 20 per cent of the body was made from the stuff, in fact, including the doors and engine lid, which contributed to a modest weight saving over the outgoing 996 Turbo.

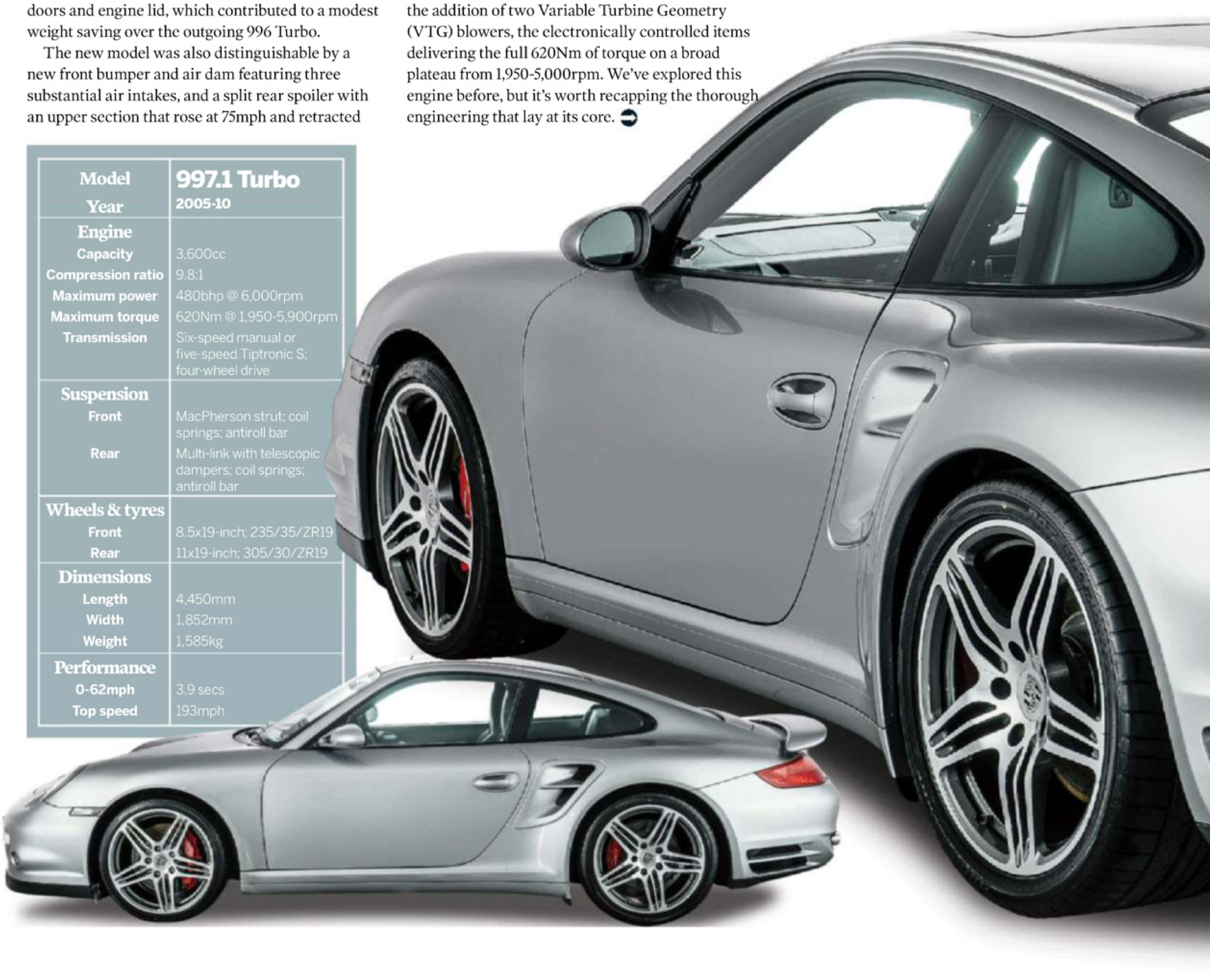
The new model was also distinguishable by a new front bumper and air dam featuring three substantial air intakes, and a split rear spoiler with an upper section that rose at 75mph and retracted at 37mph. The front end also received bi-xenon headlights as standard, along with LED daytime running lights that sat in the outer air intakes. Underpinning all of the visual drama was the same, strong bodyshell found beneath all 997s, which made substantial use of high-strength and super-high strength steels in crucial areas, and was backed by a ten-year anti-corrosion guarantee.

Staying with the exterior theme, 2007 saw the arrival of the Cabriolet model, priced at £106,000. But despite an increase of £8,300 over the Coupe, drop-top buyers would be glad to discover that there was little penalty to pay in terms of performance or dynamics. It was just 70 kilograms heavier than the closed car (90 kilograms in automatic form, but still lighter than the 996 version), while the aerodynamics remained the same with the hood up at 0.31Cd. The hood itself could be raised or lowered in just 20 seconds too.

Essentially, this was the 996 Turbo motor with the addition of two Variable Turbine Geometry (VTG) blowers, the electronically controlled items delivering the full 620Nm of torque on a broad plateau from 1,950-5,000rpm. We've explored this engine before, but it's worth recapping the thorough engineering that lay at its core.

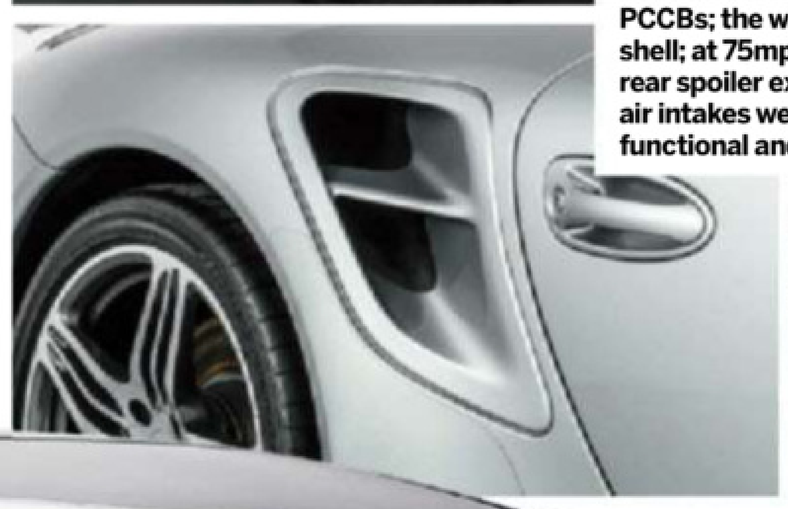
THE GEN 1 997 TURBO IS A MODEL THAT BOASTS AN ASTOUNDING RANGE OF ABILITIES – FROM CAPABLE HANDLING AND A WELL-RESOLVED RIDE TO A LUXURIOUS AND BEAUTIFULLY ASSEMBLED CABIN – AND NO SMALL MEASURE OF PERFORMANCE

Model Year	997.1 Turbo 2005-10
Engine	
Capacity	3,600cc
Compression ratio	9.8:1
Maximum power	480bhp @ 6,000rpm
Maximum torque	620Nm @ 1,950-5,900rpm
Transmission	Six-speed manual or five-speed Tiptronic S; four-wheel drive
Suspension	
Front	MacPherson strut; coil springs; antiroll bar
Rear	Multi-link with telescopic dampers; coil springs; antiroll bar
Wheels & tyres	
Front	8.5x19-inch; 235/35/ZR19
Rear	11x19-inch; 305/30/ZR19
Dimensions	
Length	4,450mm
Width	1,852mm
Weight	1,585kg
Performance	
0-62mph	3.9 secs
Top speed	193mph











(Clockwise from top left): 19-inch wheels hid 350mm steel brakes or PCCBs; the wider C4S shell; at 75mph the split rear spoiler extended; air intakes were both functional and purposeful



THE TURBO TIMELINE

1974
The first 911 Turbo, Type 930, is unveiled at the London Motor Show, boasting a 3.0-litre engine with 260bhp.

1977
Porsche announce the revised 930 version with power hiked to 300bhp courtesy of a bigger 3.3-litre engine and a single intercooler.

1989
Production of the 930 generation of Turbo models ends with over 21,000 examples sold, including LE and SE variants.

1990
The 964 Turbo is launched, though a later version in 1992 would see a capacity increase to 3.6 litres with a new engine.

1995
The 993 Turbo arrives with more power, all-wheel drive and twin turbochargers.

2001
Power increased to 420bhp with the 996, the first of the water-cooled Turbo engines.

2006
997 Turbo introduced with even more power, now 480bhp, with Gen2s later hitting 500bhp.

2013
Porsche announce the 991 Turbo with 513bhp and four-wheel steering as standard for even sharper handling.



The Turbo benefitted from a lavish standard spec, and build quality was beyond reproach. Opting for Sport Chrono Package Turbo brought a ten-second power overboost; PCM and stunning Bose hi-fi were standard, but few owners could resist the options list; just in case the power wasn't enough, Turbo script on dials and sill finishers (far right) were reminders of where your £97,000 had gone

Constructed around a light alloy crankcase and Nikasil-coated cylinder bores, it utilised lightweight aluminium pistons and forged connecting rods, with two chain-driven camshafts per bank incorporating VarioCam Plus variable valve timing. It also featured dual-valve springs and hydraulic tappets, while a dry-sump system took care of lubrication, featuring no fewer than nine pumps.

The Bosch ME 7.8.1 engine management featured individual cylinder knock control to avert damaging pre-ignition, and if you opted for the Sport Chrono Package Turbo then you benefitted from a ten-second overboost, which delivered extra torque. In all, the new motor was good for 480bhp, and performance was as eye-watering as you'd expect – light the fuses for those blowers, and you'd hit 62mph just 3.9 seconds later (0.3 seconds less in self-shifting form) on the way to a 193mph maximum.

Relaying that to the tarmac was six-speed manual transmission or five-speed Tiptronic S automatic, with steering wheel-mounted shift buttons and shift patterns that varied according to driving style, road conditions and grip. The manual also got a dual-mass flywheel, while both transmissions drove through an acronym-laden four-wheel-drive system. The viscous coupling of the 996 Turbo was replaced by a faster-acting, electronically controlled multi-plate clutch supported by the full gamut of safety systems, including Porsche Traction Management (PTM), Automatic Brake Differential (ABD) and Porsche Stability Management (PSM).

The suspension was familiar 997 fare, with MacPherson struts up front that incorporated ducting elements to direct air to the brakes and the multi-link 'Lightweight Stable Agile' (LSA) arrangement at the rear. Aluminium was used for most of the components, and Porsche Active Stability Management (PASM) was standard, with a choice of driver-selectable Normal or Sport modes.

Using inputs from a host of sensors – measuring lateral and longitudinal loads and throttle, brake and steering inputs among other parameters – the system continually adjusted the dampers at each corner. Complex it may have been, but it did much to seal the 997's reputation as a dynamic but secure handler, no matter the road conditions or the driver's skill level. It had plenty of power, but this wasn't a 911 that would bite back.

Further confidence was added by deliciously accurate and feelsome steering courtesy of a variable-ratio, hydraulically assisted rack. The standard brakes were fearsomely effective too, with 350mm vented and cross-drilled discs squeezed by six-piston monobloc alloy calipers up front and four-piston items at the rear. Backed by the latest Bosch ABS 8.0 anti-lock system, they also benefitted from emergency brake assist that applied maximum braking in the event of an emergency stop, and a pre-fill arrangement ➲





“ALUMINIUM WAS USED FOR MOST OF THE COMPONENTS, AND PORSCHE ACTIVE STABILITY MANAGEMENT (PASM) WAS STANDARD, WITH A CHOICE OF DRIVER-SELECTABLE NORMAL OR SPORT MODES”



BUYING TIPS

The 997 isn't known for being troublesome, but with the earliest Turbos approaching a decade of use it pays to be cautious. Buy from a reputable source and dismiss any examples that appear neglected or abused, and you won't go far wrong.

- **Bodywork:** Even minor dings can prove costly, so examine every inch of the panels for signs of careless ownership. Rust isn't an issue, and will be the result of poorly repaired accident damage.
- **Engine/Transmission:** There's little to worry about if it's been properly maintained, but be wary of modifications or aftermarket power boosts. Turbo wear will result in painful bills, so be alert for signs of smoke or poor running.
- **Suspension/brakes:** Track use will accelerate wear and tear, so check every joint and bush. The usual cost-related caveats apply to fitted PCCB stoppers, so think about whether you need the hassle.
- **Interior:** Over and above signs of wear, the main thing inside is a thorough check of all the switchgear and gadgets. The more heavily optioned the car, the more important this becomes. Faulty electric motors or PCM problems can be wallet-busting to fix.
- **Air conditioning:** The front-mounted condensers are prone to collecting debris, which results in corrosion. Make sure the air-con is blowing cold and reacts promptly to temperature selections.

that primed the hydraulics if the throttle was released suddenly.

This meant that short of an assault on the lap record at the Nürburgring, running out of stopping power was pretty unlikely, but those in need of a further confidence boost could always opt for the larger PCCB discs with their distinctive yellow calipers. Whichever setup you chose was fronted by a unique design of forged alloy wheels, 19 inches in diameter and with a two-tone paint finish, and there was tyre pressure monitoring as standard.

Mechanically then, the Turbo was much as expected, featuring the attention to detail and depth of engineering that Porsche buyers admired and craved in equal measure. It was no less impressive when ensconced in the control room, the cabin offering a blend of luxury, build quality and ergonomic rightness that is as impressive today as it was almost a decade ago when the 997 arrived.

Of course, it was only right that Porsche ratcheted things up a notch for the new range-topper, so the Turbo interior was a feast of high-quality leather and labour-saving devices. Electric seats were standard, as was the Porsche Communication Management (PCM) system, a Bose hi-fi boasting surround sound and 13 speakers and, well, just about every other convenience feature you might reasonably want and expect. And every time you swapped ratios, the gear lever design unique to the Turbo provided reassurance that you'd chosen wisely.

Naturally, there was huge scope to increase the purchase price and feel-good factor by delving into the options, where you'd find goodies like special leather and carbon-fibre trims, CD changers, parking sensors, sports or adaptive seats and, of course, Sport Chrono that enabled you to fiddle with various electronic settings in the PSM and PASM systems and record data from track performances. On top of this, the 997 remained practical as an everyday sports car, with buyers getting 95 litres of luggage space in the front and an extra 190 litres with the rear seats folded back.

The only complaint was the slightly miserly 67-litre fuel tank, which would have meant plenty of fuel stops if you planned on taking advantage of the Turbo's continent-crushing ability. It was safe too, with all models getting six airbags that now featured organic propellant, making them lighter and more compact as well as easier to recycle.

We've finished on something of a sensible note, but that shouldn't detract from what this 911 is about. The Turbo added accessible sledgehammer performance to the already über-desirable 997 platform, and in the process almost certainly cemented its place as a future classic.

> **MECHANICALLY, THE TURBO WAS MUCH AS EXPECTED, FEATURING THE ATTENTION TO DETAIL THAT PORSCHE BUYERS ADMIRED**



SPECIALIST VIEW

"The 997 Turbo certainly offers a lot of 911 for the money, and the fact they're not hugely desirable from a collector's point of view makes them good value. And with so many made – around 20,000 – it's unlikely that you'll see any real rise in values either, certainly not in the medium term. Prices have been static for a while now too. It's also a model that tends to get used by owners so low mileage cars like the one you see are relatively unusual, and the fact it's a manual (rather than Tiptronic, as PDK was introduced for Gen2 997 Turbos) makes it even more desirable for me. If you're after a fast 911, this one ticks a lot of boxes."

Jonathan Franklin, Hexagon



OWNING A 997.1 TURBO

- **Price new:** £97,840
- **Total numbers sold:** 19,201 (up to 2008)
- **Service intervals:** 2 years/20,000 miles
- **Service costs minor:** £322.96
- **Service costs major:** £827.65

(Figures are courtesy of RPM Technik)

"I'VE GOT ONE"



"I narrowed my choice down to two cars: a GTR and a 997 Turbo. I need more than two seats, and wanted to be able to tune the car, drive it both on the road and track, be a fairly safe financial bet, and above all be something I lusted after. I was intoxicated with the way the 911 drove – it's precise, nimble and devastatingly quick!

I bought my car in October 2013, and I've done around 10,000 miles in the last year. A recent custom sports exhaust from Powerspeed has transformed the car, giving it a much-needed voice, which I personally feel was the only area in which it was lacking."

Andy Ransley

Thanks

This model is available for immediate inspection at Hexagon Modern Classic's London showroom. For more information on the 997 Turbo, call +44(0)2072253388 or visit hexagonmodernclassics.com.

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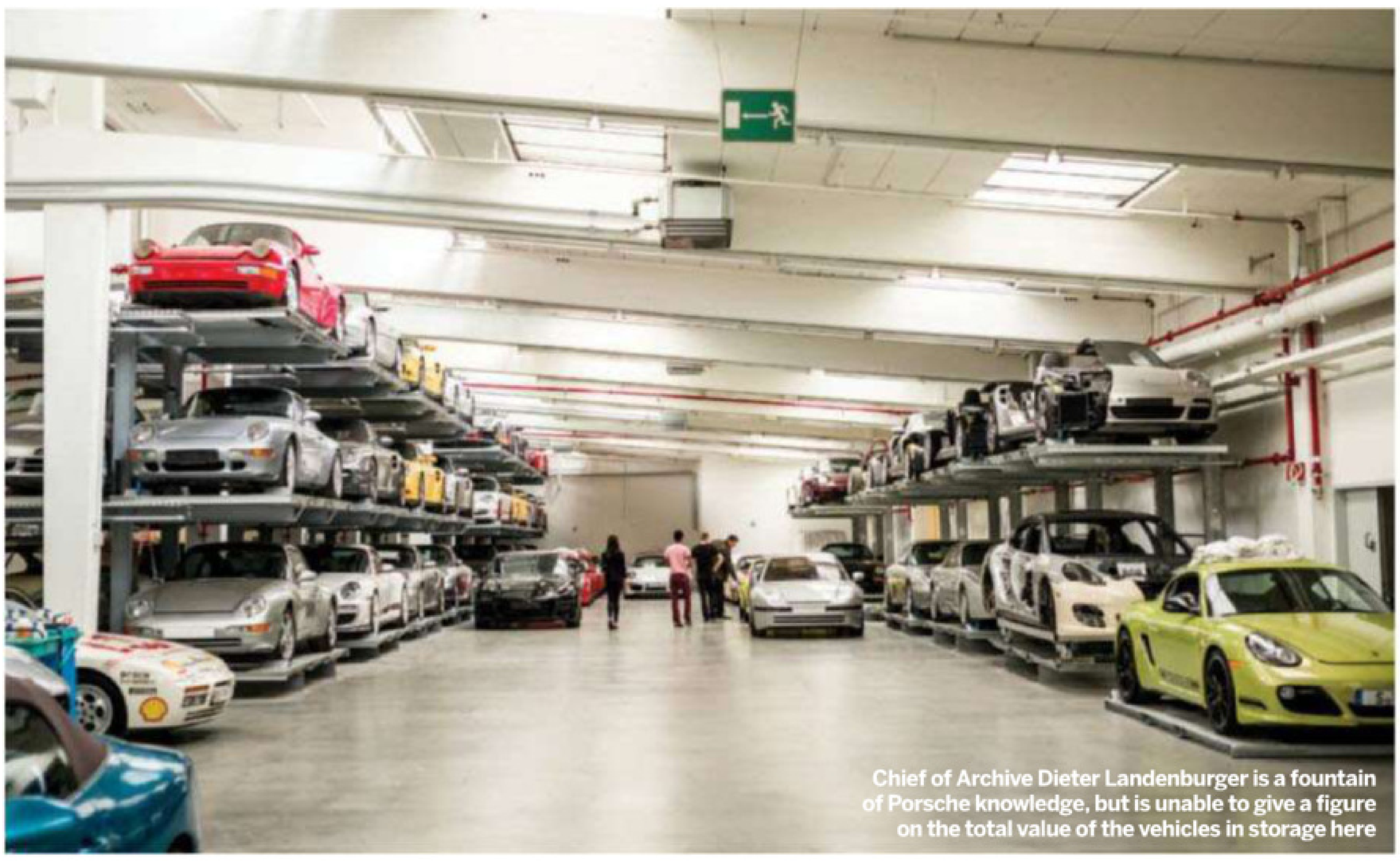
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INSIDE PORSCHE'S SECRET WAREHOUSE

Not so far away from the widely admired motoring relics at the museum, Total 911 is granted access to the most sacred Porsche collection on Earth

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



Chief of Archive Dieter Landenburger is a fountain of Porsche knowledge, but is unable to give a figure on the total value of the vehicles in storage here







For the Porsche fanatic, a visit to the museum at Zuffenhausen is a must. A first-hand evocation of the company's automotive lineage is elegantly presented across three floors, from the early days of Ferdinand's engineering exploits to today's technologically sophisticated line-up. Icons aplenty regularly grace the museum floor, giving you the ideal opportunity to get up close with some of Porsche's most decorated sports cars.

But not all of them. Instead, Zuffenhausen's finest models largely reside in a secret warehouse over the other side of Stuttgart in a nondescript building notable only for being big enough to hold them all. Far away from the public eye, the goodies stored here shed more light on the Porsche story, for while the museum's cars tell the tale of Porsche's chartered path, the prototypes et al in the warehouse explain the other avenues of evolution the company has explored in years gone by.

In celebration of this, some of these relics are available for public viewing for the first time at the museum on Porscheplatz until January 2015 under the 'Project: top secret' program. However, only a select few will be on display at any one time, meaning this unassuming warehouse really is the ultimate treasure chest for the most avid of Porsche connoisseurs. And much to my delight, I have a pass to get inside.

I meet Dieter Landenburger, Porsche's Chief of Archive, outside the Museum on Porscheplatz before we jump into a 991 and make our way across the city of Stuttgart. En route, Dieter informs me he's lost count of how many times he's been to our imminent destination, though his very evident giddy excitement at returning today only whets my appetite further. I can't wait to arrive.

Travelling along a quiet industrial street, Dieter abruptly asks me to turn "auf den rechten seite". I duly turn right at the dropped curb and roll the 991 to a halt in the middle of a large concrete expanse. Behind us is a rusted white fence lining the property, while in front of us stands a large, grey and otherwise nondescript building. In fact, the entire environment is delightfully unassuming: there are no cars whatsoever parked outside the 30-foot high building, and the only hint of any form of Zuffenhausen influence comes from a











(Clockwise from above): This '73 RS sat atop the Central Feature at Goodwood's Festival of Speed last year; skeleton body shows off chassis; 'bulletproof' 996 is made with kevlar and weighs 200kg more than standard Carrera; a 750hp water-cooled V8 sits in this Porsche IndyCar; cutaways for model launches are usually carried out by interns; look closely and you'll find slight oddities over production models; the Paris Dakar SC RS stands proud











This Pininfarina-styled project is almost unrecognisable as a Porsche save for the Design90 alloys

small aluminium sign attached to the white railing encrypted 'Property of Porsche'.

Dieter instructs me to drive around to the back of the building, where we leave the 991 and make our way to a small side door. Stepping through it, my eyes take a moment to adjust to the surreal vistas before me. Parked in neat rows from wall to wall and stretching back for what seems like miles are an array of coveted Porsche relics standing in eery silence, some recognisable from press releases and media paraphernalia of old, and others not. Some hide under Porsche protective covers, having not seen the light of day for years, while others are exposed, demanding that my eyes wander and my brain race as Dieter begins informing me of the circumstances under which each car – each project – was built.

Make no mistake, this is an Aladdin's cave like no other. There are at least 300 of the most prestigious Porsches ever built being housed in this vast chamber of wonderment, with firsts and lasts from the production line sitting next to prototypes and even shelved projects. The entire lineage of Porsche is in here – beyond the ensemble of 911s, you'll find Boxsters, Panameras, even tractors and motorbikes, plus Wendelin Wiedeking's imposing 928 GTS.

There's an unusual musk in the air, which I decipher as being partly akin to a vintage furniture store, and partly the delightful whiff of fresh tyres. The building is eerily quiet, save for the footsteps of Dieter and I, although Dieter's enthusiastic reciting of privileged information breaks up the silence caused by my sheer awe of our environment.

We immediately stumble around ten race cars from a variety of different eras, disciplines and even continents. "This is my favourite section. I call these the sleeping beauties," Dieter says, referring to the untouched race cars, which include a GT1, RS Spyder, 908 and 906 (parked in 1967 and untouched since) in front of us. "In the next few years we want to restore these cars, but they'll only get a sympathetic restoration; we want them to keep their patina, it tells a story," adds Dieter.

After a good poke around each racer, we move on and head over to the more interesting prototypes. First to grab me is a 1964 911, which has a more square and elongated side profile over a conventional classic. Peering inside, I can see why:







Porsche's motorsporting heritage across all continents also reside at the secret warehouse only a few wheel revolutions from shelved projects, including the four-seat passenger 911 (below)



Dieter says the first example of each production car is given to the Porsche family, such as the 997 Speedster (left), while working prototypes from a variety of eras stand nearby, including the 996 Turbo Cabriolet (bottom left), 918 with 991 rear clusters (below) and 959s (above). Most feature during 'Project: Top Secret' at the Zuffenhausen museum











this mule was the subject of an experiment by Ferry Porsche to implement a true four-seater Porsche with plenty of room in the back for passengers to travel in comfort and luxury. The model never made it to production as a 911, of course, but the modern-day Panamera suggests that Ferry was on to the right scent with his idea.

Other interesting prototypes dotted around the room include a largely unrecognisable Porsche with Pininfarina styling. The car is frankly horrible in appearance, and Dieter allures to the fact that Porsche's hierarchy thought the same at the time. Needless to say, that was the end of the Pininfarina/Porsche styling experiment.

My favourite alcove of the building is dedicated to the 959, where numerous prototypes and pre-production models sit unmolested from their early Eighties heyday. With each model, you can see what was trying to be achieved in each exercise. A car with hand-sculpted panels (with mucky fingerprints etched into the coachwork) makes for a clear nod to aerodynamic studies, while another mule reveals Porsche's early research with side air inlets, which of course made it onto the finished model. A final production example sits neatly to the side of the prototypes, and I can't resist opening the door to take a further look. Sitting on the cloth seats inside, I clasp the wheel and fix my eyes on the odometer, which reads '00002 kilometres'. I duly spend the next ten minutes trying to pick the bottom of my jaw up from the dusty warehouse floor.

Elsewhere, pre-production variants of rarities like the 997 Speedster and Sport Classic hide under the Porsche-crested covers, and one-off builds including a bullet-proof 996 Carrera are revealed too. There was simply too much to take in: all too soon, Dieter had to call time on our visit to make way for an impending new arrival to the collection.

Returning to our 991, we left the grounds of the warehouse and headed back for Zuffenhausen. I mulled over the things I'd just seen: pieces of otherwise unchartered Porsche history that frankly deserve to see the light of day and have their story told to enthusiasts. The museum may not be able to host all of these, but their current 'Project: top secret' effort is a welcome start.





Just 13 Type 991 Club Coupes were built to celebrate 60 years of the official Porsche Club in 2012

911 3.0 RSR
THE BORN RACER

After three decades in storage, this pedigree 911 racer is ready for competitive action on the track once again

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

The Carrera 3.0 RS succeeded the 2.7 RS for the 1974 model year. Although it was a new model based on the G-Series impact-bumper 911, Porsche somehow managed to circumvent the homologation minimum of 500 cars, producing only 109: the FIA was apparently persuaded that the 3.0 was an evolution of the 2.7 RS. At the time, this sleight of hand seemed very clever on Porsche's part. Although (and to Porsche's great surprise) the 2.7 RS had been a sell-out – three times the homologation minimum quickly found takers before F-series production ceased – there was no guarantee that 500 of the 3.0 RS would prove to be as popular in the wake of the first oil crisis and the Sunday closure of the Autobahn network. Today, though, it is rather a matter of regret: the 3.0 did not offer any more performance than the 2.7, but its greater capacity endowed it with more torque, making it easier to drive in traffic, and it handled better on its wider tyres.

The RS 3.0 was, of course, the basis for the competition version. The RS 3.0 was priced at 64,980 Deutschmarks, and of the 109 constructed, Porsche made 54 to full-race RSR specification, for which it charged a further 30,000 DM. As a competition specialist, Porsche estimated that there were enough well-heeled gentlemen racers who would not flinch at spending 100,000 DM on what they knew was certainly the most reliable and best developed off-the-shelf GT racer. Indeed, Paul Frère said that the RSR was exceptional value for money compared with alternative GT machinery, the most reliable and fastest (in a straight line) of which was the V12 4.4-litre Ferrari GTB/4, which would have cost at least twice as much.

There were no works cars: all 54 3.0-litre RSRs went to private teams, and in the face of redoubtable opposition in the US from 8.0-litre Camaros and in Europe from works 450bhp BMWs, the 911 RSR won 19 GT races in 1974-75, including the IMSA (US) and European GT championships. In 1976, the 911 Turbo era began, and the 934, shortly followed by the 935 'silhouette' models, took over and the naturally aspirated RSRs were displaced from top-level competition. What subsequently became of most of them is often obscured in the mists of time. The RSR 3.0 was bought for racing, and most led a hard life, frequently upgraded to 934 or 935 specification if not simply partially rebodied or otherwise modified after accidents. Today, 40 years later, it is likely that the majority of these cars have been restored to something approaching their original 3.0 RSR specification.

One such 911 is the so-called 'Mila Schön' car, which is looked after for its owner by Essex-based specialist Lee Maxted-Page. After more than a decade of working with historic Porsches, Lee is well acquainted with what at this level is an international market.

"With these tiny production-run cars, history is more important than condition. What makes the Schön 911 so exceptional is that it not only has an exemplary history, but is also remarkably original."


PORSCHE

Chassis 911 4609074 is a remarkable car by any yardstick: the 3.0 RSR was ordered new by Porsche dealer Max Moritz of Reutlingen, and delivered in March 1974 to 28-year-old Giorgio Schön, the motor-racing son of Italian fashion designer Mila Schön. A month later, Giorgio Schön was already competing at Monza in his new 911, and as the panel opposite illustrates, this RSR had a full – if relatively brief – competition career.

Though manifestly a 911, the 3.0 RSR looked very different from the production G-Series. Externally, the most obvious change was its wider wings, almost theatrically so at the rear, which housed the enormous racing tyres, nine-inch tread width at the front and a dramatic 14 inches at the rear. In other departments, notably front and rear body mouldings, its glass fibre items were clearly not the stock G-Series impact bumpers, and the RSR also sat rather closer to the ground. Underneath, its suspension was stiffened and reinforced; strengthening plates were welded at the top of the front struts, Delrin rather than rubber bushing was employed, and at the rear auxiliary steel coil springs were fitted. For an additional 4,000 DM, RSR buyers could even specify lighter titanium springs. The competition look was completed by centre-lock magnesium wheels together with finned aluminium-brake calipers, which came from the all-conquering but now defunct 917.

The RSR's simple interior was effectively that of the previous lightweight 2.7 RS, and turned into a racing cockpit by deletion of the passenger seat (and installation of a fixed Recaro racing seat), application of black felt to exposed floor and roof lining and the fitting of rear roll cage and Heinzmann fire extinguisher. The clock was removed and an electronic 10,000rpm rev counter replaced the stock item and a specific, smaller-diameter steering wheel was fitted. Under the (plastic) bonnet, a 110-litre fuel tank, also in a plastic material, was still shaped to accommodate the space-saver spare wheel.

To achieve output of 330bhp from the 3.0-litre flat six, the compression ratio went up to 10.3:1, the ports were polished and the cylinder head drilled to provide twin-plug ignition. Aspiration was accomplished by throttle sliders or butterflies depending on type of competition usage. A cold start lever on the inlet manifold needed to be held down while the car was fired unless hot, making starting a two-man job, but Porsche reasonably assumed that their gentlemen racers would normally be accompanied by mechanics anyway!

Delivered to Giorgio Schön in Porsche's lime green, as a good Italian son, Signor Schön would show his gratitude by allowing his artistic mother a free hand in designing the livery, which has become very much part of this RSR's character. Indeed, the RSR was seemingly turned out in this colour scheme only a couple of days before its first outing, appropriately at Monza. Schön raced the RSR, which was prepared and entered by Tam Auto Tuning in all the major European endurance and European GT championship events – the 24 Hours of Le Mans was the only major sports car race he did not tackle.

After only three outings in the 1976 season, he sold the car to Patrick Pierron, a Parisian resident of Monaco who drove the RSR in that year's Rally du Var. Pierron discovered that the wide-bodied RSR was less at home on twisting rally courses, and as he wanted to tackle the Tour de Corse, he returned the RSR to Porsche to be converted to Group 4 rally specification. Essentially, this involved reducing those extravagant wings to 3.0 RS dimensions and the fitting of normal five-stud wheels and narrower tyres. Under the engine cover, Porsche replaced the throttle slides, which are either open or closed, with butterflies that modulate the throttle better at the expense of some horsepower.

The comprehensive history files with this 911, which Lee Maxted-Page has carefully re-bound, show a sequence of detailed invoices dated 1976-77 and correspondence between M Pierron and Porsche, where he specifies the lower gear ratios he wants fitted. But then, M Pierron did little more with the car, and for almost 30 years it apparently ➲

Returning the RSR to competition

With the resurgence of historic racing since the Nineties, there is much more chance of a 911 with this pedigree returning to the track. Lee suggests that suitable outlets for RSRs are Patrick Peter's CER 1 and plateau six at Le Mans Classic. For the RSR to be compliant with FIA rules for current competition, he advises that it would need the following updates:

1. Fit an FIA-compliant safety cage. The original roll hoop, as it was called, was obviously much less effective and also offers none of the chassis stiffening of a contemporary cage. An FIA-approved fire extinguisher will also be required.

2. Fit a modern racing seat with accompanying harness. The original items can be preserved and refitted for display outings.

3. It would be unwise to use the light magnesium wheels for racing today. Though uncracked, they are valuable and not worth risking on safety grounds. Again, they are best kept for non-competitive use.

4. The wheel hubs would need to be rebuilt for racing, and a full suspension and setup carried out among numerous other checks.



Inside the RSR is pure racing car with a minimalist interior. Exterior includes centre-lock magnesium wheels and engine air scoop

Competition record of the Mila Schön RSR

Ordered new by Max Moritz Porsche, Reutlingen, and supplied to Giorgio Schön in March 1974.

First competitive appearance: Monza 1,000km, 25 April; finished **18th** overall. Seven more appearances during **1974**:

- **6th** 1,000km Imola
- **DNF** Nürburgring 1,000km
- **18th** Zeltweg 1,000km
- **12th** Le Castelet 1,000km
- **DNF** Six Hours of Monza (co-driver Arturo Merzario, Ferrari works driver!)
- **DNF** Brands Hatch 1000km
- **DNF** Giro d'Italia

1975: Three races entered: Mugello 1,000km, Monza 1,000km and Six Hours of Monza. No finishes recorded.

1976: Three races entered: Mugello Rond Rallye, Mugello 1,000km and Six Hours of Vallelunga. No finishes.

1976: Rallye du Var (French rally championship – car now owned by Patrick Pierron)

1977: Tour de Corse (Patrick Pierron) RSR now wearing narrower wings/tyres. No results given for these two events.

"This RSR had a full – if relatively brief – competition career

Model Year	3.0-litre RSR 1974-75
Engine	
Capacity	2,994cc
Compression ratio	10.5:1
Maximum power	330bhp @ 8,000rpm
Maximum torque	223lb ft @ 6,500rpm
Racing modifications	Twin ignition with two plugs per cylinder; triple-throttle valve housing and belt-driven twin-row Bosch injection pump; no air filter; polished ports; four bearing camshaft and timing from Carrera Six; front-mounted oil cooler; 16-litre oil capacity; five-speed 915 manual transmission with wing-mounted gearbox oil cooler and special lubrication; ratios according to circuit; Fichtel & Sachs racing clutch; limited-slip differential with 80 per cent locking factor; braking system based on 917 with finned calipers and ventilated discs; glass fibre rear wings, bumpers and boot and engine covers; windows: lightweight glass
Suspension	
Front	Strut/damper unit and torsion bar
Rear	Torsion bar and semi trailing arms
Wheels & tyres	
Front	9x15-inch magnesium Fuchs; 23/62/R15 tyres
Rear	14x15-inch magnesium Fuchs; 29/61/R15 tyres
Dimensions	
Length	4,491mm
Width	1,795mm
Weight	1,020 -1,060kg (according to race equipment carried)
Performance	
0-62mph	Not recorded
Top speed	Not recorded



3.0-litre RSR in numbers

Quantity built: 54

Dates: 1974-75

Championships competed in: US IMSA (1974-75), European GT Championship (1974, 1975), FIA GT Cup (1974-75), ten national championships (1974), nine international wins (1974), nine international wins (1975 including Daytona 24 hours), International Race of Champions series (1974)

Most capped driver: John Fitzpatrick – five wins 1974, three wins 1975

The whaletail suggests a Turbo, but the RSR was in fact the last of the naturally aspirated 911 racers

resided in his car collection. In 2004, he decided to rehabilitate his RSR: Lee Maxted-Page believes he had realised what an appreciating asset it was. Pierron consigned the car to classic Porsche specialist Garage Bourgoin in Poitiers for what was to turn into a bare-shell restoration. Bourgoin returned the RSR to its original Group 5 state, and with the rebuild completed, Patrick Pierron finally took the RSR home in 2009. After a period of indecision, he was persuaded to offer it for sale.

This is how in late 2013, chassis number 911 4609074 came to arrive at Maxted-Page Ltd, but not before Lee Maxted-Page had done thorough research on behalf of the would-be owner into its history, and Andy Prill had examined it thoroughly. It is incredible to see the details that the company looks for to establish authenticity.

"The chassis and production numbers are correct, and the 911/75 engine and 915 gearbox are both period and correct; the appearance of the various strengthening welds around the chassis and the tops of the struts corresponds with homologation photography. It is theoretically possible to copy these welds, but I've never seen it done in the same way as the factory welds. Look at the windscreen: I'm sure it's original because it's mildly abraded up to an inch below the sun-visor strip, where it is unmarked because that part was covered by the original sun visor, only removed when Bourgoin restored the car. Also, the rest of the glass is the original thin Glaverbel stuff you just can't get today. The half-roll cage is most likely original, and the driver's seat is the correct Recaro. Also, the RSR's handbrake mechanism is still present, as is the original engine lid – very hard to find now."

These history files contain letters from Jürgen Barth, the first from 1977 to Patrick Pierron detailing how the factory had adjusted the brake balance as part of the rally spec conversion; a second, an expertise (recognised expert assessment) dated June 2013 for the potential new owner provides proof of the car's long residence in Monaco or France together with evidence of a factory engine repair in 1978. Barth concludes that, "The car makes a very good impression and corresponds in every detail with the original factory condition."

Lee Maxted-Page is understandably enthusiastic about his charge: "The RSR is a great 911. It's better balanced than the F-series and earlier 911s, and wonderful to race. Drivers much preferred it to the more powerful 934 and 935s, which were heavier and brutes to handle because of the sudden kick of the turbo. The RSRs were popular well into the late Seventies. The Mila Schön car has exceptional provenance, with a documented and photographed competition history and only two owners from new."

The RSR sounds quite superb too, even at the relatively low speeds performed for photography. Maxted-Page & Prill, who has restored the lime-green RSR's original Mila Schön-inspired livery, is delighted that the new owner has every intention of racing it again at Classic Le Mans and in the Classic Endurance Racing series. The last of the naturally aspirated 911 racers (before the advent of the Porsche Cup), the 3.0 RSR is a truly inspiring old racer. 911







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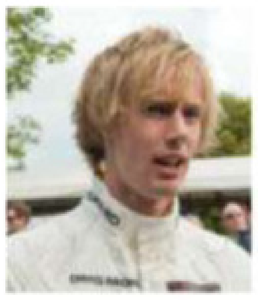
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Brendon Hartley

The fresh-faced Kiwi can count himself as a bona-fide Porsche works driver partnering Mark Webber in the 919, with a stint at the 24 Hours of Le Mans to boot – all by the age of 25. Total 911 investigates the youngster's meteoric rise...

Written by **Johnny Tipler**
Photography by **Antony Fraser** & **Porsche AG**



A career in single-seaters earned New Zealand-born racing driver Brendon Hartley a seat in Porsche's 919 in the FIA World Endurance LMP1-H Championship, taking in the 2014 24 Hours of Le Mans in which he qualified in fourth place. From racing karts aged six, his experience in Formula Ford, Formula Renault (alongside Daniel Ricciardo) and the British and European F3 series led to a season in GP2 in 2010. His taste for long-distance prototype racing began with drives in LMP2 for Oreca-Nissan. After a spell as junior test driver at Red Bull and Toro Rosso, he hooked up with Mercedes in 2012, and still enjoys their retainer. Fortuitously, this allows him to focus his talents on the Porsche renaissance in LMP1, marking a frenetic rise up the ranks. The man himself sat down with **Total 911** to discuss his fledgling yet remarkable career.

ESSENTIAL FACTS

- Born in 1989, Brendon first raced karts aged six.
- Came third in the British F3 Championship, 2008.
- Joined the Porsche World Endurance Racing squad for the 2014 season to drive the 919 LMP1 2.0 V4 hybrid alongside co-drivers Timo Bernhard and Mark Webber.
- Qualified as fourth fastest for the 24 Hours of Le Mans, eventually retiring in the closing stages after leading the race.
- Hartley is a keen guitarist in his spare time.

You had a spell as an F1 test driver with Mercedes, and have driven F1 cars up the Goodwood Hill. Do you enjoy driving them?
Yep, in the first year I drove Nigel Mansell's Lotus 92 from the early Eighties, and I also piloted the current Mercedes F1 car up the hill. I was a reserve driver for Red Bull Racing for two years, and a test driver for Mercedes for a few years as well. I was never in a race, but I did a lot of test laps and a lot of laps on a computer screen!

You started off racing karts when you were six years old...
Yeah, blame my motorsport-mad family! My dad raced all sorts, from Formula Atlantic and speedway to dirt track and Mini Se7ens. He was a real racer; reasonably successful, but racing mad. He builds race engines for a living now, so I followed in his footsteps and grew up at the race track. Even when I was a kid I was trying to learn how to race.

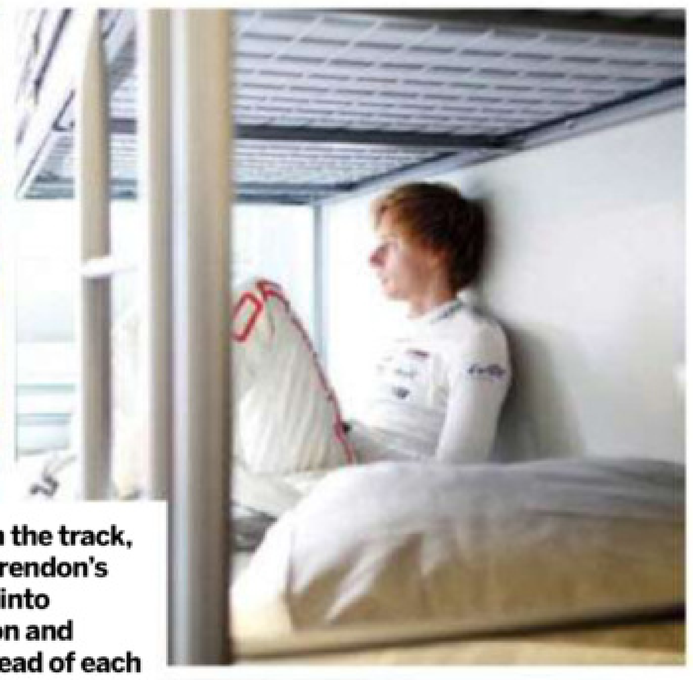
Your career from Formula Renault onwards mostly involves single-seaters.
I got into single-seaters when I was 13. That seems mad, because you're only allowed to start racing at 13, and I was very lucky that my brother Ben had developed a car – I hopped straight in and was pretty successful. I had great supporters in New Zealand, I got picked up by Red Bull and they brought me to Europe aged 16, which was a bit of a fairy tale.

How did your budding racing career affect your regular education?
It was almost non-existent after that! I had a Red Bull 'young driver' test in 2005 when I was 15, and I missed my end-of-year exams, but I made a decision with my family that I had the opportunity of a lifetime here, so I took it and moved to Europe aged 16 to start racing. I don't regret it, and obviously I think I made the right decision.

Now your career has moved on into long-distance endurance racing. In 2012 you were in ALMS, and you won at Road America driving the BMW-Riley LMP2.
Yeah, after Red Bull I bounced back and found endurance racing in 2012. I did Le Mans for the first time and absolutely loved it. I travelled through the US last year and I raced in Grand Am as well as test-driving F1, and I kept very busy and started enjoying my racing more than ever. Then Porsche noticed it

Hartley has quickly become one of the most promising young racers in motorsport







Away from the track, much of Brendon's time goes into preparation and testing ahead of each WEC race, as well as helping to develop next year's car

and gave me this opportunity of a lifetime. At the end of 2013 they gave me the test, and here I am!

How different is the Porsche 919 Hybrid to drive compared to what you're used to?
Aero-wise, it's quite similar to an Audi that I raced at Le Mans last year, but the 919 is much more complex – it's the most complicated car Porsche has ever built. It's four-wheel drive, and has two recovery systems that generate energy and send it back to the engine. There's an electric motor and gearbox just sitting beside my feet, and the way it works is massively complex.

Did it take long to get up to speed?
Actually, Porsche have done a really good job of making it feel quite intuitive. I was worried that all the new technology was going to detract from the real racing element, but it's nice to find that the skillset you need to make the car go round the track is the same as a regular car, though obviously you have a few more toys to play with. Most of it is about changes here and there, filtered down from the engineers who are doing the hard work back in the garage monitoring everything, and the skills that you need to make the car go quick, brake, accelerate and turn in and feeling what the car is doing through your backside hasn't changed.

How do you find the rivalry with Audi?
It's exciting to be a part of Porsche, and we had so much support at Le Mans, which was very special for me to be a part of this amazing iconic brand, feel part of the family, and obviously there should be rivalry between the teams – we're competing in the most prestigious race in the world, and I think there is a lot of respect, which is nice. Obviously, we respect the other competitors – we know they're fierce, and we know they have more experience at this very moment. There is mutual respect between all the manufacturers, but at the same time obviously everybody wants to be on the top step.

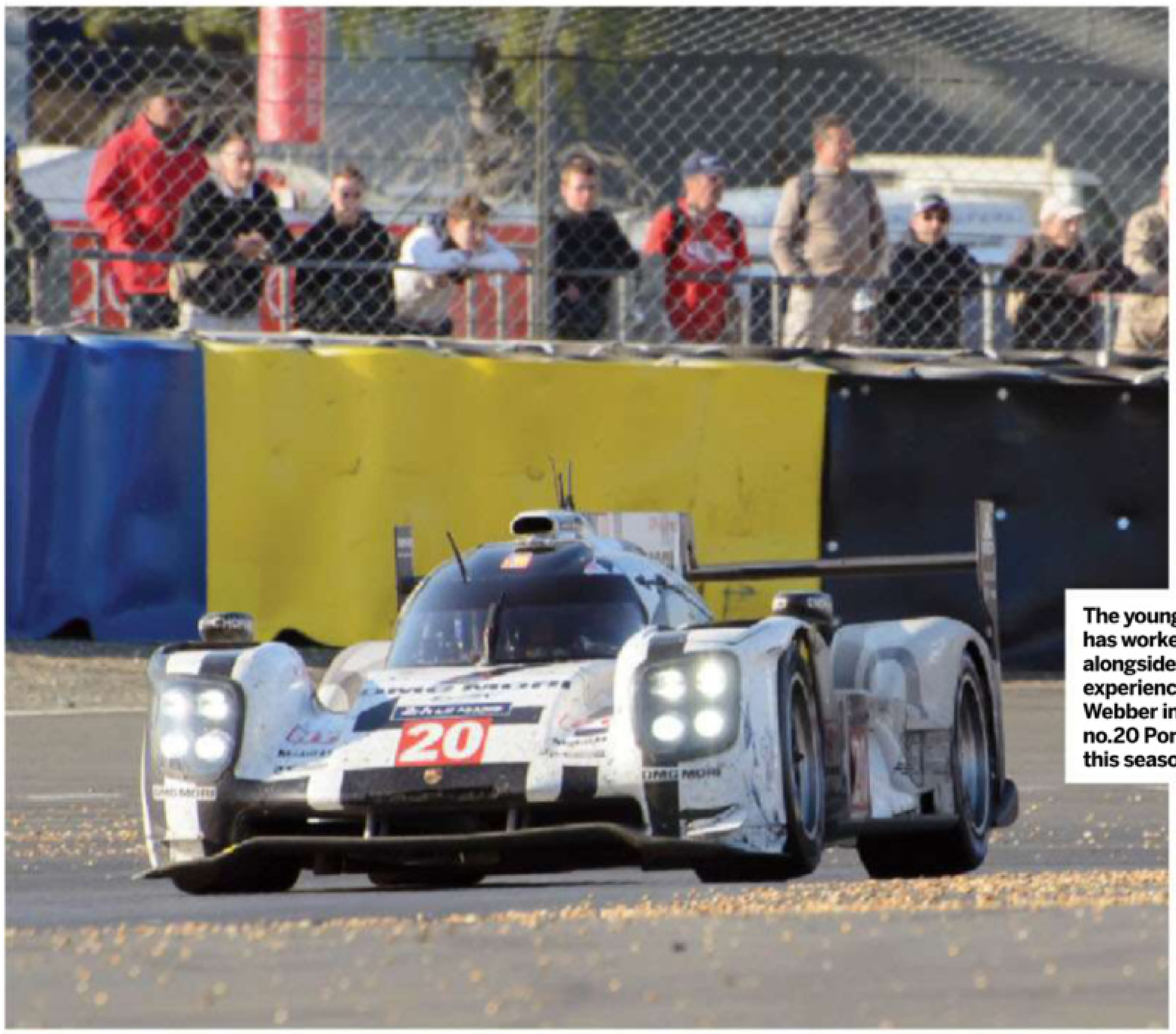
What's your personal goal – where do you see the next step?
Winning Le Mans would be the next step on a personal level, standing on the podium at Le Mans and hopefully being part of the Porsche family for the rest of my career, and I couldn't be happier than where I am now.

You've recently driven two of the 919's predecessors: the 1996 GT1 and the 2006 RS Spyder. What did you think of those?
They kept reminding me that the GT1 is a priceless, Le Mans-winning car, but it wasn't possible to be too gentle with it; in a car as good-looking and provoking as this, slow and steady isn't an option! And I love the RS Spyder; I drove it last year at a Portimao test day, that's a lovely circuit, and the car is unbelievable. I was actually quite surprised at how quick it was and how much downforce it has. It was developed over three or four years, so balance-wise it couldn't be any better. It's one of the best and most enjoyable cars I've driven in my life, and it's one of my favourites, actually.

Does it feel lighter than the 919?
It is a lighter car; you can feel it, and you have a lot more downforce, because in that era fuel efficiency wasn't as important as it is at the moment, where fuel efficiency is very important. We are concerned with fuel consumption and harvesting energy, so aero efficiency becomes even more important than total downforce. Obviously, we want to have as much downforce in the car as possible, but as soon as it becomes inefficient it's a problem, so actually in that era there was more downforce in the car – the cars were lighter, but much less efficient.

So does that mean you're not feeling the physical effect of downforce to the same extent?
Oh yeah, we still have a lot of downforce, don't get me wrong; it's just that the ideal way around the lap moves slightly because you have energy requirements to manage. When you put inefficient downforce on the car, you're using more fuel in a straight line, which then means you're going to run out of fuel by the end. For a given lap, you have a certain amount of fuel and a certain amount of energy, so it just moves the window a bit where the optimum lap time is downforce versus efficiency. It's changed the dynamics of how to make the car go quicker.

Do you get your head around stuff like that as you go along, or is it intuitive?







The young Kiwi has worked well alongside the experience of Mark Webber in the no.20 Porsche 919 this season

A lot of that is done off the track, and as to how we manage a good lap time, there are a few little tricks about how we harvest as much energy as we do. But the great thing is that a lot of our energy is harvested on the straight, which would normally be wasted out of the exhaust system, but it is now harvested back to the battery, so that's obviously just by putting your foot down, and the rest we generate during braking, which again doesn't affect the driving too much. In actual fact, it's all managed so well that you just wouldn't really be aware of it. You are a little bit aware of the front diff, so as you're turning in there's a slightly different feeling in the front of the car due to the fact that it's four-wheel drive, but other than that we can drive it as normal, and obviously we have a few little tricks that we can play with on exit with a four-wheel drive, but generally speaking to get the car around the track it's the same as always.

To what extent does it vary from circuit to circuit?
A little bit, yes, and again we have certain targets of how much energy we need to recuperate, so that can mean a few little tricks here and there, and again, that's where efficiency comes back into play. If you have a lot of top speeds and a higher minimum speed then you're not going to recuperate as much energy compared with a slower circuit, so there are a few things you can do just from car setup. That's what I'm saying: from a driver's point of view actually it doesn't change too much, but the way you have to set the car up and manage everything is slightly different.

You've raced the 919 Hybrid at Silverstone, Le Mans and Spa, so what comes out as your favourite circuit?
Le Mans! I love Le Mans, especially if I'm driving through the night, which we don't get to do on any other circuit. There's obviously something very special about racing at Le Mans in a Porsche, and leading Le Mans in a Porsche was a big highlight of my career. I love the topography of Spa, but if you look at Le Mans on a map you don't think much of it. However, when you actually drive it, it's so unique that there's no track in the world like it with such long straight lines, and it's a combination of real race circuit and country road. It's such a unique place with a lot of subtleties, and I love driving there.

What sort of leisure activities are you into? You look like you could be in a band!
Yeah [laughs], I dabble with the guitar. I'm not particularly good, but I enjoy playing a little bit here and there: a bit of everything, a bit of old rock music as well. I wouldn't call myself a musician, but I like playing around.

You must be stuck for any kind of leisure time.
We get a little bit of spare time – it's not a normal 9-5 job – and we have a lot of testing to do for the next race, so a lot of time goes into training. We'll have prep days in Weissach where they're also developing a simulator programme, which we'll start working on, and then driving laps on the private track. We're very involved in developing next year's car, but at the same time it's not our job to be around every day; it's our job to drive the cars very quickly.

Everybody has a hero – who's yours?
I have a lot of respect for a lot of drivers, but obviously there is a New Zealand one who's a bit special, and that is Chris Amon. The only problem is I wasn't old enough to actually see him race because I was born in 1989, although I do know Chris quite well now. He is a bit of a hero of mine; he won Le Mans with Bruce McLaren in 1966 (in a 7.0-litre Gen2 GT40). But New Zealand has got such a rich motorsport history, and we're such a mad motorsport nation. I was just speaking to Howden Ganley earlier – he was the last Kiwi to stand on the Le Mans podium in '72 (with François Cevert, Matra-Simca MS670) – who told me that I'll be the next! There's actually been a big gap at Le Mans in terms of Kiwi wins, so hopefully I can fly the flag once again.

How do you see the season finishing?
The rest of the season kicks off again on 20 September (Brendon and his colleagues finished fifth in Austin as **Total 911** went to press), so we'll be focusing on reliability and consistency, as well as being as competitive as possible. As ever, more podiums would be good!

KW competition



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

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History of the 911 CABRIOLET

Although it wasn't the first open-top 911, the Cabriolet variant has now been around for over 30 years, becoming an icon in its own right. Total 911 looks at its history...

Written by **Kieron Fennelly** Photography by **Phil Steinhardt/Porsche AG**









Separated by more than 30 years of production, the latest 911 Cabriolet is very different from the first

When the future 911, project 901, was conceived, little thought was given to an open version. As had occurred with the 356 a decade before, however, pressure from the US – Porsche's largest market – meant that a convertible was soon under consideration. Difficulties with chassis flexing, however, combined with the uncertainties caused by Ralph Nader's book *Unsafe At Any Speed*, meant that Porsche initially abandoned the idea of an open 911. But demand from California in particular for some sort of opening roof stimulated the Porsche design department to style the so-called Targa top. This was shown to great acclaim in late 1965, and was brought to market in 1967.

This design, with its striking hoop and removable roof panel, generated a significant following, and effectively served as the 'open' 911 until well into the Eighties. In the meantime, advances in chassis and body manufacture techniques meant that building a convertible version became feasible, but as CEO Ernst Fuhrmann froze all 911 development after 1977, introduction of a true 911 convertible was delayed until the arrival of Peter Schutz, who 'restarted' the 911. Technical director and fresh air fan Helmuth Bott was then able to proceed with his plans for an open 911, which also included a secretly developed Speedster.

Launched with the SC and later the new 3.2 in 1983, the first 911 hood was manually erected, though an electric version was available. Porsche soon recognised that in this price bracket, buyers hardly expected to have to fold the roof themselves, and the electric-powered variety hood quickly became standard on all models. *Road & Track* magazine, who were otherwise quite scathing about aspects of the 3.2's cabin ergonomics, was nevertheless full of praise for the automated new hood, which it called "top notch... the latch mechanism is automatic too, and it's fascinating to watch those little locking pawls clamping the frame's top rail to the windshield header."

This design would effectively see the Cabriolet 911 into the 21st Century; it was transferred to the next 911, the 964 in 1989, with only detail changes. A larger rocker switch to operate it was relocated, and Porsche pursued the previous pricing policy of pitching the Cabriolet above the Coupe, but below the Targa. In practice, it meant that the convertible cost a little under £3,000 more than the Coupe.

The 964 was short-lived, and followed by a more intentionally interim – but successful – 993. Development began as soon as the C2 964 was launched in 1989, and its Cabriolet version was designed in parallel, unlike the Targa, which came later. No afterthought, the 993 convertible was planned to require minimal structural changes to the Coupe shell, yet offers better all-round visibility than the 964. Internal extrusions – which were not needed – were eliminated, and the A-pillars strengthened, as were the pivot points of the roof mechanism. Rear seatbelts meant the 993 Cabrio could be offered in the US as a 2+2 – a significant marketing point. Thanks to steel reinforcements in the sills, the convertible 993 had ten per cent more torsional stiffness than its predecessor. In the cabin, a new rocker switch in the centre of the fascia behind the gearshift was easier to find and use.









Safety features lavished on the 996 include steel roll bars that extend out

Gen2 996s were fitted with a glass rear screen as standard, while the Turbo was also given the Cabriolet treatment for the first time since the 930

The next 911 introduced significant changes. Carrying over only the 993's suspension, six-speed gearbox and the basic architecture of the flat six, the new, larger shell of the 996 was designed to accommodate such items as turbochargers, air conditioning, airbags and folding roof systems, which had to be shoehorned into the original 911 shell. This meant that space could be allocated (at the expense of making the rear seats more upright) for the hood to fold neatly away, flush with the body instead of sitting inelegantly on top as before. The hood module, shared with the 986 Boxster, arrived at Zuffenhausen as a complete component from Car Top Systems of Hamburg. It comprised a hydraulically operated hood, plus an electrically powered tonneau that covered the lower deck.

A new feature on the 996 Cabriolet was a rear quarterlight that improved over-the-shoulder visibility and went up or down as the roof was deployed. Besides strengthened A-pillars, the Cabrio had a rollover protection system that fired two 'U' shaped bars into position if sensors detected that the car had left the ground. As with the Boxster, Cabrio buyers were entitled to an aluminium hardtop, which weighed a manageable 33 kilograms. Porsche could supply a special rack for summer stowage, and both canvass and hardtop achieved similar drag coefficients to the 996 Coupe.

The greater torsional stiffness of the new shell also meant that Porsche could introduce a Turbo convertible, which appeared in 2002, filling a gap in the 911 range. When the 997 arrived in 2004/05, changes to the Cabriolet version were slight: as before, the Cabrio had a more substantially welded floorplan, which partly accounts for the weight increase over the Coupe, and the 997 featured additional doorsill-level airbags. Operation of the roof mechanism was now possible at speeds up to 50kph, which saved the inconvenience of stopping if sudden deployment was necessary.

The advent of the 991 again let Porsche's engineers and designers start afresh, and they revised the convertible concept completely. Gone is the folding 'Z' frame of the 997 and previous Cabrios, replaced by an even more clever mechanism that lifts out three canvass-covered roof panels, followed by a glass rear window. The construction achieves not only a seamless finish, but replicates the Coupe's roofline so that for the first time, both models have the same silhouette. With its 'proper' rear window, the Cabrio feels like a Coupe hood up, yet converts (in 13 seconds) to the classic open 911. The electro-hydraulic mechanism is shared with the 991 Targa, which saves development and production costs.

An open 911 is part of Porsche's DNA, and accounts for over a third of sales. The latest version is brilliantly accomplished, and once again demonstrates the company's consistent ability to stay ahead of competitors.







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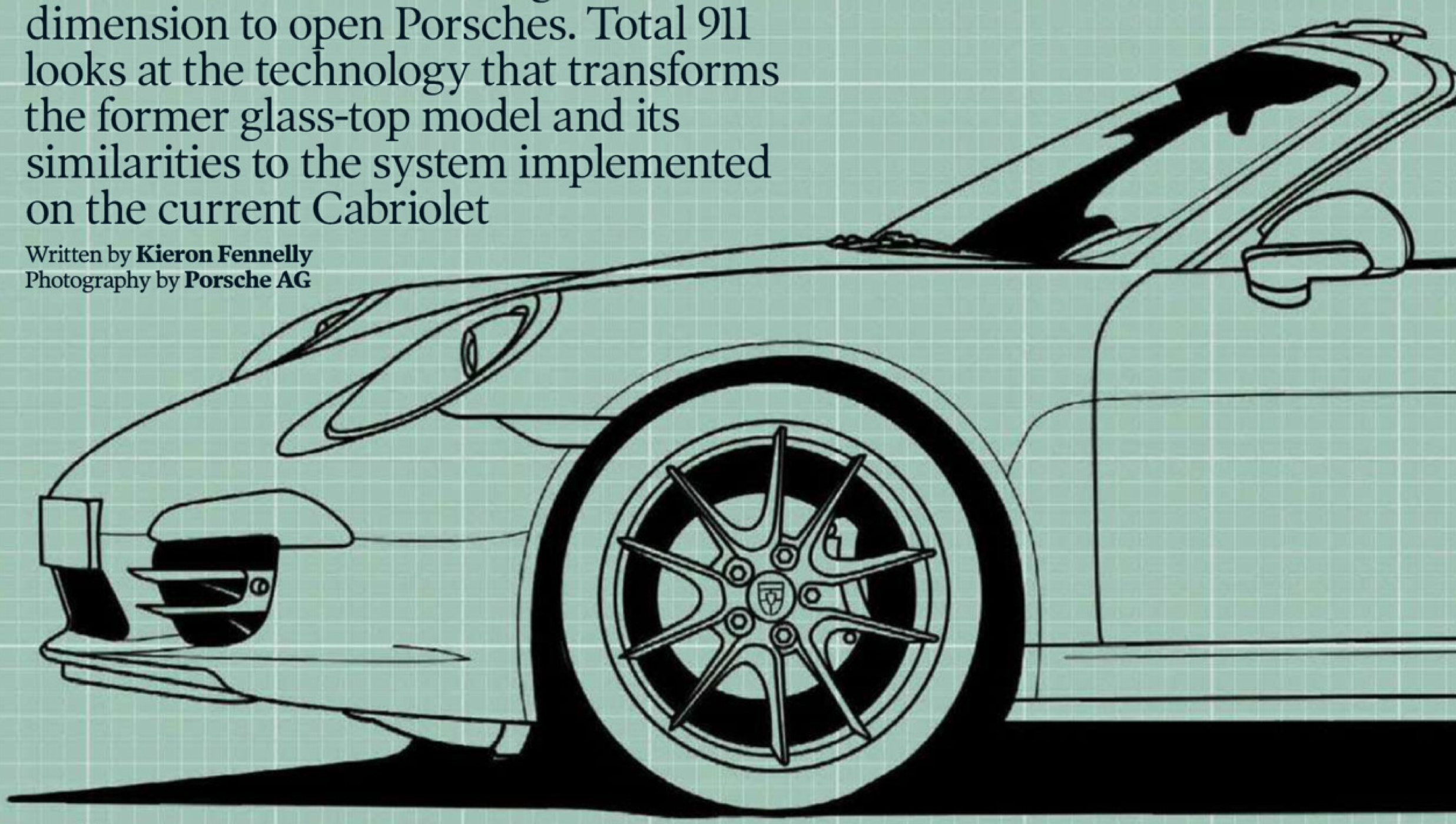
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991 ROOF SYSTEMS

The kinetics of the 991 Targa add a new dimension to open Porsches. Total 911 looks at the technology that transforms the former glass-top model and its similarities to the system implemented on the current Cabriolet

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

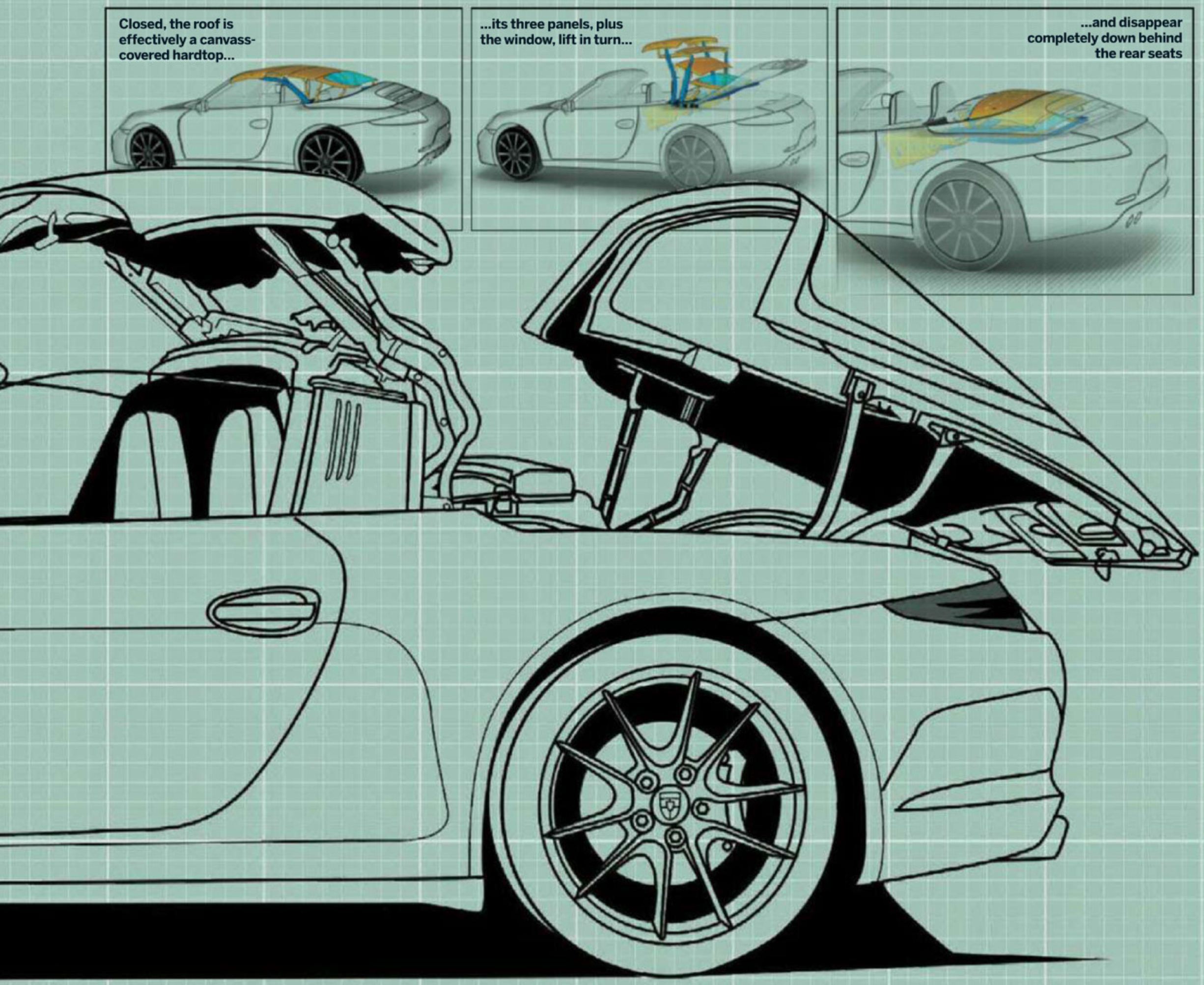


Given that a third of 911s have been open-topped during 51 years of production, and that today 39 per cent of sales are Cabrio or Targa versions, opening-roof mechanisms are now central to Porsche's DNA. It's no surprise to learn, then, that the roof system is now developed several months before the rest of the car. The air-cooled 911 hoods folded on to the rear of the car, but the advent of the redesigned 986/996 platform enabled the hood to be integrated: each new 911 model has seen significant improvements to the operation and quality of the hood.

The current 991 Cabrio not only matches the silhouette of the Coupe for the first time, but has a heated rear screen. Also for the first time, a hardtop – a two-man job to install and a nuisance to store – is no longer offered. The latest hood also deploys five seconds faster than the 997's did, and the canvass top is truly an all-weather item. A regular Porsche sub-contractor, usually Valmet of Finland, builds the hood, though the concept and design are purely Porsche's. In the case of the new Targa top, patents were registered in the names of Dr Ing hcF Porsche and Magna Roof Systems. Typical of Porsche's concern for lightness, and in particular excess weight above the waist line, the frame of a Porsche hood uses a combination of magnesium and plastics, yet is robust enough to offer roll-over protection. When the hood is assembled, the material is totally flush, with no visible seams contributing to noise reduction and aerodynamics.

With the redesigned Targa, Porsche uses essentially the same mechanism it has developed for the 991 Cabrio. While the simpler hood of the Boxster is electric, with two motors, the larger hood of the 991 Cabrio would have required no fewer than four electric drives to pull the roof tight and maintain sealing up to 315kph. The multi-drive solution was dismissed as adding avoidable extra weight. Instead, an electro-hydraulic system using four individual cylinders, two operating the roof and two the rear deck, was devised to be applicable to both new open models. This duplication is possible because of the design similarity between both roof systems: the new Cabrio has dispensed with the traditional folding hood of the 997, and instead has three solid panels that lift out, followed by a fourth, which is the glass rear screen.

The Targa has one lifting roof panel, in addition to the one-piece rear window and deck. Both



mechanisms are designed to function in the same way: when deployed by the driver, and going from closed to open, two actions occur simultaneously. The rear deck – and in the case of the Targa, the rear screen as well – lifts, while the hood panels/Targa top are also hoisted and then lowered vertically into the stowage area behind the rear seats. The rear deck then returns to its position.

Additionally, the Targa hoop, which opens to release the panel, closes again. No extra drive is necessary – it runs off the hydraulic mechanism, this action being the main reason why opening or closing the Targa takes 19 seconds – six more than the Cabriolet. Targa deployment can take place only when stationary. The Targa panel comprises the same material as the Cabrio hood, and the car weighs only 40 kilograms more than the Cabriolet.

Working prototypes of both convertible models were extensively tested prior to the 991 launch. In particular, they underwent hydro-pulse testing: a rig causes the car to vibrate vigorously, while the roof successfully performs 1,000 activation cycles, simulating 100,000 kilometres of driving.

As has been much remarked on, the 991 Targa reprises a design that Porsche had made its own, before deciding that the manual top was obsolete and conceiving the equally innovative sliding glass top of the 993 Targa. This was something of a compromise, as the shell was originally Coupe only. By contrast, the follwoing all-new 986/996 platform was designed with both convertible modes in mind. This brought 25 per cent greater rigidity (33 per cent for the C4) and let Porsche introduce the opening rear window on the 911 Targa it had long wanted.

The 997 Targa, essentially a reskin like the rest of the range, continued this feature, which allows convenient access to the rear. Cleverly, the 991 version of the Targa manages to retain this thoughtfulness: activating the rear lid causes it to lift together with the glass window, which makes extracting luggage more straightforward than the 911 Coupe route through the cabin.

It may have taken a traditional Targa-look 997 shown at Dinslaken by one of the German tuners to inspire Weissach's stylists to revisit this Porsche icon, or perhaps – and far more likely – they already had the concept on a drawing board. The result in any case is an unprecedented revival and update of a much-admired original design, the concept accomplished in such a way that Porsche alone seems capable of achieving.

Living the Legend

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



It's out with the old, inset, and in with the new, main

2003 996 Turbo



Joel Newman
London, UK

Date acquired:
April 2014

Christmas came early in the Newman household with the arrival of my QuickSilver Sports Exhaust. It's taken nearly four months, but I'm in love with my Turbo.

I'm not the first owner to complain that the standard car, which despite its prodigious power output, is too Germanic in its approach to the supercar experience, and I won't be the last. Yes, it does everything you ask of it, but there's a lack of connection, specifically between the driver and that twin-turbo 3.6 Mezger engine.

Acceleration, although rapid, is really a sensation visualised only through the windscreen and in the pit of your stomach. Unless you are going far, far too quickly there's just not enough aural drama, and for me, the theatre is as much a part of the joy or ownership as the physical performance.

From day one, having previously fitted a QuickSilver Sports Exhaust to my Carrera 4, I knew I had to make a radical change, so much so that I ordered this system after just one month of ownership.

On paper, the QuickSilver's setup is impressive, weighing in at just 13.2 kilograms (29 pounds). That's less than half that of Porsche's OEM system, which tips the scale at 28 kilograms (62 pounds).

Incorporating some of the most gorgeous welding I've ever seen, the hand-made British exhaust features two HJS 200cpsi cats, which are themselves a popular modification for Turbo owners on a number of 911 forums I frequent. It also bolts directly on without modification and, made from just two pieces, fits in an hour or so. It also allows you to keep your standard exhaust tips, so the car retains its factory looks.

Despite resembling something I'd like to hang on the wall rather than cover up with a rear bumper, the blurb suggests that the exhaust should help all areas of performance, with a speedier turbo response and a free-flowing design that allows the engine to shed more gas and thus work more efficiently, increasing horsepower and torque. All this alongside the reduced weight over the rear axle, which at 33 pounds is significant in itself. The proof, however, would be in the pudding.

On start-up, the Turbo sounds a little louder than it did – there's some extra texture with a more bass-like throb accompanying tickover. It's a lovely note, but in truth not radically different.

Once on the move, things start to get interesting. From idle to around 2,800rpm, the car sounds more aggressive, but still quiet enough to cruise about without drawing attention. However, once the turbos start to spool, which thanks to the new cats now happens about 500rpm lower than it used to, the record has changed.

The wheezy warble that accompanied full throttle has gone, replaced by a guttural roar that rises all the way to the redline, accompanied by a faint whistle from the turbos. It's not loud per se, but it is angry. It feels like it finally has the lungs to scream about all that power. I have been trying to think of similes to describe the sensation, and the closest I have come is that of a natural disaster! If Mount Vesuvius was about to erupt, I'm sure its seismometer would produce a similar graphic.

I'm not exaggerating when I say that full-on throttle is now a terrifyingly wonderful experience. It's a live orchestra rather than a CD, played through the best speakers in the world, and it makes the whites of your eyes distinctly more visible. Instantly, it sounds every bit as powerful and wild as it should always have done.





Behind the wheel, you can also feel the increase in torque lower down the rev range, accompanied by instantaneous throttle response and seemingly unrelenting power. I'm not sure if it's the reduction in weight over the back end, but the car feels more lively too.

Every time I drive the car now, I look forward to turning the key, before steadily watching the oil pressure until I have the green light. What I love is that now I don't need to hammer through a gear to feel satisfied; just tickle the throttle, and the exhaust is like a devil on the shoulder, willing you to push that bit further. When the opportunity does present itself – perhaps in the form of a tunnel – it makes the hairs on your neck stand up! It has introduced a level of fear and respect that for me is part of the package. I will have a video on Total911.com by next issue so you can hear for yourself.

Thankfully, you just don't have to go to the extreme to feel like you are driving a supercar; you can tootle about and still appreciate the car that sits beneath you and the drama that should come with driving a great Porsche. I would never have thought that the exhaust alone would transform my feelings for the car, but transform they have. This old girl is going nowhere.

1967 911 S



Magnus Walker
Los Angeles, USA

Date acquired:
2008



August saw Magnus touchdown in Germany

August was a busy month. Porsche invited me to attend the Oldtimer GP at the Nürburgring, and I also visited the Porsche factory to shoot a short film on the GB 40th anniversary edition 991 Turbo. With only 40 units built, it will be a rare and desirable collector car – check the video on Total 911.com.

During my visit, I was also able to visit the 'secret' storage facility where many of the rare development and prototype models are housed. Another inspiring visit around the Museum was also on the cards, this time to the Le Mans exhibit.

My final night in Stuttgart was spent attending a barbeque thrown by the FLB group in Weissach. Here, I got to meet Hans Mezger, and drive Thorsten Klein's 73.5 hot rod and a genuine '73 Carrera RS owned by all-round cool dude Hendrik Unger.

The next day was spent driving from the Porsche Factory down to the Rhine Valley and the Nürburgring with Boris and Ingo from the Exclusive department. My vehicle was the 2012 Paris Speedster show car, and I put more miles on it in one day than it had in the past two years.

We arrived at the town of Nurburg on Thursday night. The next three days consisted of seeing a vast amount of cars and people, the standouts being Porsche racing legends Derek Bell and Walter Röhrl.

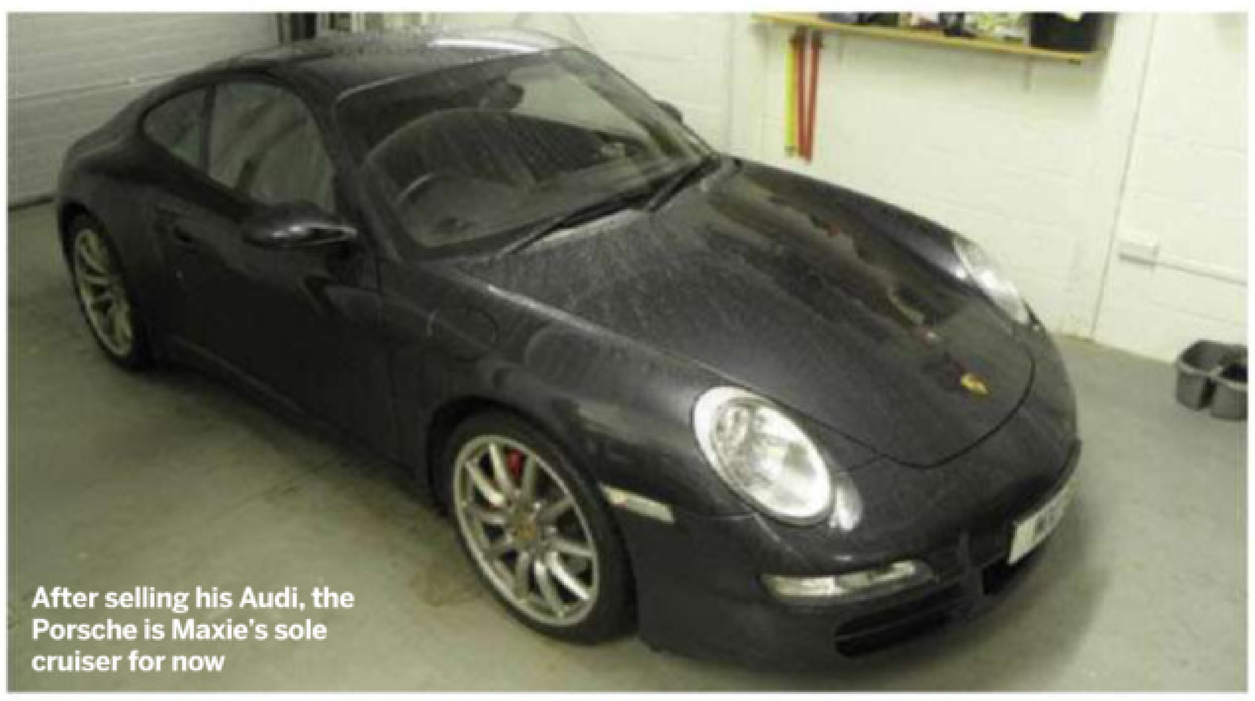
Stay tuned for more on my Nürburgring experience next month!

2006 997.1 Carrera 4S



Maxie Islam
Stevenage, UK

Date acquired:
August 2010



After selling his Audi, the Porsche is Maxie's sole cruiser for now

I have clocked up almost 1,400 miles during the month – the most I have ever done in the Carrera in a single month. As I alluded to last issue, I am now slumming it in the Porsche (!) having given up my Audi A4.

I am in the process of selling the Carrera after four wonderful years of (mostly) trouble-free driving. The engine is running at its smoothest, I have been getting pretty good economy of late (PCM is regularly reading 27mpg average), and it still draws attention wherever it goes owing to it being garaged daily, as well as looking fresh.

I have been scanning the classifieds for my next purchase, but a job offer in the Middle East is delaying my plans. A Porsche is in the offing, but I'm still deciding whether to stick to the Carrera in the shape of a 991 or try a different 997 variant like a Turbo Gen 1 or even a GT3. The cars of the latter description have been shooting through the roof lately in terms of residual values, as they are the last of the Mezger engine variety, and also the last of the manual GT models.

I'm hoping that next month will report a successful sale, and I will detail what depreciation I have suffered to give you a flavour of what to expect from 4S ownership.

1989 964 Carrera 4



Gina Purcell
Oxford, UK

Date acquired:
September 2004

If I was asked, "Which one's best: your SC or your 964 C4?" I couldn't choose; basically, I like four-wheel drive and 915 gearboxes, choices that make me seem like a rest home for the unwanted. But I thought I'd attempt to shed some light on why I love my two underrated superstars and why they complement each other, but it reads like a battle of the gearboxes.

It's 1990, and my first 911 is a 1984 3.2 Carrera Sport, so my oldest datum points are 231bhp and the old-school 915. It felt as fast as the Millennium Falcon, and as an ex-VW Beetle owner it was my ultimate car. I kept it for five years.

Next came the first 'Steffi', a 1981 non-sport SC on cookie cutters. Seemingly a backward step, it felt the opposite. By then, the solid 915 was my faithful friend. The 3.0-litre motor was joyful; so eager and free of inertia, as was the lighter and more alert chassis – a 911 in ballet shoes! As with the Carrera, the intensity of communication through the steering that increases as the fuel level decreases was further amplified in the SC, as if another realm of senses became progressively gifted to the chassis. The inverse was unexpected downhill lock-up when wet! I kept her for nearly five years, and truly, madly, deeply loved that sweet little car.

Then I bought the first 'Wolfi', a 1989 G50 Carrera Sport. Everybody loves the G50, right? Wrong. After ten years with 915s, the G50 was too light and sloppy, seemingly out of step with the car's other control weights. Neither did I like the 'feel', as it traversed neutral, grinding away like a knitting needle being forced through butter and broken glass. It lasted a year.



Gina can't pick a favourite from her SC, 3.2 and 964 collection

A brief exposure to Subaru hastened my Stuttgart homecoming and sparked a desire to combine both brands' strengths, so I bought replacement Wolfi, my 1989 C4. He felt truly modern; a slick and muscular 911 dominated not only by the security of four-wheel drive, ABS and power steering, but also the shift quality of the G64 transmission.

Short-of-throw, strong and precise, it felt deliciously chunky. In fact, everything about the C4 felt heavy gauge, mil-spec tough: the fighter-jet grip of the lower set Sport seats, the cockpit-like sensation reinforced by the transmission tunnel, the tank-like traction and the 3.6-litre big block kick. With his combative lowered stance, Wolfi's a ground-hugging missile built for elemental warfare!

But time passes. Speed in all weather conditions used to be vital, but now my needs are changing. Wolfi's restoration means he will never see winter roads again, partially negating the original reason for purchase, and helping my husband search for his 3.2 last year reignited the joy I experienced driving more nimble 911s. So I'm back in an SC, predictably named Steffi.

To answer the question, I don't have a 'best' 911; just the one that suited me at that time. Perhaps in buying a second SC I've expressed a preference, but I can't choose. They're bookends of the same air-cooled spectrum, giving me the widest possible experience. I'll keep an SC for cruising and a C4 for ground-attack missions.

2007 997.1 GT3



Ben Przekop
Georgia, USA

Date acquired:
July 2012

The slogan of the Porsche Club of America is "It's not just the cars; it's the people", and I had the great fortune to be with two very special people during the August Driver's Education (DE) event at Road Atlanta.

My Group 1 student for the weekend was Jonny Carswell, an gentleman of my generation who was experiencing a race track for the very first time. As I looked at his brand new 2014 Cayman, I was glad to see that it had PDK and ventilated seats; the former would allow him to concentrate on braking and turning, and the latter meant I would stay cool in the passenger seat on this steamy August weekend!

From the first session, Jonny turned out to be a model student: attentive, responsive and involved, and as a result he made rapid and continual progress. By Sunday afternoon I proudly promoted him to Group 2 for his next event, and he left the track on cloud nine, amazed at the abilities of his





Porsche, and flush with the excitement of having driven at the limit on a race track.

I was also privileged to enjoy time with fellow Group 5 driver and instructor Claude Burke, a Vietnam War veteran enjoying his retirement at Lake Hartwell in South Carolina. Claude drives a 996 GT3, and has equipped it with racing seats, a roll bar and five-point harnesses. Our cars are very closely matched, and it shows on track, where we run nose to tail lap after lap, driving at our absolute 10/10ths, balanced on that addictive knife edge between precision and disaster.

After one particularly intense session, we both emerged from our cars soaked in sweat, and Claude yelled, "I don't know about you, but that was about as fast as I can go! Not bad for two old guys!" I was reminded once again that our lives should be measured not in how many breaths we take, but how many moments leave us breathless, not to mention how many friends we make along the way.

2010 997.2 Turbo; 2011 997.2 GT3 RS



Tony McGuiness
San Diego, USA

Dates acquired:
January 2010 & February 2011



The San Diego Porsche Club's drives are always a hit for members





Labor Day Weekend traditionally marks the unofficial end of summer in the USA. While many Southern Californians have barbecues and beach parties, Porsche Club of America San Diego designed a driving tour.

Readers of the magazine will perhaps be aware that in past issues I have documented some of the best drives in San Diego in the Great Roads section of the magazine. While they never get old, there are many fantastic roads scattered throughout San Diego, ranking up there with some of the best I have driven in mainland Europe.

Over 40 Porsche owners recently gathered to experience one of the best drives the club has to offer: the East County to North County Tour. A wide array of 911s turned up, from early models right up to a new 991 Turbo S.

After a safety briefing, the tour was divided into four groups, and headed south-east through the desert and into the rolling foothills. It wasn't long before the 911s were snaking up the mountains, with blind hairpins dealt at almost a withering rate.

The drive left many Porsche Club members craving more. The newest owners and members commented on how amazing their rear-engine cars handled on the twisty roads. Clearly, the tours are a big hit, as the number of participants at the PCA San Diego Club continues to grow with each tour. The next tour is apparently in the works, with a secret overnight resort destination drive and dinner already being planned in autumn.

1999 996 Carrera 4



Rob Clarke
Bristol, UK

Date acquired:
February 2014







I have owned the car for six months and covered 6,000 miles, and although I have had many issues and had to spend £2,700 thus far, the overall ownership experience has been excellent. If you are thinking about getting a 996, do it!

The car has been an absolute pleasure; every time I use it a smile forms on my face, and scanning the five dials further enhances my grin! Turning the key, my paranoia is always lurking: will it start? It does! Then the exhaust rattles, before subsiding as the flat six settles. I wait for the engine temperature to rise and the oil pressure to stabilise, then start to push the revs and listen to the engine.

On every journey, I wait for that opportunity to push the revs past 4,000, at which point the exhaust note takes on that distinctive Porsche sound. I still catch myself glancing in the rear-view mirror to check that the spoiler has popped at the right speed.

This car is very comfortable; it can cover the miles easily, and of all the cars I have owned this is by far the most capable and enjoyable. I have owned cars that have been faster and more comfortable, but it is that combination that makes these great cars. Normally, after six months with a car I start getting bored, but not this time! Even with its issues, I still like this car. May my enjoyment continue.





1979 930 3.3

Richard Klevenhusen
Rio de Janeiro, Brazil

Date acquired:
May 2012

When I bought my 930, I needed to immediately replace the tyres. No expiration date is given for tyres. The rubber undergoes oxidation and loses elasticity over time, the length of which depending on several factors.

Simplifying the reasoning would be to determine an expiration date for a refrigerator or stove due to the oxidation of the metal plates over time. Michelin, for example, gives a guarantee against defects in workmanship for five years from the issue of sale invoice of the product to the final consumer.

After this, the recommendation from Michelin is to inspect the tyres once a year. As a matter of safety, regardless of the state of the tyres, they recommend replacing the them after ten years from the date of manufacture. This replacement must be performed even if the tyre has not yet rotated.

Tyres should be replaced in pairs. Each brand and range has different characteristics, and is mounted on the same axle of a vehicle, which can change their behaviour. For example, a tyre with better adherence mounted either side of lower adherence can make the vehicle brake harder, which can even cause an accident. The same reasoning applies to tyres of the same brand and range, but with different depth of the grooves or slots. In an emergency stop on a wet surface, the vehicle can leave the path and run up the track.

In four-wheel-drive vehicles, replacing all four tyres at the same time is recommended, as besides problems of balance, these cars have a centre differential that controls traction on each axis. If the tyres on an axle are different then this differential will make up the difference, wearing out prematurely.





2003 996 Turbo

Ray Chandler
Surrey, UK

Date acquired:
August 2011

That dreaded, silent, slow-paced walk of the technician as he heads towards you...

August is MOT and annual service month for my 996TT. As usual, the MOT technicians gave the car admiring glances and got on with testing it. I sat and read the paper, idly looking up from time to time as the technician at my local MOT station went through the litany of lights, brakes, seat belts, emissions, suspension, tyres and body condition. As expected, my car sailed through all the tests and checks. Just the steering to go, and we were away. All of a sudden, there seemed to be a lot of other technicians under and around my car. Not trouble, surely? And then you see on the relay TV the dreaded, silent, slow-paced walk of the technician as he heads towards you in the customer seating area. I gulped; he's going to fail it. And he did just that. A track control arm had suddenly given up the ghost, and was producing too much lift. He was hugely apologetic, but there it was: failed. To be honest, I'd rather it was this than let go with nothing said.

As all my favourite repair places were either stacked out with work or closing down to go on holiday, I turned to my local OPC, who quickly obliged me in servicing the car and slipping on the new track control arm. I was given the option of having a quick geometry check to see all was well, and I took it just for peace of mind's sake. My 996 Turbo came back beautifully clean, in rude health and going really well, with no other faults found in the workshop or on the road test. Straight through on MOT re-test, too. So a genuine well done to the local MOT centre for spotting the problem and to my local OPC, who quickly put things right with a minimum of fuss and at a fair cost.

1989 964 Carrera 4



Sean Parr
Harpenden, UK

Date acquired:
May 2014



Sean basked in the array of early 911s attending his local Classics on the Common meet

I recently went to Stockholm – what a fabulous place. What surprised me most was the number and quality of fantastic sports cars they have. One day, a new Ford Mustang went roaring past, then a Ferrari California, as well as a 993 Targa in navy blue and a Lamborghini Gallardo, which had obviously had a massive crunch in the front and was held together with gaffer tape. It was petrolhead heaven!

Meanwhile in the UK, We are lucky enough to live near Harpenden, where the Classics on the Common is held. Harpenden is a very polite place, except for one afternoon every year when everyone goes car crazy and the place sounds like Monaco on race day!

This month has been a quiet one for my 964. I've been away a lot, and it has largely been sitting in the garage. I used this time to get the electrical gremlins checked out – after my return from Goodwood, the speedo and spoiler packed up, and there was a lingering smell. I took it to Steve Winter at Jaz, who was unable to find anything wrong. As always, the service was superb, and Steve could not have been more helpful.

The same can also be said for Nick Moss, who runs Early 911, a restorer and repairer. I put up a notice on DDK that I was after a new wing for my car, and he offered to drive it to Curry Night (we meet with a few like-minded Porsche nutters in Windsor every month or so). It is now apparent that Porsche front wings do not fit inside Porsche cars (not 911s, anyway) with a passenger in the car.

So thanks to Nick, I am the proud owner of a new 964 front wing. The only problem is that it's in Sussex and I'm in Hertfordshire...

2005 997.1 Carrera S





Chris Wallbank
Leeds, UK

Date acquired:
November 2012

As the summer draws to a close in the UK, I haven't been able to get the 997 C2S Cab out of the garage half as much as I would have liked due to work commitments in Europe. I was also hoping to get my front and rear Eibach spacers on the car, which I received recently, but that will have to wait until next month now.

However, one of the many positive aspects of all the working abroad was getting to visit the island of Malta. Considering that this island is just 25 kilometres long by 15 kilometres wide, it has a pretty large tuning scene, including a few rather nice examples of tuned Porsches! Luckily, I managed to grab a quick shot of my favourite while over there, that being this awesome Gemballa tuned 993 Cabriolet – one of only a handful that I've ever come across.

More updates on the spacers and alignment next issue!

2005 996.2 GT3



Ben James
Kent, UK

Date acquired:
March 2012

Of all the tracks I've driven, Donington Park has to be one of my favourites. It has a lovely mix of fast sweeping corners and slow hairpins, as well as plenty of gradient changes. Well suited to the 911, we decided to book another day there, this time accompanied by a friend who has just bought himself an FN2 Civic Type R track toy.

Before heading out for our trackday, we were wary that the rear Michelins were low on tread, and that the LSD hadn't felt at its best recently. Mindful of this, we thoroughly warmed the tyres up and carefully built up to full pace. After a few laps to warm up, we came back in and adjusted the pressures.

After returning to the track, it was time to begin pushing a little. Straight away, it was clear that the car was more adverse to trail braking than we were used to on track, and towards the end of the third lap, as we went into the tight Melbourne Hairpin, the car quickly snapped into big oversteer under brakes requiring a very fast correction – something which usually only happens if you go in too hot or brake too much on entry.

Disappointingly, the usually immense traction and exit speed on corners was also





Ben enjoyed his latest trackday despite LSD and tyre issues

gone. When powering on just after the apex, rather than the nose pushing wide as we powered out of the turn, it would slide into oversteer almost straight away – which was enjoyable, but not exactly confidence-inspiring. The prime suspect was definitely the LSD, so we jacked the car up and did the 'LSD test' – turning one rear wheel with the other on the floor – and it felt weaker than usual. We adjusted our driving technique and continued on with the day.

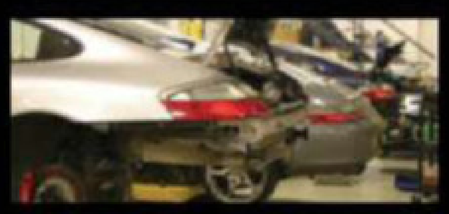
Catching up to the Type R, we followed it for a few laps to see how clean his lines were. It's amazing how much more grip a standard GT3 has than the Civic, even when not in full health. While this may seem like an obvious statement, the Type R was running on trackday tyres, while the Porsche was on plain old PS2 road tyres. Despite its modest horsepower, the Honda impressed, achieving surprisingly fast cornering speeds.

Driving the Type R and GT3 back-to-back highlights how easy the Honda is to drive compared to the 911. The 996 GT3 can be a little daunting at first, knowing that there are no smart electronic aids ready to step in. On the plus side, the amount of feel and feedback it gives you is monumental.

The Type R feels almost the polar opposite, giving little mechanical feedback but plenty of assists and understeer, to the point where you can take pretty big liberties. Once you learn how to tap into the feedback of the GT3, there's nothing like it.



// TUNING
// MODIFICATION
// UPGRADES



// EXPERIENCE
// SERVICING
// REPAIR



// CLASSICS
// RESTORATION
// SALES



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"The 997 GT2 is a weapons-grade 911 like little else that has emerged from the factory"

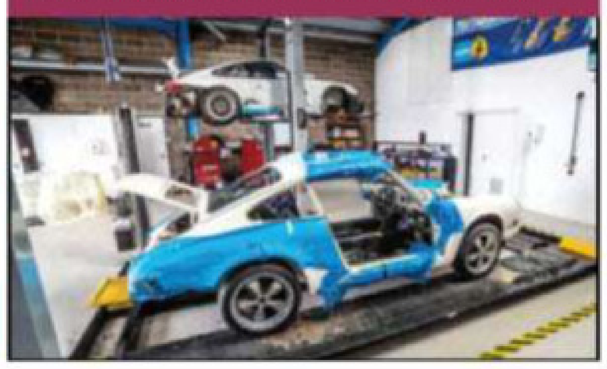
ALL 911 STATS INSIDE

Full details of every 911 model including the 997 GT2 and GT2 RS 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.

COMPANY PROFILE 82



DATA FILE 86



ALSO INSIDE >>>

SHOWROOM 94

SERVICING & TUNING 98

PORSCHE LIFESTYLE 109

INSURANCE & FINANCE 110

RPM TECHNIK

The Porsche 911 market has changed dramatically in the last three years, and so has premier UK specialist RPM Technik

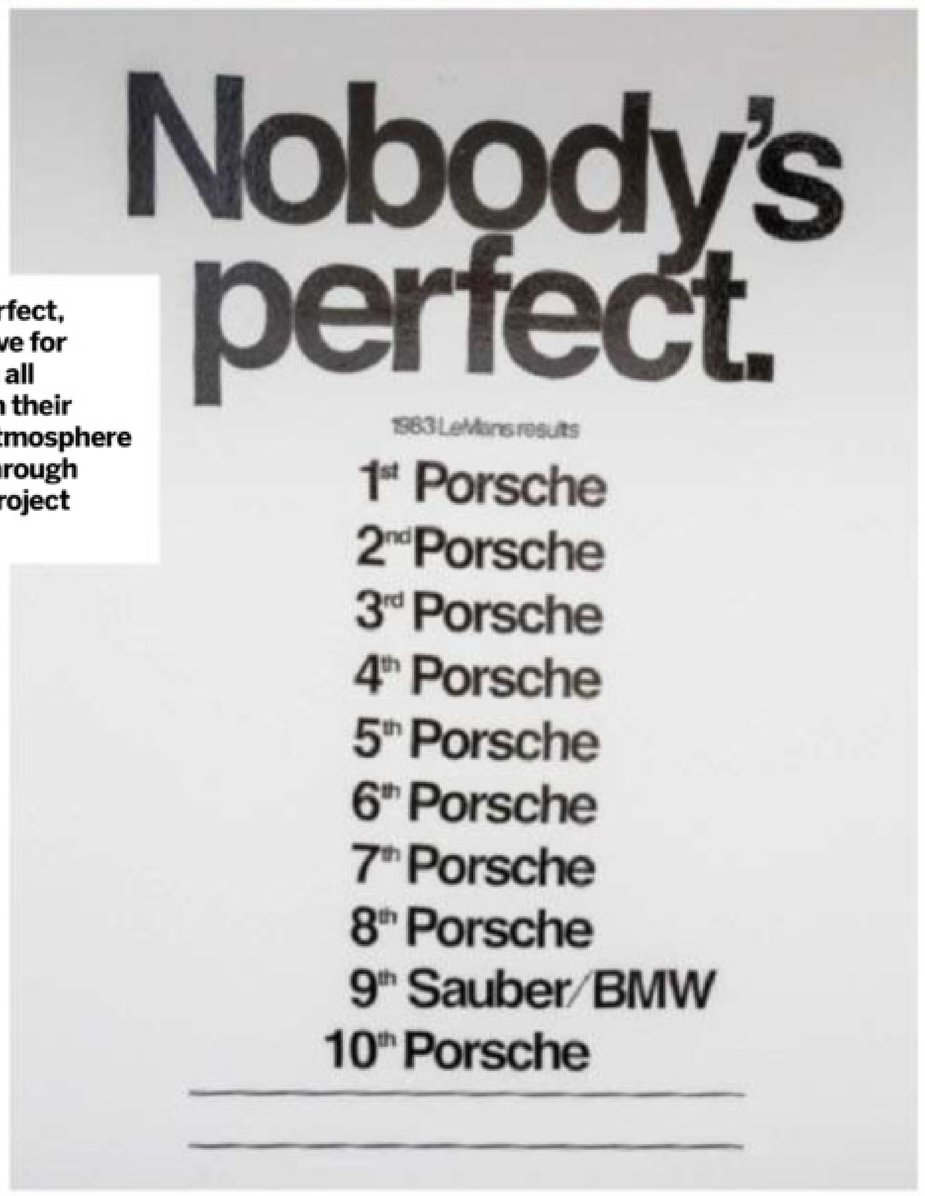
Written by **Josh Barnett** Photography by **Andrew Tipping**













Nobody's perfect, but RPM strive for perfection in all they do, from their showroom atmosphere all the way through to the CSR project (top right)

If you're thinking that this all looks a bit familiar, you'd be right. Back in issue 88, we headed to RPM Technik to take a look around the Porsche specialist's then-new location, situated 45 miles north-west of London's city centre in the rolling hillsides of rural Hertfordshire. That enlightening visit was nearly three years ago though, coming just a few months after RPM moved into their two-unit premises in November 2011. Now, having thoroughly settled in at Long Marston, we're returning, faced with a markedly different economic climate.

"The 50th anniversary has helped quite a lot in putting the 911 back in the spotlight," Darren Anderson, one of RPM's three directors (alongside Greig Daly and founder Ollie Preston), explains. "Certainly, the market has been steadily improving, with light at the end of the tunnel with the recession. The combination of all those things happening has put us into a strong 911 marketplace."

This upswing in 911 buying and selling has coincided with RPM's expansion at just the right time. The driving force behind the company's relocation was the need to expand the business with a sales department alongside the well-established servicing operation set up by Preston in 2001. The previous single-unit premises simply didn't have the floor space to house the necessary showroom.

Nearly 36 months down the line, the sales operation contributes more than 50 per cent of RPM's annual turnover, though Anderson admits that this is partly thanks to the high cost of each 911 relative to the fixed-rate servicing fees RPM has offered since day one. Still, it is an impressive growth rate and, led by head of Sales Greig Daly (a new name to those only familiar with RPM via that issue 88 profile), the sales department has quickly proven itself as one of the premier sellers of quality 911s in the UK, rising up the ranks to join established names like Paragon and RSJ at the top independents table.

Anderson is confident that this upswing will not be burst though, despite comparisons to the boom in classic and premium car prices in the early Nineties. "Air-cooled 911s have gone crazy over the last 18 months, as have GT3s. Cars that were undervalued are now finding their value. I don't think it's a bubble so much as people are actually appreciating these cars for what they are." Such is RPM's faith in the strength of the sales market that there is talk of expanding this side of the business, doubling the showroom's floor space in order to put more Porsches on display.

Unlike the previous expansion, though, this would not necessitate a second relocation. After all, with nearly 15 years of experience, RPM has built up a strong customer base in the affluent local area, something it would be rash to throw away – even with many sales being made to customers abroad, especially to South-East Asia.

Their near-to-London location (which is conveniently close to the M1 for more northerly clientele) also continues to send the servicing department from strength to strength, with eight technical staff now employed full-time, including Preston, who leads from the front. Another ramp is in the process of being installed, increasing capacity further in order to keep up with demand.

Original Porsche parts are used during servicing and maintenance work, with Anderson admitting, "We have a large account with Porsche – I should know, because I have to pay it!" However, should a customer wish, a range of OEM components are also available, with a strong after-sales division now up and running. Customers are able to order parts online via RPM's new website, which was launched at the tail-end of last year.





The workshops oversee a variety of tasks, from regular servicing and gearbox rebuilds (right) to bespoke retro backdates (bottom right)







"With RPM's standard of work, we're sure the end product will be first class"

With Daly taking care of sales on a day-to-day basis, Anderson has been freed up to work on commercial deals that have seen RPM become official re-sellers for a range of premium parts manufacturers, such as HRE Wheels, Performance Friction, and Eibach. These are all components that RPM has tested and given its seal of approval to. Many of them have made it onto the CSR cars, a new initiative formed in the intervening period of Total 911's two visits.

"We have always been approached by people for tuning and fettling with their Porsche models, so we'd learnt quite a lot practically," Anderson explains of the CSR's origins. "We identified with the 997 – until Porsche built the GTS – there wasn't a sports and track-orientated four-seater 911: usable everyday, but with the ability to drive it to Spa and drive it back home from Spa."

The 997 CSR – "A car that we'd wanted to build for some time" – followed on from the original Boxster-based build, and has now been joined by a 996 Carrera Gen1 CSR, which prior to our latest visit, Anderson had been testing on a trackday at the famous Belgian circuit, a favourite shakedown venue for the RPM crew. With base cars available for around £10,000, Anderson feels that a conversion to CSR specification would cost a further £15,000, but the result is a car with refreshed drivetrain, suspension and brakes – something that most 996s at the tail-end of the market would require anyway.

The 996 is nearly ready for public unveiling, as is another intriguing project: a 964 retro backdate, featuring new triple LED 'Lume-Technik' lights developed by RPM to fit all air-cooled 911s from 901s right through to 964s. From what we saw – and are allowed to say – there was a lot of bespoke work going on, so it will be interesting to see the final car, but with RPM's standard of work, we're sure that the end product will be suitably first class.

It is clear, then, that RPM Technik is a team of Porsche enthusiasts with plenty of passion for the marque, and most importantly plenty of vision and skill too. After preparing a few customers' race cars, they took the plunge to support a 997 GT3 Cup car in the GT Cup series this year, currently sitting third in their class at attempt number one. With plans to continue the racing again next year, RPM will undoubtedly look to move up the standings, with the race team (run by their full-time technicians) acting as a halo for the skills and expertise on offer in the workshop.

With the workshop therefore going from strength to strength, and sales motoring along at a pace, RPM has rapidly become a one-stop shop for everything a discerning Porschephile could hope for. It will be exciting to see where business has developed if we return for our third tri-annual visit by the turn of 2017.

Company profile

- **Owner:** Ollie Preston, Darren Anderson, Greig Daly
- **Founded:** 2001
- **Location:** Long Marston, Hertfordshire, UK
- **Most unusual car sold:** A tuned 996 GT2, turning out in excess of 600bhp. Darren Anderson says, "It was an experience taking it out onto the road."
- **Air-cooled speciality:** 964s. When we visited there were no less than three Guards red 964s (two Carrera 2s and a Carrera 4) at RPM. All three featured original Design90 wheels and 'elephant ear' mirrors.

Contact

- **Website:** www.rpmtechnik.co.uk
- **Telephone:** +44 (0)1296 663824

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MODERN CLASSICS



1996 PORSCHE 993 CARRERA 3.8 RS - **LHD**

Metallic Midnight Blue. Low mileage example with many upgrades. Air conditioning, electric windows, 12 months MOT, service history, excellent bodywork, black full leather interior, excellent condition. 32,100 miles. Truly Sensational!



2008 PORSCHE 997 TURBO - RHD
23,000 miles with FSH. - Extensive features including Sport chrono package - 911 (turbo) - a modern classic in the making.



1989 PORSCHE 911 SPEEDSTER - RHD
Only 9,000 miles - the car is in as new condition and drives as if it had just left the factory. A true opportunity for the collector.



1995 PORSCHE 993 CARRERA 2 COUPE - RHD
Only 38,700 miles, with full service history, a number of upgrades and is in stunning condition throughout.



1989 PORSCHE 930 TURBO G50 - RHD
Excellent Condition throughout. Many extras and upgrades. Great value. 71,700 miles.



1989 PORSCHE 911 3.2 - **LHD**
Only 49,350 miles with FSH. Option of air-conditioning. One of the best examples we have come across for some time.



1987 PORSCHE 911 SUPERSPORT CABRIOLET - RHD
Original factory wide body example comes with full service history. Full Black leather with electric soft top. 60,000 miles.



2011 PORSCHE 997 TURBO S GEN 2 PDK - RHD
Only 12,800 miles. Metallic Basalt. Upgrades. Monumental performance - arguably the best colour combination.



1988 PORSCHE 930 TARGA TURBO - RHD
One owner car with only 10,200 miles - Solid Guards Red with Beige full leather interior. Absolutely stunning condition.



1962 PORSCHE 356B SUPER T6 CABRIOLET - **LHD**
Desirable 'Twin Grill' model with period chrome luggage rack. Exquisite example in Jet Black with Tan leather interior.

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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? We'd love to hear from you: editorial@total911.com.

Sales debate: Will 996 GT3 values overtake 997s?



Originally, this started out as an investigation into when 997 GT3 prices would start to rise. However, as RPM Technik's sales manager Greig Daly points out, "They've already started. 997s hit bottom last year, and cars we were trading for early £50,000s are now selling for mid- to late-£60,000s."

While 997 GT3 prices have gradually increased over the last year, 996 GT3 values have rocketed to the extent that some sellers in the classifieds are chancing their arm with asking prices on the cusp of six figures. But do the GT3 retail experts at RPM Technik and Paragon expect the 996 GT3 to regularly exceed the 997 version in the valuation stakes?

"When 996s slipped as low as £30,000, it was just nuts. That car is absolutely outrageous, and it was just too cheap," Daly explains. "Gradually, the best ones rose up to £40,000, and that dragged the rest of them up; it's simple economics of supply and demand, but everyone just woke up at the same time."

Daly feels that the reason for the 996 GT3's ever-increasing popularity is its ability to withstand hard track work. However, despite "a few people chancing their arm," he's unconvinced that values will continually eclipse those of the 997 GT3: "Perhaps 996 values will rise above 997 GT3s. I wouldn't be surprised, because nothing surprises me anymore in the modern classic market, but is it a better car than a 997 GT3?"

Jamie Tyler, head of sales at Paragon, initially answers "no", but on further consideration he explains, "It's difficult to tell; it's what people are prepared to pay for the good cars". Tyler does feel that the few 996 GT3s on the market at £80,000-£90,000 are "not worth anywhere near that." Both him and Daly would value such cars at around £55,000-£60,000.

However, Tyler can see why the car is enjoying a resurgence. "They were the last of that real, hardcore driving car," he explains, "whereas the 997 has got electronic dampers, and traction control was introduced which, personally, I didn't think the GT3 should have."

While both agree that some 996 GT3 values are optimistic, the experience provided by it is seeing it catch up the 997 on the open market. At some point rarity may play into the 996's hand, but until then the 997 continues to rule the roost.

(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

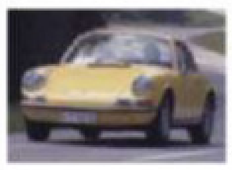


Like the E, the 911T's torque curve was now flatter, making the car more driveable. Ventilated discs from the S were fitted and a five-speed gearbox became standard.

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

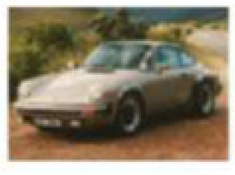


Larger engine resulted in an extra 40bhp, and an intercooler on top of the engine led to the adoption of a new 'tea tray' spoiler. Brakes were upgraded from 917 racer.

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

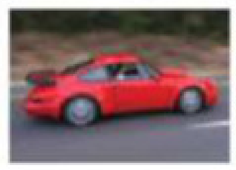


Rear-drive Carrera 2 offered an emphatically more traditional 911 experience, and was 100kg lighter, but looked identical to the Carrera 4. Tiptronic was a new option.

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

★★★☆☆

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: 1,104
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: 340
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: 7x16-inch, 225/55/VR16
Length: 4,291mm
Width: 1,650mm
Weight: 1,160kg
0-60mph: 5.1 sec
Top speed: 152mph
Issue featured: 118

★★★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

★★½☆☆

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

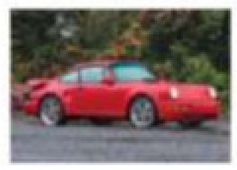


Around 120kg saved by deleting 'luxuries' and fitting magnesium Cup wheels. Power was boosted by 10bhp, suspension lowered by 40mm and uprated, as were brakes.

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

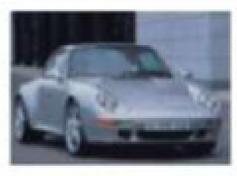


Fitted with two KKK turbochargers in order to reduce lag. Power went to all four wheels using the Carrera 4's transmission system. Brakes were 'Big Reds'.

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: 118

★★★½☆

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



‘Mezger’ engine

The water-cooled generation spawned one of the most legendary flat sixes

The ‘Mezger engine’ moniker is actually a bit of a misnomer, as legendary engine builder Hans Mezger has been designing Porsche powerplants since the Sixties. However, in the 911 world, the term has become synonymous with the engine fitted to GT3s (up until the introduction of the 991 generation).

Unlike the M96 and M97 motors with their ‘integrated dry sump system’, the M96/72 ‘Mezger’ engine utilises a true dry sump thanks to its roots in motorsport. The engine was initially designed for the twin-turbocharged 911 GT1 Le Mans racer, meaning that to reduce oil surge during hard cornering, oil is harvested from the GT1-derived crankcase by two scavenge pumps.

This oil is transferred to a separate, baffled oil tank (which is mounted to the engine) before oil pumps – one mounted in each cylinder head – pump the lubricating fluid through the various oil galleries.

The engine is very similar in design to the flat six found in the 962 prototype. However, where that powerplant used separate cylinder heads for each cylinder, the M96/72 uses a single head per bank. The four-valve head’s design is derived from the water-cooled 959, although extensive work was needed to mate it to the 911 GT3’s cylinder size. In the 996 GT3 Gen1 the bore was 100mm, with a stroke of 76.4mm while, by the Mezger unit’s swansong in the 997 GT3 RS 4.0, the bore had been expanded to its maximum of 102.7mm, with the remaining 200cc of capacity increase achieved by an 80.4mm stroke.

Thanks to its racing intentions, the GT3’s motor doesn’t suffer from IMS bearing failures like its M96 and M97 cousins. While the engine still uses an intermediate shaft to drive the camshafts, the oil pumps are driven directly by the crank. What’s more, the GT1-derived block has a different oil gallery design that ensures the IMS bearing remains lubricated at all times.

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: 117

★★☆☆☆

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 optional.

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: 118

★★★★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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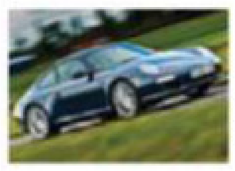
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Gen2 997 C2 2008-12



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: 10,500
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: 15,000
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
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: 118

★★★★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: 118

★★★★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: 2,200
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: 3,800
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: 2,000
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.

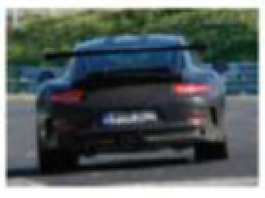
Production numbers: 1,963
Engine capacity: 3,800cc
Compression ratio: 12.5:1
Maximum power: 400bhp @ 7,400rpm
Maximum torque: 440Nm @ 5,600rpm
Brakes: Front: 340mm discs; Rear: 330mm discs.
Wheels & tyres: Front: 9x20-inch; 245/35/ZR20
Rear: 11.5x20-inch; 305/30/ZR20
Length: 4,491mm
Width: 1,852mm
Weight: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

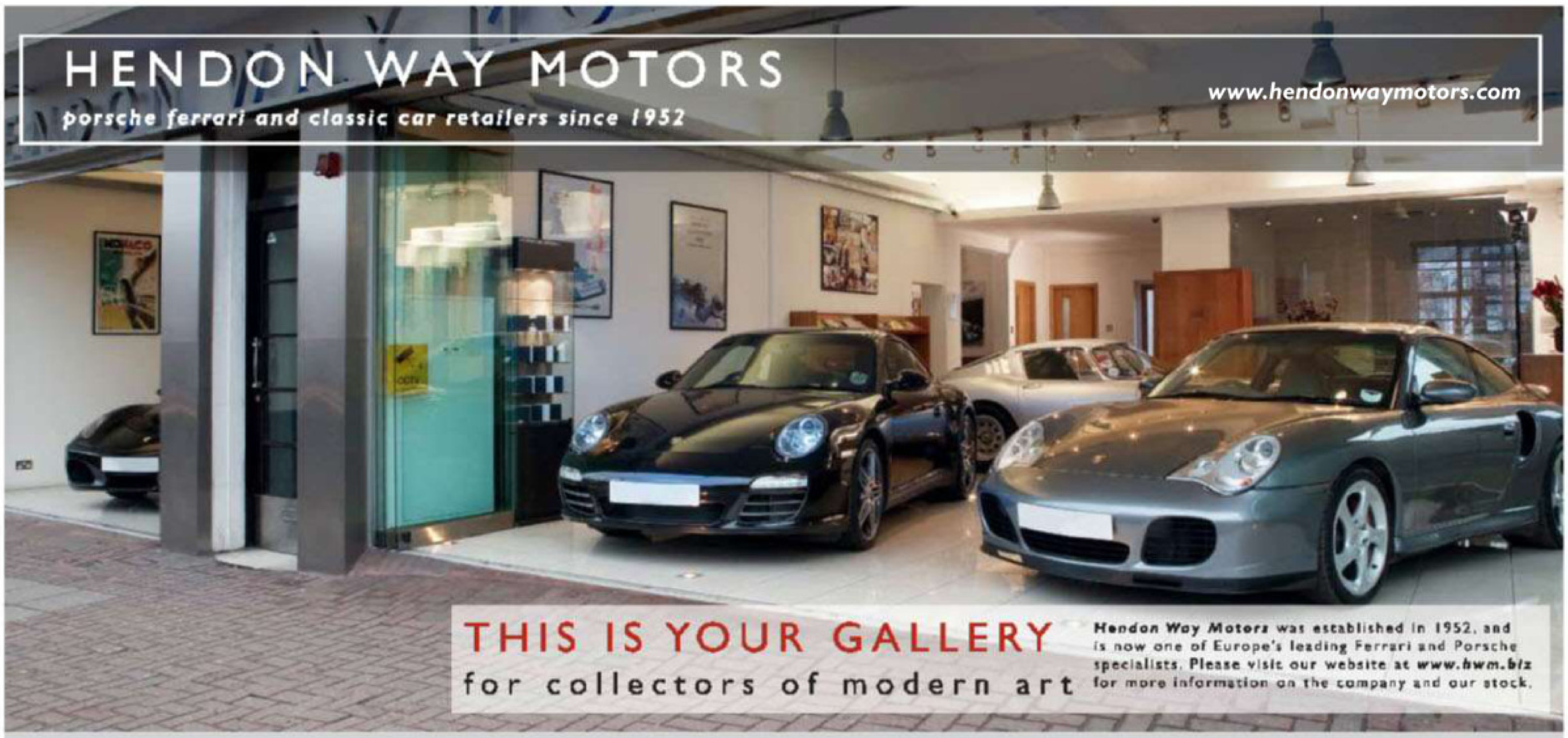
★★★★½

991 GT3 RS 2015-









PORSCHE 997 - TURBO, C2S, TARGA, CARRERA

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.

2007/56 - 997 TURBO COUPE MAN (GT SILVER) 26,000 Miles
Full Black Leather Interior, PSM, PASM, PCM, Sat Nav, BOSE Sound System, CD Changer, Chrono Pack Plus, Xenon Headlights, 19" Turbo Alloy Wheels, Full Porsche Service History.

2008 - 997 TURBO COUPE TIP S (BASALT BLACK) 19,000 Miles
Black Leather Interior, PSM, PASM, PCM, Sat Nav, BOSE Sound System, Porsche Crest Headrest, Xenon Headlights, 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.

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).

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.

2006 - 977 CARRERA 4S COUPE (BASALT BLACK) 39,000 Miles
Black Leather Interior, Manual, PSM, PCM, PCM, Sat Nav, Telephone, Heated, Memory, Sports, Fully Electric Seats, Sunroof, White Dials, Multi Function Steering Wheel, Alcantara Headlining, Rear Wiper, Rear Park Assist, Sports Exhausts, Climate Control, Full Main Dealer Service History.

2006 - 997 C2S COUPE TIP (BASALT BLACK) - 55,000 Miles
Full Black Leather Interior, PSM, PCM, PCM, Sat Nav, Telephone, Multi Function Steering Wheel, BOSE, Heated Sports Seats, White Dials, Switchable Sports Exhaust, Alcantara Headlining, Rear Wiper, Rear Park Assist, Climate Control, 19" Split Rim Alloy Wheels, Full Main Dealer Service History. Just Been Serviced.

2006 - 997 C2 COUPE MANUAL (BASALT BLACK) - 56,000 Miles
Sand Beige Leather Interior, PSM, PCM, PCM, Sat Nav, Telephone, Alcantara Headlining, BOSE, CD Changer, Climate Control, Sports Exhausts, 18" Carrera Alloys, Full Main Dealer Porsche Service History.

PORSCHE 996 - TURBO

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.

PORSCHE 993 - TURBO, C2S, C2, C4, CARRERA

1998 - 993 TURBO "S" COUPE MAN (SPEED YELLOW) 60,000 Miles
Black Leather/Carbon Fibre Interior, Litronic Lights, Yellow Dials, CD Changer, Yellow Seat Belts And Callipers, 18" Turbo S Alloy Wheels, Full Service History.

996 - 993 TURBO COUPE MAN (MIDNIGHT BLUE) 21,000 Miles
Grey Leather Interior, Electric Windows, Electric Mirrors, Air Conditioning, Becker Radio Player, 18" Turbo Alloy Wheels, Full Main Dealer 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.

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.

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 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, High End Sound System, 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.

1987 - 911 CARRERA 3.2 CAB 1989 (G50 GEARBOX) 126,000 Miles
Immaculate Blue Metallic Exterior, Full Marble Grey Interior, Matching Numbers Example, Matching Dark Blue Hood, Fully Electric Softtop, Period Correct Fuchs Alloy Wheels, Comprehensive Service History, Very Original Condition, 10 Years With The Same Owner, Kept With The Same Specialist For A Number Of Years.

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.

2008 - F430 SPIDER F1 (TITANIUM SILVER) 20,000 Miles
F1, Titanium Silver Exterior, Rosso Leather Interior, Carbon Fibre Trim, Ferrari Stereo, Telephone Module, Manettino With Sports And Track Settings, Climate Control, Ferrari Crested Headrests. Full Service History.

2003 - 360 SPIDER F1 (GRIGIO SILVER) 28,000 Miles
Black Leather Interior, F1 Gear Box, ASR, Challenge Grill, 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, 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) 9,700 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, 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 51,000 Miles
Blue With New Black Mohair Hood, Imported From Germany At 6 Months Old In 1998, Previously Owned By Hertz Germany, Clean, But Not Concours. A Well-Loved Italian Thoroughbred, Excellent Entry Into Sports Car Ownership.

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£199,995



356B Roadster (4-Speed)
Jet Black • Red Leather Seats • 15" Wheels with Chrome Hubcaps • Fully Restored • Matching Numbers Example • 1960
£169,995



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, PDK)
Guards Red • Black Leather Sport Seats Plus Touchscreen Satellite Navigation • 20" Sport Design Wheels • 6,180 miles • 2012 (62)
£69,995



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



911 Carrera 2 GTS (997 GEN II, PDK)
Amethyst • Black Leather Adaptive Sport Seats Touchscreen Satellite Navigation • 19" Centre Lock Wheels • 4,163 miles • 2011 (11)
£63,995



911 GT3 (997, 6-Speed)
Speed Yellow • Black Half Leather Sport Seats Satellite Navigation • 19" GT3 Wheels • 38,422 miles • 2007 (56)
£62,995



911 Carrera 2 GTS (997, 6-Speed)
Basalt Black • Black Leather Sport Seats 19" Centre Lock Wheels • Touchscreen Satellite Navigation • 20,598 miles • 2011 (11)
£59,995



911 Carrera 2 S (997 GEN II, PDK)
Basalt Black • Black Leather Seats • 19" Turbo II Wheels • Touchscreen Satellite Navigation 9,948 miles • 2011 (11)
£55,995



911 Turbo (997, Tiptronic S)
GT Silver • Black Leather Seats • Sport Chrono Pack Plus • Satellite Navigation • 14,461 miles 2008 (08)
£52,995



Cayman S (GEN II, 6-Speed)
Meteor Grey • Sand Beige Leather Seats 19" Carrera S II Wheels • Touchscreen Satellite Navigation • 17,574 miles • 2009 (09)
£30,995



Boxster 2.7 (987, 5-Speed)
Arctic Silver • Blue Leather Seats • 19" Sport Design Wheels • Heated seats • 36,125 miles 2005 (05)
£14,995

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997 Turbo 3.6 Tip (2008 - 08)
Basalt Black with Black Leather, Sat Nav, 43k miles.....**£47,000**



977 Turbo 3.6 Tip (2007 - 57)
Basalt Black with Black Leather, Sat Nav, 31k miles.....**£47,000**



997 "4S" 3.8 Gen 2 PDK (2009 - 09)
Basalt Black with Black Leather, Sat Nav, 41k miles.....**£45,000**



997 "2S" 3.8 Gen 2 PDK (2010 - 59)
Basalt Black with Black Leather, Sat Nav, 48k miles.....**£44,000**



997 "2S" 3.8 Gen 2 PDK (2008 - 58)
Silver with Black Leather, Sat Nav, 46k miles.....**£42,000**



Cayman "R" 3.4 Gen 2 (2012 - 12)
White with Black Leather, Sat Nav, 20k miles.....**£42,000**



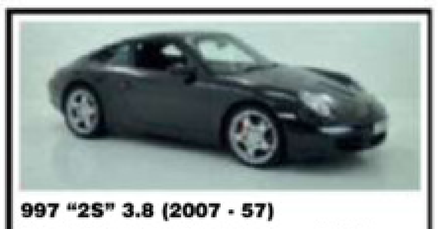
997 "4S" 3.8 (2009 - 58)
Basalt Black with Black Leather, Sat Nav, 37k miles.....**£38,000**



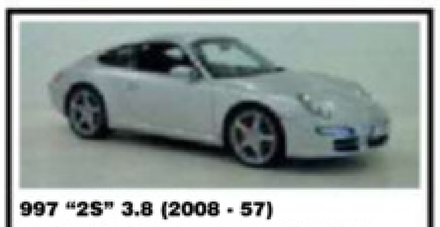
997 "2S" 3.8 (2008 - 08)
Basalt Black with Black Leather, Sat Nav, 35k miles.....**£35,000**



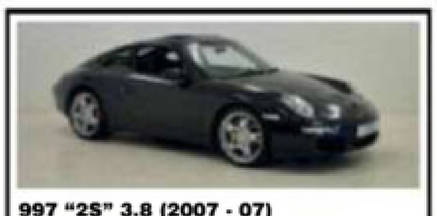
997 "4S" 3.8 (2007 - 07)
Basalt Black with Grey Leather, Sat Nav, 39k miles.....**£35,000**



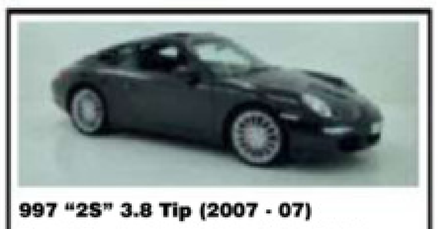
997 "2S" 3.8 (2007 - 57)
Basalt Black with Black Leather, Sat Nav, 46k miles.....**£33,000**



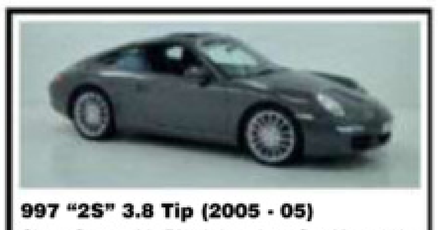
997 "2S" 3.8 (2008 - 57)
Silver with Black Leather, Sat Nav, 44k miles.....**£33,000**



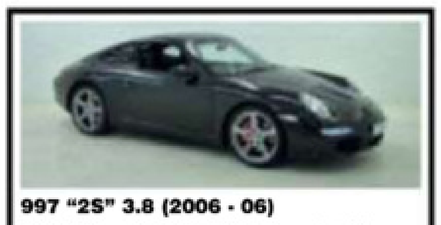
997 "2S" 3.8 (2007 - 07)
Basalt Black with Black Leather, Sat Nav, 46k miles.....**£32,000**



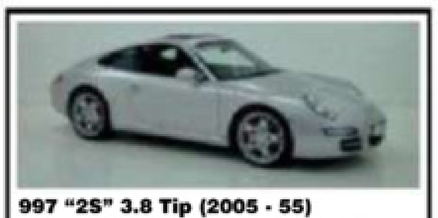
997 "2S" 3.8 Tip (2007 - 07)
Basalt Black with Black Leather, Sat Nav, 42k miles.....**£32,000**



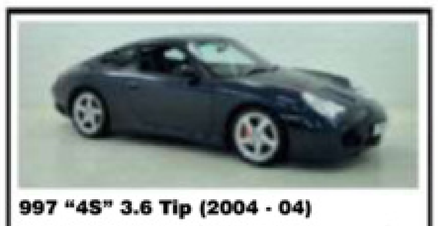
997 "2S" 3.8 Tip (2005 - 05)
Slate Grey with Black Leather, Sat Nav, 19k miles.....**£30,000**



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



997 "2S" 3.8 Tip (2005 - 55)
Silver with Black Leather, Sat Nav, 56k miles.....**£27,000**



997 "4S" 3.6 Tip (2004 - 04)
Midnight Blue with Ocean Blue Leather, Sat Nav, 49k miles.....**£24,000**

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

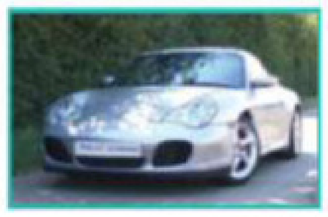
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Onboard Computer	Bi Xenon Lights	19" Turbo Alloys
PSM and PASM	Electric Sunroof	



2001 996 TURBO TIPTRONIC £31,995

Arctic Silver metallic with Stone Grey Leather interior 27,000 miles

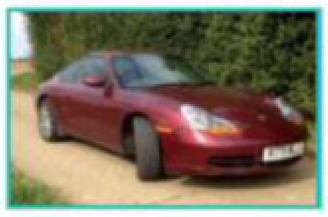
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Sunroof	Litronic Lights	
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2004 996 CARRERA C4S COUPE TIPTRONIC FACELIFT £19,995

Arctic Silver metallic with Metropole Leather interior 59,000 miles

Onboard Computer	AirCon & Climate Control	SatNav and Phone Module	Rear Park Assist
PSM	CD Multichanger	Sunroof	18" Alloy Wheels



1998 996 CARERRA C2 MANUAL COUPE £11,995

Arena Burgundy metallic, with Grey soft ruffled hide trim 56,000 miles

6 Speed Manual	Onboard Computer	AirCon & Climate Control
Factory Sunroof	CDR22 Stereo	18" GT3 Alloys



2007 996 CARRERA C2 3.6 COUPE MANUAL £29,995

Arctic Silver metallic with Black Leather interior 29,000 miles

6 Speed Manual	Onboard Computer	Sports Steering Wheel	Assist
SatNav Module	Litronic Lights	Rear Park	19" Turbo Alloys
Comfort Seats			



2006 997 CARRERA C4S WIDEBODIED CABRIOLET MANUAL £24,950

Basalt Black metallic, with Black hide trim 90,000 miles

6 Speed Manual	Bose Stereo Upgrade	PSM	19" Multispoke Alloys
Heated Seats	SatNav Module	PASM	
Litronic Lights		Black Hood	



2000 BOXSTER 2.7 MANUAL COUPE £4,495

Ocean Blue metallic with Sand Leather interior 114,000 miles

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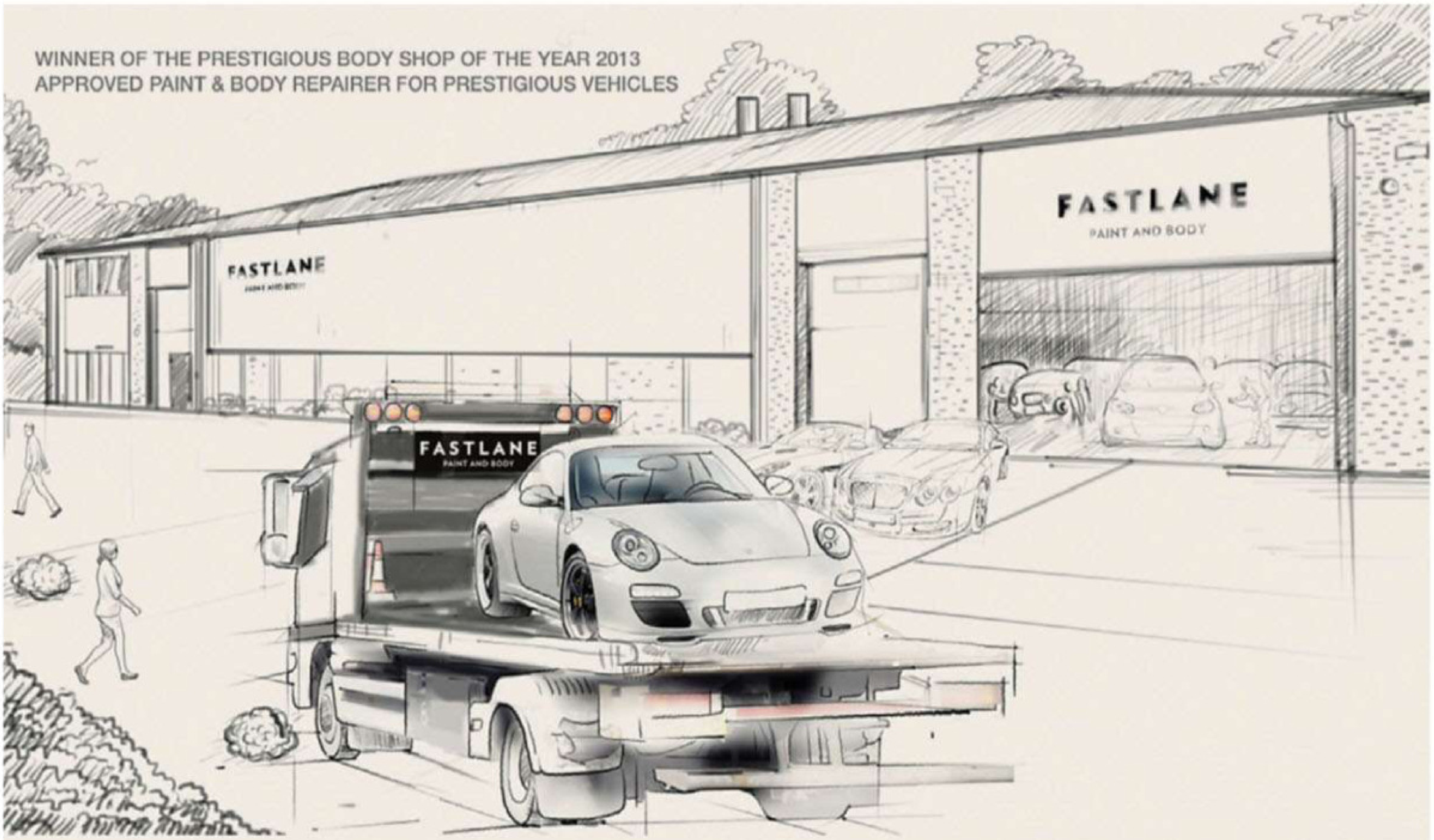
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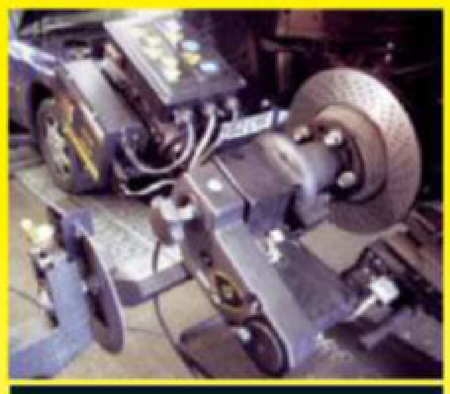
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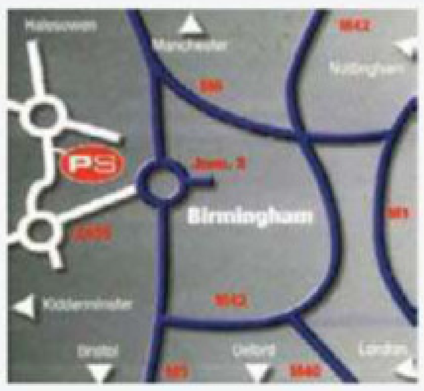
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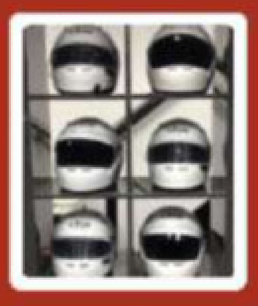


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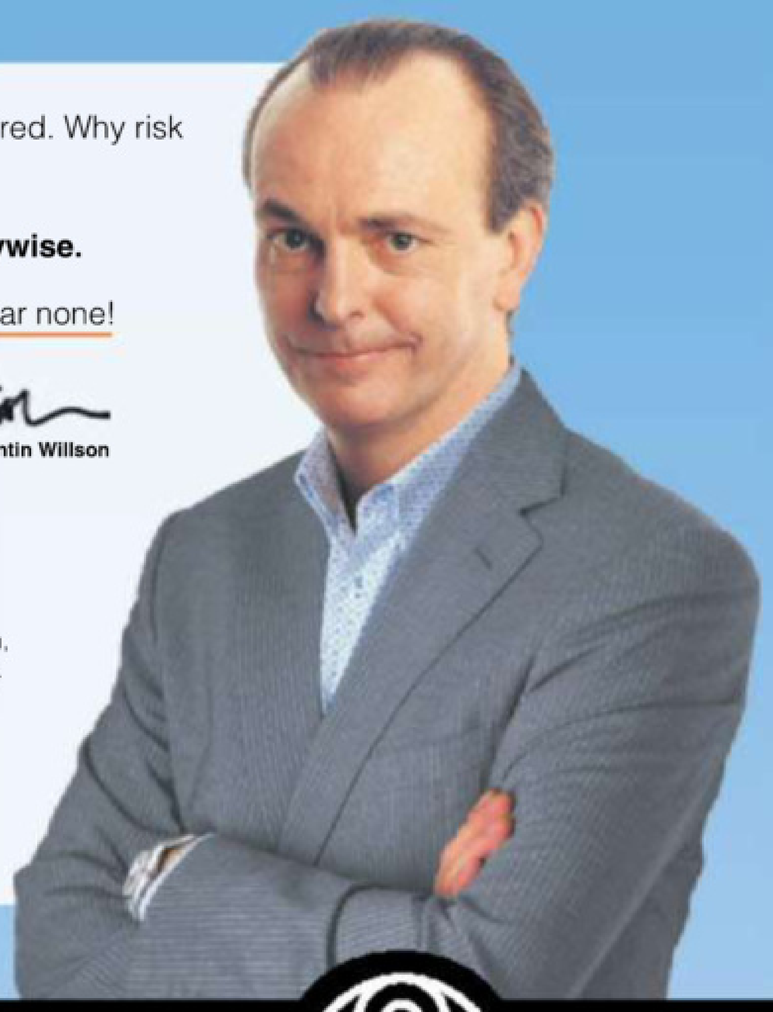
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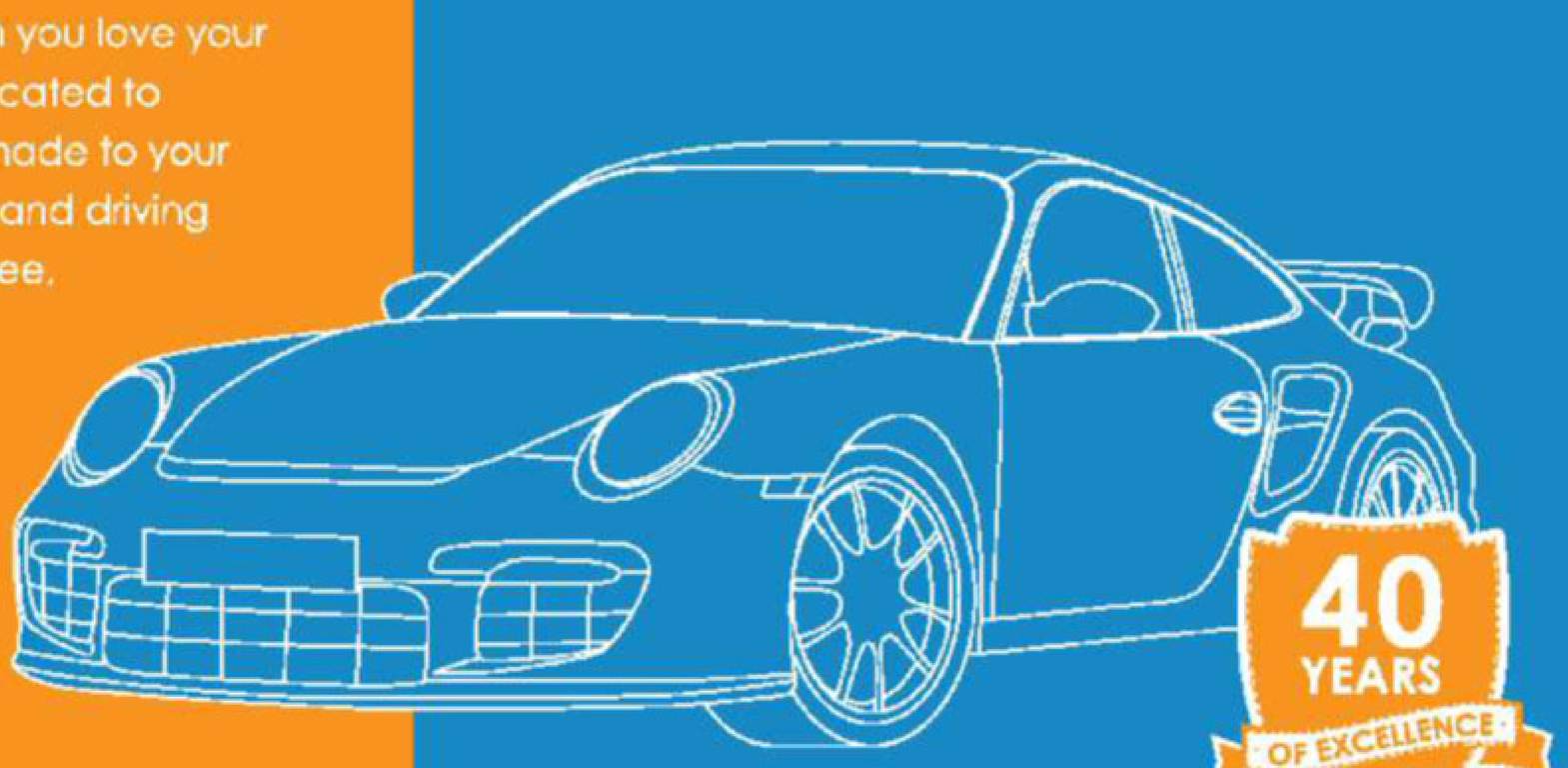
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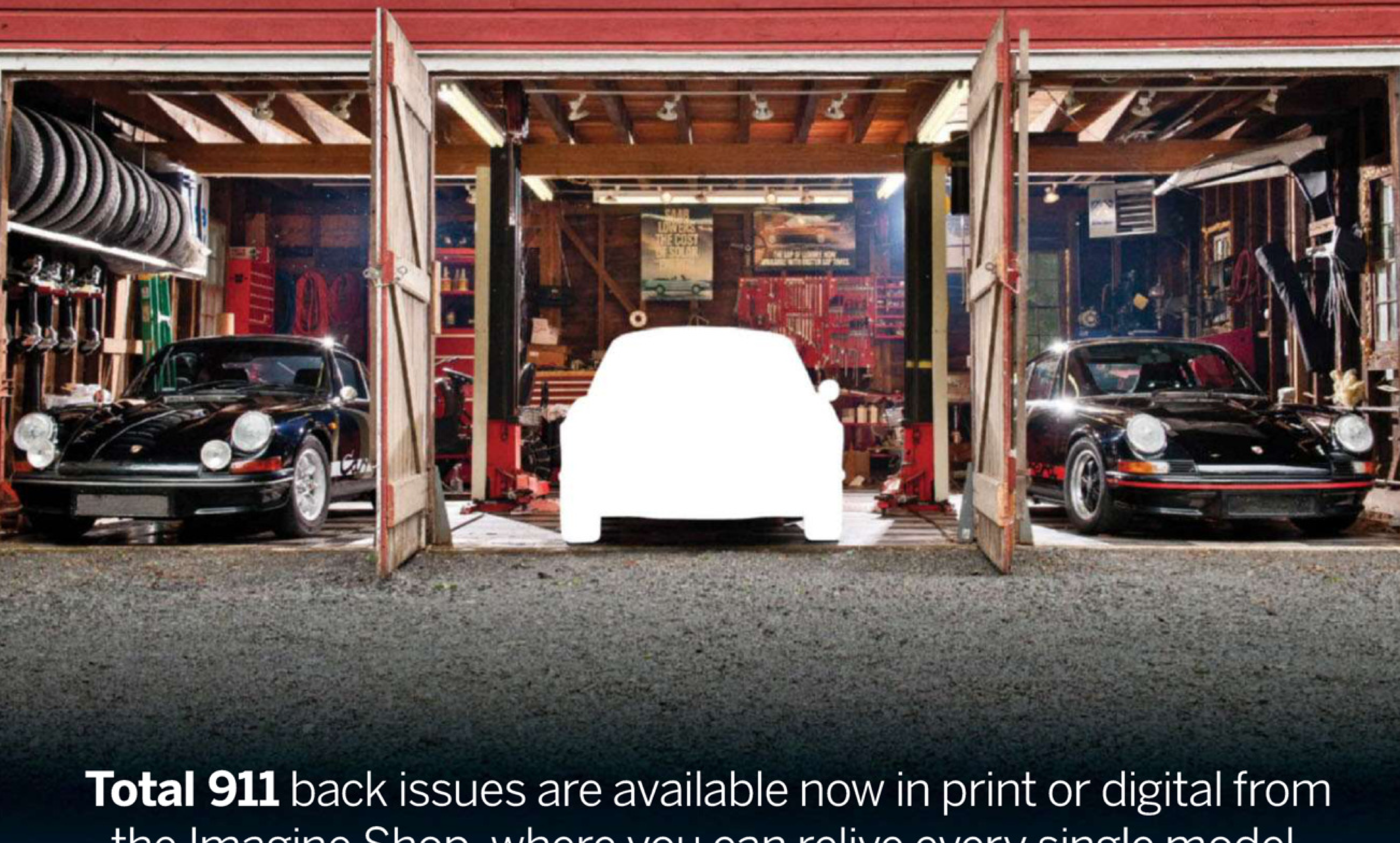
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Issue 120 is available to buy & download from 5 November

Contents may be subject to change

B4391, Ffestiniog, North Wales

Written by **Josh Barnett** Photography by **Alisdair Cusick**



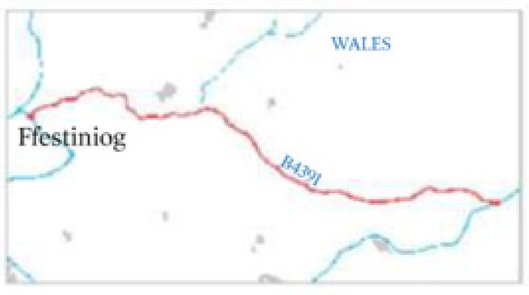




WHAT'S YOUR ROAD?
Upload your own great road via **total911.com** or let us know via Twitter **@Total911** and have your say

Essential info

LOCATION: Ffestiniog, Gwynedd, Wales
LATITUDE: 52°57'29.9"N 3°55'49.5"W



LENGTH OF DRIVE:
8.1 miles

POINTS OF INTEREST:
Llechwedd Slate Caverns, Blaenau Ffestiniog, LL41 3NB
www.llechwedd-slate-caverns.co.uk
Ffestiniog Steam Railway, Porthmadog, LL49 9NF
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Beginning in a community renowned for its mines and railway lies an intoxicating eight-mile route of B-road driving nirvana

The various A-roads that traverse north Wales are littered with caravans and lorries, but turn off the beaten track and you'll discover a wealth of deserted, twisty tarmac, with few stretches better than the B4391 from Ffestiniog.

Initially ambling through the remnants of the village as the speed limit opens out to national, the road ascends through a series of bends. Tackling the road, its sweeping nature allows me to pick up more speed in the 3.4-litre 991 as the hills of southern Snowdonia sit to the west.

The road continues its rolling nature, now gradually meandering up and downhill over the course of the next few miles, throwing in a few blind bends that tighten up on the exit. I'm now deep into a valley, with gorse bushes to my right and more imposing hillsides to my left. If the road doesn't float your boat then the landscape most certainly will.

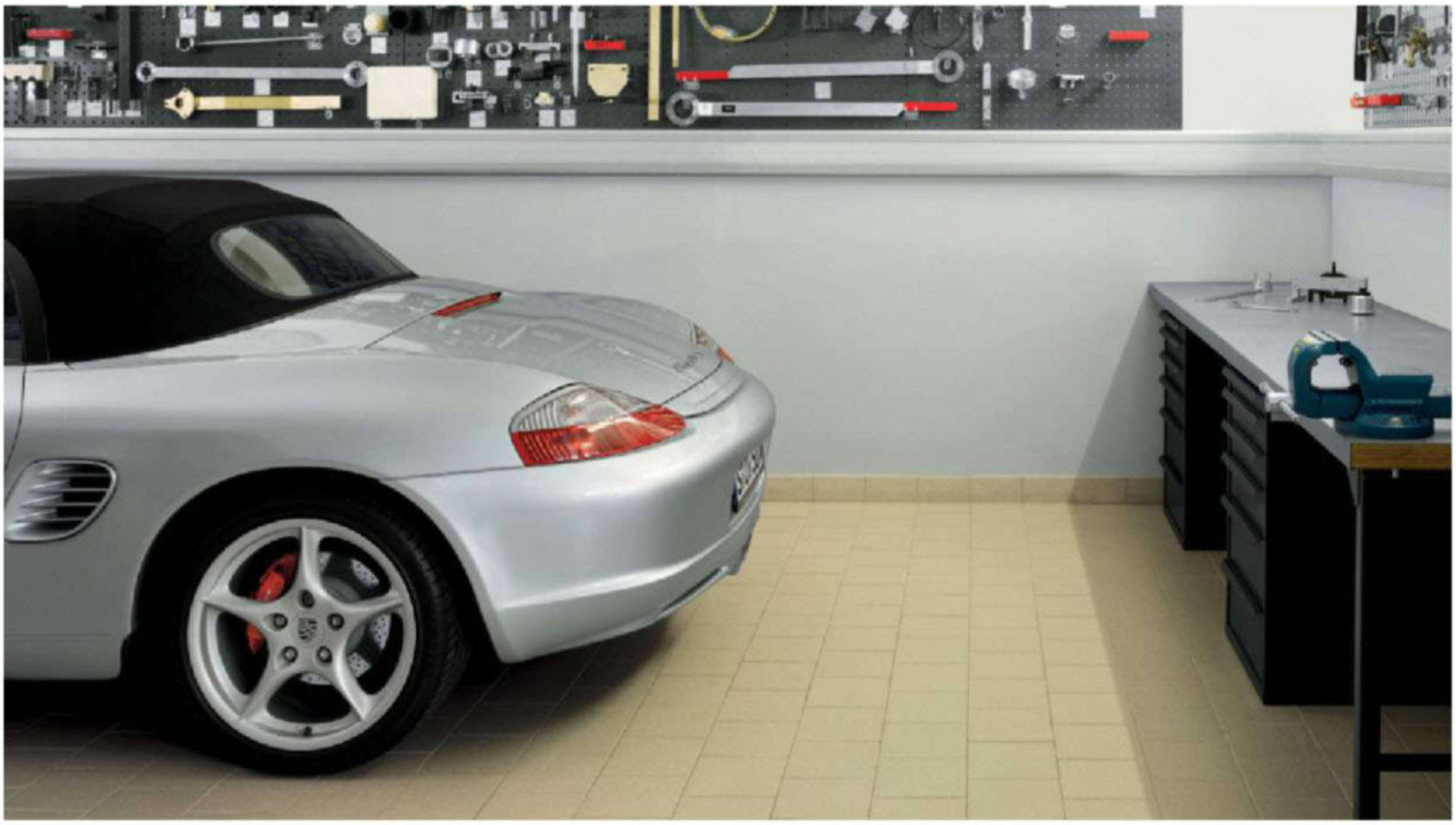
Some of the corners are now providing good sightlines, letting me take more of a racing line, but soon the edges close in as I race uphill. This roughly signals the halfway point, with the corners tightening and requiring more use of the second gear. A perilous drop replaces the countryside to my right, a knee-high rock wall being the only thing between me and disaster.

The flat six echoes off the sheer rock face to my left as I shoot downhill. My verticality provides an advantage, as I can spot any traffic for miles around, and this is possibly one of the most rewarding points on the route. It's particularly spectacular on a summer's evening, as the warm glow from the sun adds extra visual drama.

Beyond this, the road migrates onto a straighter blast, the already-impressive surface improving further. The hilly vistas remain impressive, before a plunging, off-camber left-hander sends us into a forested section.

The final few miles are peppered, like the whole route, with a range of corners, blind crests, cambers and sheep, all of which add up to an intoxicating mix that had us driving the route over and over again.

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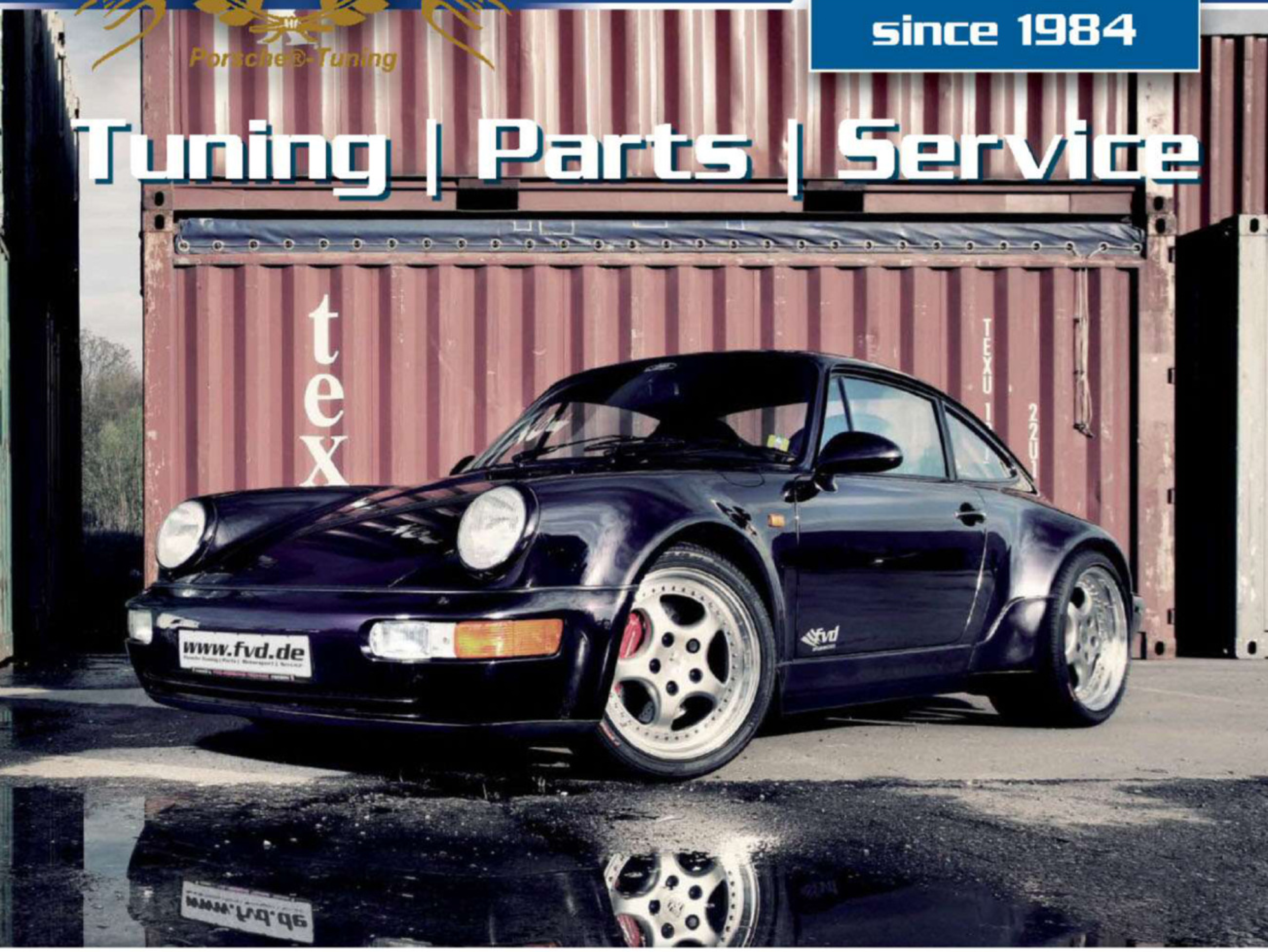
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