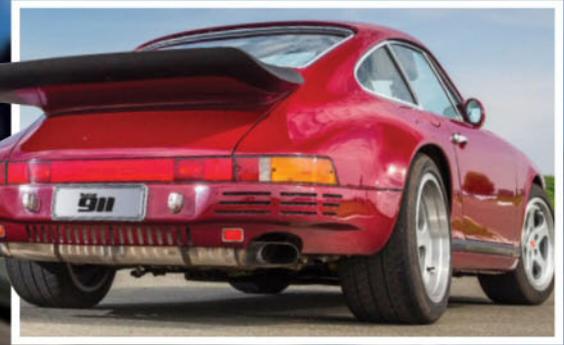


Total 911

THE PORSCHE MAGAZINE

YELLOWBIRD!

DRIVEN: The fastest car of 1987 – and it wasn't built by Porsche



www.total911.com

HISTORY OF RS

Every Rennsport 1972-2015 profiled



**991
GT3 RS
FIRST LOOK!**



RENNSPORT MASTERS

997 showdown: How does the halo 4.0-litre RS topple the sensational 3.8-litre GT3 RS?

934.5

How Weissach made a lightweight 911 Turbo racer



CARRERA 3.0

Is the predecessor to the 911 SC Porsche's best forgotten classic?



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ISSUE 125



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Welcome



As soon as Matthias Müller had unveiled the new 911 GT3 RS to the world from the 2015 Geneva Motor Show, so began a process among Porsche Centres of allocating build slots of this latest Rennsport to expectant customers.

The immediate forecast was positive for those who had placed deposits: Porsche AG confirmed a total of 42 new GT3 RSs will be delivered to Britain. This is a higher number than the 38 that Porsche Centres (and **Total 911**) had been told to expect. That means that some UK Porsche Centres were given as many as four examples to allocate.

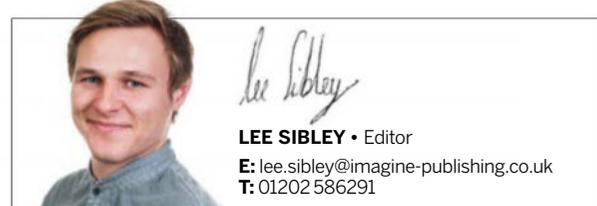
Once a Porsche Centre has its total allocation of a limited-run car confirmed by Porsche AG, normal protocol is to then assign build slots to customers in order of who placed a deposit first. In some cases, basic historical checks take place to determine the likelihood of the new car being 'flipped', in order to protect the integrity of the sale. This is a fair process

and one the majority of OPCs stick to rigorously, yet we've seen – especially with this GT3 RS – that's not always the case.

There have been several individual cases where, after placing deposits for the new GT3 RS and told to expect the car for more than a year, customers have not been given a build slot after all. Although desperately disappointing, we must concede this is a fairly common practice among exotic dealerships today. However, we've also been told by more than one source that those who bought a 918 were offered the 991 GT3 RS first and, if true, this sets a dangerous precedent.

If Porsche aren't careful in guarding the interests of avid enthusiasts when it comes to new 911s, we'll see a situation identical to 991 GT3s where a plethora of unloved examples are available on the used market with just hundreds of miles on the clock. The 911 has nurtured a proud following through its illustrious history, and that should never be forgotten – especially by those who sell them.

“The 911 has nurtured a proud following through its illustrious history”



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1911 Opening Shot

The public unveiling of the 911 GT3 RS has signalled a new dawn for the fabled 911 Rennsport. Boasting a new 4.0-litre DFI engine producing 500hp, all build slots have already been allocated for the £131,296 supercar.

Photograph by **Porsche AG**



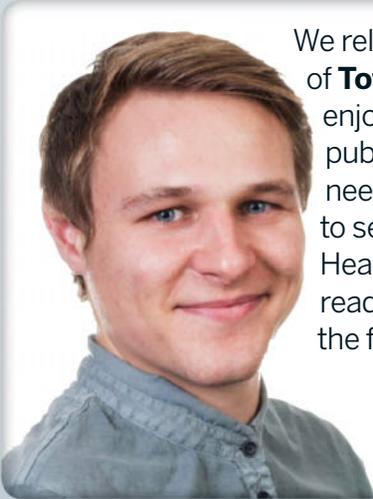
The new Cay...

GT3RS

911 GT3RS

Join our **Total 911** Reader Panel today!

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We relish creating each and every issue of **Total 911**, hopefully as much as you enjoy reading it. In order to make the publication even better, though, we need to know what YOU would like to see when you pick up a new issue. Head to our website and take our reader survey and let your input shape the future of our great magazine.

Lee Sibley

Lee Sibley
Editor



Join our panel and help us make the magazine even better!





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“Both these 997s are scintillating modern Rennsports”

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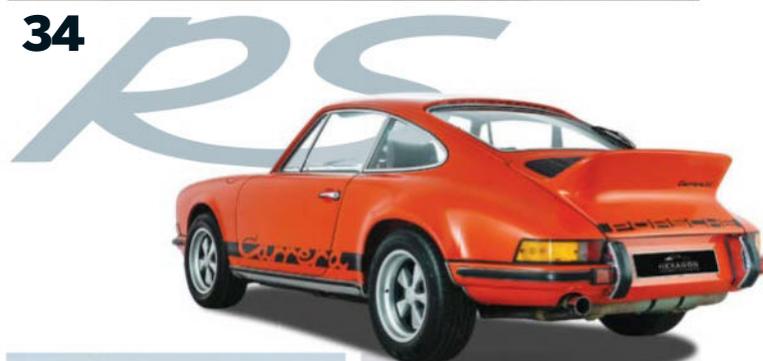
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Update

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



Ruf launches Turbo Florio at Geneva

Turbocharged power wrapped in a Targa package courtesy of German manufacturer

During last year – the 40th anniversary of the 911 Turbo – rumours were floating around that Porsche was going to do something it hadn't done since 1987: build a 911 Turbo Targa. Despite this, three months into the 911 Targa's 50th year of existence, the likelihood of a roll-barred 991 Turbo from the Zuffenhausen factory is still a pipe dream.

However, should you want turbocharged power complete with the Targa's unique alfresco experience, pioneering German 911 tuner Ruf – a manufacturer in its own right – has once again beaten Porsche to the draw, releasing its Turbo Florio at the Geneva International Motor Show. The name is a neat play on the Targa Florio road race, which lent its name to Porsche's own open-top 911 in 1965.

Visually, the Ruf Turbo Florio takes the standard 991 Targa and adds a number of its usual aesthetic touches, such as the latest iteration of the trademark five-spoke alloys wheels, a fixed ducktail rear wing, GT3-style radiator exit vents in the front bumper and a carbon fibre rear diffuser. Ruf's ubiquitous yet subtle rear arch intake vents also make an appearance, feeding air into a pair of intercoolers.

The 3,800cc engine itself is twin-turbocharged, producing 630 horsepower at 6,500rpm, making it 12.5 per cent more powerful than a standard Porsche 991 Turbo S. Torque is also impressively increased, with a total of 825Nm in reserve at 3,000rpm. The end result is a 991 Targa capable of 205 miles per hour, more than enough to put the wind right through your hair. As is the

way at Ruf, there are plenty of options, with the Turbo Florio available with either a six-speed manual or the seven-speed PDK gearbox. Even more interestingly, both four and rear-wheel drive versions will be available, the latter undoubtedly providing a more GT2-esque driving experience.

Alois Ruf Jr's company is no stranger to innovation. In 1977, it bored out the original 930's engine to 3.3 litres, a year before Porsche would make a similar move. And when Zuffenhausen had caught up in the turbocharged stakes, Ruf released the SCR in 1978, creating a 3.2-litre naturally aspirated flat six with 217 horsepower, predating the 3.2 Carrera by a full six years. You can read more about Ruf's incredible 911-based cars in our test drive of the iconic CTR on page 42.



Total 911 launch prestigious awards for 2015

We're going to celebrate the very best in the world of Porsche 911s each year

Total 911 magazine will host its first annual Awards for Excellence in the autumn of 2015. In a rapidly expanding Porsche 911 enthusiast community, the awards will celebrate those whose work or service deserves internationally recognised distinction.

Awards are in place to honour both independent specialists and the official Porsche Centre network throughout a range of sales and servicing-specific

categories. Winners will be decided via a public vote and a specialist judging panel.

Both readers and those involved in the Porsche 911 industry will be invited to attend the prestigious award ceremony, to be held in a top London venue. There will be a number of guest speakers as well as a selection of rare 911 exotica on display. Look out for more info in upcoming issues and on the Total911.com website.

What's on in 2015

April		May	
New York Auto Show 1-12 April Porsche heads to the Big Apple for the second major American motor show of the year	Porsche Club GB AGM 18-19 April The Club Officials' conference is followed by the annual general meeting at Cornbury House	Porsche Tour of Provence 21-27 April Take in the incredible French Alpine passes as part of this official Porsche driving holiday	California Mille 26-30 April 1,000 miles over four days on California's best roads. What's not to love?
			991 GT3 RS arrives May The latest in a long line of Rennsport icons should arrive in showrooms in time for summer
			RM Sotheby's Fort Worth 2 May The Andrews Collection goes under the hammer in Texas, with a 930 3.3 among the lots



Porsche Classic navigation announced

Modern technology for classic Porsche 911s now available

It is easy to take Porsche Communication Management and its many talents for granted. However, if you own an air-cooled 911, navigation is by way of maps, and third-party hardware is required in order to connect your smartphone. Until now.

Porsche Classic has released a newly developed navigation radio, designed to fit in the DIN-1 slot on Porsche 911s, from the early pre-impact-bumper cars right the way through to the 993 generation, providing modern technology in a classically styled package.

Comprising two PCM-like dials, six discreetly integrated buttons and a touch-sensitive 3.5-inch display, the new unit's radio has been optimised by Porsche Classic to work with the single telescope aerial

often found fitted to classic 911s. The radio comes with both a built-in and external microphone, while the integrated 4x45-watt amplifier can be connected to the original sound system with an adapter cable.

Perhaps the most exciting function of the new unit though is the navigation function, the concept of which is based on the current PCM system. Stored on a microSD card with 8GB of memory, the country-specific maps are updated regularly and have been verified by numerous trial journeys. What's more, maps can be viewed in either 2D or 3D, with a choice of arrow styles also available.

The new device is available immediately for German customers, priced at €1,184 (£837/\$1,251).



Müller joins VW board

Head of Porsche AG will remain CEO at Zuffenhausen

Matthias Müller, president and CEO of Porsche AG, has joined the board of management at Volkswagen Group, Zuffenhausen's parent company. The 61-year-old's functional responsibility on the Volkswagen Group board will be as 'Chairman of Dr. Ing. h.c. F. Porsche AG', however he will retain his role as CEO at Zuffenhausen.

Müller began his career within the now-VAG umbrella in 1971, joining Audi AG where he would go on to coordinate the planning of the new Audi A3 in 1993. After overseeing Volkswagen's product planning and management from 2007, Müller joined Porsche in 2010. Since his arrival, Zuffenhausen has thrived with a bolstered line-up both overall and within the 911 range. In 2014, Porsche delivered 17.1 per cent more cars worldwide than in 2013, helped by the release of the popular Macan SUV.

In brief



Racing 911 oil filter

Continuing the expansion of its classic reproduction line-up, EB Motorsport has released a Porsche 911 oil filter assembly for historic racers. As with the original component, the main filter housing and cap are made from cast magnesium, with all manufacturing details faithfully recreated. Each system has been pressure tested, with the relief valve set to a nominal 100psi.

The racing oil filter assembly is EB's most complex part to date: "The only items we haven't had to reproduce are the nuts and washers, one ball bearing and the 'grenade filter' assemblies," explained EB boss Mark Bates.

Priced at £2,495 plus VAT, the new filter system is available for delivery now. For more information, email sales@eb-motorsport.com.

New Alcon distributor

Über9s Limited – the Silverstone-based sister company of renowned GT and Turbo specialist, Fearnspout – has been named as the new Alcon distributor for Porsche customers throughout Britain and Europe.

Alcon, the British brake and clutch specialist, has supplied winning brake systems to teams in all forms of motorsport and has an extensive range of braking products for GT2, GT3 and Turbo models of the Porsche 996, 997 and 991, all of which are available through Über9s.

Whether a trade or retail customer, for more information, head to www.uber9s.com, where Alcon discs, bells and other hardware can be ordered, along with Pagid brake pads and fluid.

911 in Motorsport

The latest news and results from racing series around the globe



FIA WEC 2015: preview to the Six Hours of Silverstone

A new season of the World Endurance Championship is set to kick off on British shores

After a long winter of preparation, the 2015 FIA World Endurance Championship will kick off on 10-12 April with the Six Hours of Silverstone in Great Britain, the now-traditional season opener for the premier sports car series. After finishing as runner-up to Ferrari in all three GT classifications last year, Porsche will be hoping to kick off its GTE-Pro campaign with a follow up to its one-two in the 2014 running of the Six Hours of Silverstone.

Last year, Porsche – using the event as its 24 Hours of Le Mans warm-up – triumphed in the British WEC round, with the #92 Porsche 911 RSR of Frédéric Makowiecki, Richard Lietz and Marco Holzer (pictured top right) leading home the sister #91 car of Patrick Pilet, Jörg Bergmeister and home hero, Nick Tandy.

After dominating proceedings at Silverstone, a 991 RSR would not top the podium until round six in Shanghai, by which time the AF Corse Ferrari squad had racked up three victories, including the double-point-paying Le Mans.

Weissach will be hoping for more consistency in 2015 as the ambitious team chases its first world championship since the factory returned to frontline motorsport in 2013. In an effort to take that inaugural WEC, Porsche Team Manthey has rejigged its 2015 GT line-up, as revealed last issue. Silverstone will mark the debut for the all-new pairing of Lietz and Michael Christensen in the #91.911 RSR while the #92 car will be driven at the home of British motorsport by Pilet and Makowiecki.

In the GTE-Am ranks, Porsche will be represented by the Proton Racing squad. In 'Abu Dhabi-Proton' guise, the German team fields a 911 RSR for Christian Ried, Klaus Bachler and Khalid Al Qubaisi. On the other side of the garage, under the banner of 'Dempsey-Proton Racing', a second RSR will see Patrick Dempsey make his full-time WEC debut alongside factory driver Patrick Long and Marco Seefried.

After coming within 20 minutes of winning at Silverstone last year, Tandy will be back out in the six-hour event in 2015. However, unlike 2014, the British ace will not be at the wheel of a Porsche. Instead, Tandy will race in the LMP2 class in a KCMG-run Oreca as part of his prototype preparation. For more, check out his column overleaf.

2015 Carrera Cup GB season preview Strong opposition for Josh Webster's Carrera Cup crown in 2015

Reigning Porsche Carrera Cup GB champion Josh Webster will face stiff competition at Brands Hatch as his 2015 title defence kicks off this month on the shorter Indy circuit layout, the scene of his sports car debut last year.

After a modest inaugural year with the 991 GT3 Cup car, the Carrera Cup GB has seen its grid size swell ahead of the new season, with a number of new drivers and new teams joining up. Heading the entry list with #1 on his GT3 Cup car is **Total 911** columnist Webster, who has made the switch to Team Parker Racing during the off-season. He will be joined at his new stable by Stephen Jelley (third in the Carrera

Cup GB in 2010 and 2011) and ex-European Renault Clio Cup champion Josh Files.

At Redline Racing, Michael Meadows will once again lead the charge under the Samsung Racing banner where he will be joined by ex-F3 driver Nicolas Latifi. Dan Cammish, another single-seater convert (and protégé of Nick Tandy) will also line up with the championship-winning squad.

As revealed in issue 123, Dino Zamparelli will drive for Parr where he will join Paul Rees, Carrera Cup winner at Rockingham last season. Ignas Gelzinis will drive for Jura Racing while Ryan Cullen switches from GP3 to the 911 series with G Cat Racing.



Motor racing in 2015

April

Carrera Cup GB Rd 1

4-5 April
Josh Webster kicks off his title defence around the Brands Hatch Indy circuit

British GT Oulton Park

4-6 April
Toughest national GT championship in the world starts at one of the UK's toughest tracks

FIA WEC Silverstone

10-12 April
Porsche begins its World Championship hunt at the home of British motorsport

Blancpain Endurance Series Monza

10-12 April
Three hours of racing around Monza kicks off the Blancpain Endurance Series in 2015

USCC Long Beach

17-19 April
The Porsche 911 RSRs will be in action around the Californian street circuit

VLN Rd 2

25 April
The Nürburgring Nordschleife hosts the second round of its endurance championship

Total 911's racing columnists



Supercup superstar: Ben Barker

In motorsport, your plans are always changing. I started the year aiming to get a full-time drive in the Tudor United SportsCar Championship, but while racing in the US endurance events is still a goal for 2015, since getting back from Bathurst an incredible opportunity has presented itself. It's certainly brightened my mood after leaving the Australian sunshine behind.

It's looking really likely that I will be back in the Porsche Supercup for another tilt at the most coveted title in Porsche motorsport. Last season brought me my first podium in the series, but I couldn't quite get my first win. It's fair to say I've got unfinished business in the Supercup and in 2015 nothing less than the title would satisfy me.

At the end of last year, if you'd told me I'd probably be back in the Supercup in 2015 I wouldn't be disappointed, but I'll happily admit it wasn't my number one aim. However, I've got renewed motivation for the season ahead as the potential project ahead of me looks like a really interesting challenge. I can't

Ambitious plans for a Supercup title tilt in 2015 have come on apace since Barker's Australian adventure

reveal too much just yet – all will be announced at the media test day in April – but it's safe to say this could be my best-funded championship campaign yet.

If I can pull the deal off, my 2015 GT3 Cup car will carry the colours of a pretty large company and, while my rumoured teammate for 2015 doesn't look like a slouch, it will be great for my development to be the number one driver. While I had lots of fun racing alongside Kuba last year, if I look back on it objectively, it wasn't what I needed to raise my game to Supercup-winning levels. However, this year I need to be more ruthless and, if I've got a team focusing the majority of their efforts on me, that shouldn't be a problem. It's no more Mr Nice Guy.

There are certainly worse places to be racing than the Porsche Supercup, jet-setting around the globe following the Formula One circus. At the end of the day, whether in the USCC or the Supercup, my ultimate goal is to be a professional racer.

Before this Supercup deal came about, I was also looking at opportunities in the Carrera Cup Asia – after all a certain Earl Bamber did pretty well out

there. Unfortunately, all the good seats have already been taken, but instead it looks like I will be doing at least a few rounds in the even stronger Carrera Cup Deutschland. As I've said before, the Supercup on its own doesn't give you enough seat time, so to combine it with a drive in such a tough championship will definitely help me raise my game and put me on a good footing for a title tilt.



Carrera Cup champion: Josh Webster

There's been a lot happening over the past few weeks with sponsor partner meetings and family discussions, with many cups of tea at the kitchen table about our plans for 2015.

Unlike many other drivers, I don't have a management team so all the hard work behind the scenes is done by my family and it's been a challenging few weeks trying to get all the details sorted out. The twists and turns of the world of motorsport are difficult to negotiate and hard to understand sometimes. It's not just Formula One that has these problems!

Last week I was delighted to be able to announce that I will be racing in 2015 with Team Parker Racing to defend the championship title that I won last year with Redline Racing. I had a fantastic season with Simon Leonard's Redline team and I had a great relationship with the guys, especially my mechanic Alan Hudson, so I am sad not to be working with him this year.

It's exciting to defend my title with a new team and I have never been so stimulated to start a race season! This is the same team that took Justin Sherwood

The season is about to begin and Josh will be defending his Carrera Cup GB title with a new team



(above left) to Pro-Am1 honours last year so I am thrilled to join Stuart Parker's team. They have a long and successful history in the Porsche Carrera Cup championship and a great engineering pedigree. I'm confident we're going to have a superb year.

Some more really brilliant news is that I have a top driver as my team-mate. Stephen Jelley (32) has a great racing CV with experience in racing at the front in



Porsche Carrera Cup and British Touring Cars. I'm so happy to work with someone so experienced and I'm sure we'll work well together to ensure Team Parker Racing has great success this year.

At the time of writing we have just completed our first test and it went really well. We're just putting the finishing touches to the design of the new car livery, so the purple and white car will be back again this year!



The factory driver:

Nick Tandy

gives his views from beyond the pit wall



Expanding my horizons in the WEC

Our factory columnist will be racing at Silverstone but not in a Porsche. Nick explains all...

I had been a fair gap between Daytona and Sebring, so it was good to get racing again. I felt ready. I'd been driving the 919 as part of a week-long endurance test at Aragon a few weeks before and Porsche had managed to keep us busy with things like our annual training camp, so while it kept us away from home, we weren't competing. As ever, it's the racing I am always really geared up for.

With the 12 Hours of Sebring now out the way, there aren't many gaps left in my schedule for the season ahead, especially as I've just signed a deal to race in the LMP2 class of the FIA World Endurance Championship. I won't be quite as busy as some years past, like in 2012 when I did about 30 race weekends across GT Open, VLN, GT Masters, ALMS and British GT, but it won't be far off. I will be racing in a minimum of around 16 or 17 races this year, and the amazing bit is the majority will be in the two biggest sports car championships in the world! With the WEC being spaced out all the way until November, it should actually be quite a relaxed calendar; quite a few of the Porsche GT guys have done both series before so it's not out of the ordinary.

However, the car I will be driving in six out of the eight WEC races certainly is out of the ordinary for a Porsche factory driver. When I'm not competing

in the 919 Hybrid LMP1 car at Spa and Le Mans, I will be driving for the KCMG squad in an LMP2 class ORECA. It was something the LMP1 team at Porsche suggested earlier in the year, with the initial plan of running the tracks at the tail end of the WEC season. They're circuits I haven't raced at before, so it would give me some much-needed experience in Fuji and China.

I also expressed an interest in doing Silverstone at the start of the FIA WEC calendar, primarily because it is my home race and it would be good to go there with a chance of victory, as I did in the 911 RSR last season. On the back of that we agreed I should also do the Nürburgring and Austin races, so it suddenly turned into a 75 per cent campaign in a championship-candidate LMP2 car. Not a bad schedule at all!

The primary aim of my programme with KCMG is to give me vital prototype seat time ahead of 2016. While it's not too hard to adapt to driving a prototype – as proved in the 919 tests at the end of last year – I haven't done any racing in one, so it will be useful getting to grips with passing slower traffic. Dealing with GT cars from a prototype perspective isn't something I've ever done before, and while the LMP2's cornering speeds are still a way away from the 919, they're closer to the LMP1 pace than a GT car.

We approached KCMG because they put in a good performance last season and we got a chance to see their skills first-hand from the pit lane in 2014. It also helps that their WEC base isn't far from Stuttgart, so it was a logical place to start looking. Fortunately they had a seat available for a driver like me.

The whole situation has been managed really well because there is no compromise. Neither the 919 programme nor the LMP2 programme interfere with my GTLM racing in the States, which still remains my number one focus. After Le Mans, I can still put all of my effort into helping Porsche take titles with the 911 RSRs in the United SportsCar Championship.

Expanding my experience in a non-Porsche prototype will always help because I've found that driving different machinery allows you to adapt. Sometimes in racing you may encounter problems you've never been faced with before, but if you have experience driving different cars in different situations, you can draw on that and manage any issue better than a driver who is perhaps only used to the normal behaviour of a single type of car. Plus, with three potentially race-winning cars to drive this season, I'm hopefully increasing my chances of success. I can't wait for it all to begin!

Porsche lifestyle

Total 911 brings you some of the best cleaning goods for your Porsche 911



1 Autoglym Bodywork Shampoo From £5.99

Any good car clean starts with a good wash and for that you'll need shampoo. From the UK's premier cleaning specialist, this bodywork shampoo will give a streak-free shine with a pleasant, fruity scent.

www.autoglym.com

5 Autoglym Wheel Protector £9.99

Autoglym is always looking for ways to innovate and its new wheel protector is no different. Spray onto clean wheels and after an hour or so, it will have created a durable barrier that protects against brake dust and road grime.

www.autoglym.com

2 CödeClean Metal Polish £10

If you're a classic 911 owner, keeping your brightwork shimmering can be a daunting task. However, this chrome/metal polish uses carnauba wax to create a shine that lasts for longer.

www.codeclean.co.uk

6 CödeClean Glass Cleaner £7.50

This glass polish from CödeClean contains no soap or caustics, meaning that after simply spraying on and wiping off, it leaves no streaks, so you should have perfect vision on all your windows and mirrors.

www.codeclean.co.uk

3 Britemax Iron Max £14.99

Sometimes, car-cleaning products can seem like snake oil. However, with this cleaner, you can literally watch it in action as it changes to a reddish-purple colour. But don't worry, it's pH neutral and safe for use on both metal and painted surfaces.

www.britemax.co.uk

7 Britemax Grime Out £10.95

When things get really dirty, especially in the engine bay, Britemax's degreaser is tough enough for any job, dissolving brake dust, engine grease, road tar and insects. It can also be used to remove scuffs from plastic trims.

www.britemax.co.uk

4 ValetPRO Beading Marvellous From £9.99

Once your 911 is spotless, you'll want to protect it with a decent wax. ValetPRO's carnauba-based wax is the perfect choice, with easy application and up to three months coverage for your bodywork.

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8 ValetPRO Wheel Brush £13.99

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Views

The very best of your Porsche opinions via emails, letters, the website and social media

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Star correspondence



Getting the Porsche bug

Dear Sir,

I'm a car-mad Dane bitten by the classic Porsche bug. I've always loved cars, buying my first aged 12 (a Peugeot 404 pickup). I charged the battery and cleaned the carburettor and we were ready to race the dirt roads around the farm. I got bitten by the Porsche bug in 1999 when I was the best man at a wedding in the UK. The groom and I drove to Amberley Castle in his beautiful 1986 911 3.2 Carrera Cabriolet. I was in love.

My first attempt was a disaster. I found the right car in a classic-car magazine, a LHD 1968 911T imported to the UK from Italy. After flying to London, inspecting the car was a disappointment. It was very rusty and the owner would not let me

test the car, making it a no-go. So the next day I rebounded, buying an MGC. But a rebound is never true love. When I finally got my 1971 911T, I went mad. I just had to have more Porsches! So I got a 1977 Targa and then a 964 C2 (Guards red, of course) and then the king of Porsches: a 993.

My latest buy in December was a bit of an adventure. I had been looking for a good 911 SC with the 204bhp engine. Again I found it in the UK, so spoke to the owner, who was a very nice guy. The car had a lot of history and feeling it was the right 911. I decided to buy it, so I flew over. Roger met me in the airport's drop-off car park in his beautiful SC. The sun was shining: perfect. Roger counted the money while I went through the car and after half

an hour, we signed the deal, exchanged documents and I went off in the car.

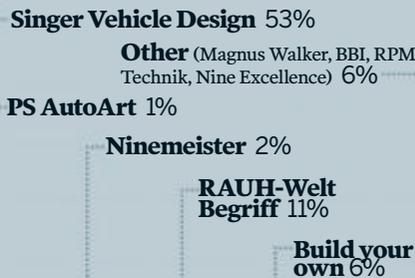
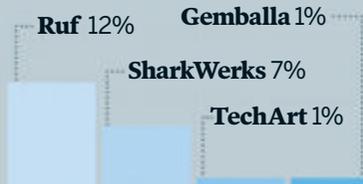
I now had an epic journey in front of me. I set the direction down the M40 around the M25 and down to the Channel Tunnel, heading through at 6.00pm. The car was a dream to drive. I took direction to Belgium and then Holland, revelling in driving a classic Porsche. At every fuel stop people came over for a chat and to admire the car!

From Holland, the route took me via Germany to Vejle in Denmark. The car drove fantastically and I was home at 4.30pm after doing 902 miles since Birmingham. The SC is now my new favourite and I'm looking forward to plenty of new adventures.

Peter Nielsen

Total911.com Poll Who is your favourite Porsche 911 tuner/modifier?

When a factory car is just not enough, who would you turn to, to modify your 911? Here are the results:



@Total911

The best views across our social media streams:

- @ChrisABP: It's a Porsche day at ABP by all accounts! GTS' (getting common) and a Cayman! @Total911...
- @canfordclassics: RHD '72 911E almost ready for @Total911!
- @Brumos_Porsche: New film from #Porsche, The Porsche 911 Carrera GTS B59 #3: Owner stories. youtu.be/9dwXLHX5MKM
- @joshjwebster: Had a great first test of 2015 yesterday with @teamparkeracing @define_perf @StephenJelley at Snett. She got dirty!
- @Josh_No90: You can't beat the smell of a hot Porsche.



Write to or email us with your Porsche opinions and the star correspondence will receive a complimentary copy of **The Classic Porsche 911 Collection** bookazine worth £9.99!



Tyre scrub

Dear Sir,

I have been a Porsche lover all my driving life. At first I could only dream about owning a Porsche, then came that glorious day when I took possession of a magnificent ten year old, gold 911S Targa, a day I will never forget. Since then, I have been lucky enough to own 993s, 996s and 997s, all magnificent. I currently own a two year old 991 Carrera 4S, but sadly, this could be the last one of the line.

"Why," you ask? Well, like many Porsche owners I have talked to, the steering judder/rumble that occurs when the steering is near full lock is becoming intolerable. There are various theories going around as to why it occurs, such as the reverse Ackermann effect, or cold weather.

Some owners have gone as far as swapping from Pirelli tyres to Michelin tyres, but the jury is still out on the success



of this tactic. I noticed the problem to some extent on my previous 997, however the problem has become so much worse in the 991. I wonder if it is anything to do with the increased wheelbase?

It would seem from the various forums out there that Porsche is saying nothing about this issue, which I do concede also occurs on other sports cars. However, if there is no solution then I may sadly have to reconsider my next car.

Dr Paul McGarry

Rather than it being to do with the tyre you use, the issue revolves around the negative camber that the 911 runs on. Obviously, negative camber aids grip during heavy cornering, but this is detrimental to the amount of steering lock you can apply. However, Porsche still provide full steering lock on the 911 to give customers 'the best of both worlds'

in terms of manoeuvrability as well as enhanced cornering performance when pushing on. Porsche do admit that the juddering is accentuated in cold weather.

Curse of the Frankenfer

Dear Sir,

Regarding your letter of the month in issue 121, sadly such horrific chimaeras are all too common in Australia. In the Eighties it was early, pre impact bumper 911s modified to look like late 930s, complete with wide arches and whale tails. One early Targa had a 959 like rear end and Flachtbau nose.

Today, trawling the classifieds will turn up endless Seventies 911s forced against their will to look like 964s, complete with huge RUF alloys. Unlike cars in the UK, the mods are not necessarily hiding rust, it is simply that taste is missing.

Nick Haskell

PCGB on tour

Dear Sir,

Just thought you might be interested to see some of the riches on our doorstep up here in Aberdeen.

We have a well known castle trail featuring stunning locations in which to get photos of our pride and joy a 997.1 C4S Tip in Basalt Black. This time of year is a great time to get up close to these great venues when the National Trust for Scotland closes most of their premises, but still allows access to the grounds. This also means not too many tourists are around to spoil the photos. We've attached some recent photos taken at Drum Castle (circa 8 miles west of Aberdeen) and Castle Fraser (circa 16 miles west of Aberdeen).

We are members of Porsche Club GB and for the last two years Region 1 (Scotland South) and Region 2 (Scotland North) have held their joint annual concours

Join the debate

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@Tuthill_Porsche: Few things say @CircuitIreland more than a Porsche 911 jumping a bridge!

@Prodrive: @Tuthill_Porsche Change the livery and it could be 30yrs ago with Billy Coleman...

@markriccioni: Went to America, got sunstroke, took photos of a 930 Turbo vs. 991 Turbo for @Total911 mag. Kinda balances out.

@DanCammish: @Total911 How many race wins gets me an invite to the GT3 vs GT3 RS track and road test? #worthatry #ihavevitalinfo



Total911.com hot topic:

Why the 964 is an overrated Rennsport

Having driven almost every 911 RS, Lee wrote that the 964 "isn't special enough to sit at the same table as other 911 Rennsports." Here are the best of your responses:

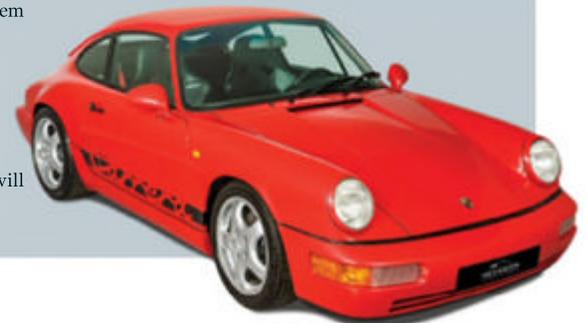
What it lacks in flair and speciality it will make up for with exclusivity and investment potential. **@ducatillevo**

Yeah they are lame ducks, please de-hype them so I can get one in a few years, please... **Andreas Auer**

You need a 964 RS on a bunch of mountain roads... Put it on your bucket list! **@joerivanaksenoy**

Let me know when it will be underrated... I will take one **@7zeroo**

All of these types of cars would seem underwhelming by today's standards... unwise to compare eras #backtothefuture **@GoGreenRacer**



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in the grounds of Blair Castle in Perthshire. We have a busy calendar in Region 2. This provides us amateur snappers with plenty of opportunities to document our events.

Of course it doesn't have to be a regional event to get the camera clicking: just an afternoon drive is enough to produce some memorable snaps. I've attached a few from the entrance to the Dunecht Estate (not far from Castle Fraser) and from one of our favourite scenic runs to Cairn O'Mount on the B974.

More photos from local runs and PCGB events and can be found on the website www.barlow.org.uk.

Paul Barlow

Photography tips

Dear Sir,

I am a part-time photographer based in St Helens, Merseyside, and I recently had the



pleasure of doing a photoshoot with a family member's Porsche 911 50th Anniversary Edition. I would love for one of these photos to be featured in your magazine and appreciate any feedback you have.

Nic Taylor

Thanks for sending in some good shots of a great 911. While your shots are very good overall, absolute immaculacy of the subject in magazine work is essential: for example, whenever you do interior shots of a car, ensure the steering wheel is always level, the keys are removed and sun visors fully retracted, as the image can quickly look messy otherwise.

993 C4S X51

Dear Sir,

I've been reading the magazine for a couple of years and have always appreciated the competence, expertise and level of detail.

As a 993 C4S X51 owner I'm surprised and disappointed to not even find a mention of the 3.8 factory versions in the 993 C4S buying guide from issue 122. I was hoping for some insight on production numbers and a valuation at least.

Philip Vandewalle

We're unsure on exact production numbers but our friends at the Museum are looking into this for you.

WIN! Win an Autoglym cleaning hamper



Spring is upon us! With the days getting longer and the weather getting better, it's time to get your pride and joy ready for the months of motoring ahead and what better way to do it than with a comprehensive hamper of cleaning goodies from Autoglym?

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Together with Autoglym, we at **Total 911** are offering the chance for you to win one of three comprehensive cleaning hampers, containing a range of products from bodywork shampoo to alloy wheel cleaner, all presented in a smart Autoglym bag, perfect for transporting around inside your coveted Porsche 911. Each kit also contains a range of polishes and cleaners for both the exterior and interior of your car. Complete with a car care guide, this hamper will ensure your 911 will dazzle onlookers wherever you drive this year.

To be in with a chance of winning one of these incredible prizes, all you have to do is answer the following question:

2015 sees Autoglym celebrate which anniversary?

- a) 50th
- b) 75th
- c) 100th

Send your answer to competitions@total911.com with 'Autoglym' in the subject line. The Editor's decision is final, full terms and conditions can be found on the Total 911 website. The closing date is 21 April 2015. Good luck!

Total 911
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Imagine Publishing Ltd
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Magazine team

Editor Lee Sibley

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

Senior Staff Writer Josh Barnett

Senior Designer Steven Mumby

Production Editor Erlingur Einarsson

In-house Photographer James Sheppard

Senior Art Editor Duncan Crook

Publishing Director Aaron Asadi

Head of Design Ross Andrews

Contributors

Scene Media, Ray Chandler, Rob Clarke, Alisdair Cusick, Richard Klevenhusen, Kieron Fennelly, Tony McGuinness, Joel Newman, Sean Parr, Ben Przekop, Gina Purcell, Chris Randall, Phil Steinhardt, Chris Wallbank, Magnus Walker, Chris Dearden, Neill Watson, Mark Brummel, Maurice Tillaard, Sven Burchartz, Rob Clarke, Dan Pullen

Cover image

Ali Cusick

Advertising

Digital or printed media packs are available on request

Sales Executive Michael Nicholls

☎ 01202 586412
michael.nicholls@imagine-publishing.co.uk

Head of Sales Hang Deretz

☎ 01202 586442
hang.deretz@imagine-publishing.co.uk

Advertising Manager Alex Carnegie

☎ 01202 586430
alex.carnegie@imagine-publishing.co.uk

International

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

Head of International Licensing Cathy Blackman

☎ +44 (0) 1202 586401
licensing@imagine-publishing.co.uk

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email911subs@servicehelpline.co.uk

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Head of Circulation Darren Pearce

☎ 01202 586200

Production

Production Director Jane Hawkins

☎ 01202 586200

Founder

Group Managing Director

Damian Butt

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991 GT3 RS REVEALED

The worst-kept secret in the automotive world has officially revealed itself as the most track-ready Rennsport ever

Written by **Josh Barnett** Interview by **Kyle Fortune** Photography by **Porsche AG**

Some 43 years after the unveiling of the iconic 911 Carrera 2.7 RS, Porsche's most storied sub-division has arrived here: the 991 GT3 RS, a PDK-only Rennsport that weighs 80 kilograms more than the most basic car in the current 911 line-up. But don't worry that the new GT3 RS has gone soft, because the car Porsche launched at the 2015 Geneva International Motor Show looks every bit as brutal as the very best RSs to ever have rolled out of Weissach.

Let's start with the body, which is suitably attention-grabbing for a car that will have to carry the RS legend for the next half a decade or so, especially in its Lava orange launch hue. Your eye is immediately drawn to that imposing rear wing. Larger than ever before, the 991's wing sits higher than on the 997 GT3 RS 4.0, providing greater rear downforce than the latest Rennsport's predecessor. In order to maintain the ideal aerodynamic balance across the entire car, though, the GT team at Weissach – led by the inimitable Andreas Preuninger – has had to employ a trick learned from Porsche's experience on the racetrack.

Exploiting air has always been a Rennsport trademark, ever since the ducktail fitted to the

original 2.7 RS. However, the latest car to wear those two famed letters takes air-bending to all new extremes. Above each front wheel, carved into the front wings sit two exit vents, louvred with plastic vanes. Allowing the air to escape from the wheel arches, these louvres create a low-pressure zone, helping to suck the 991 GT3 RS's front end to the ground.

Combined with the extended chin spoiler – larger than on the 'standard' 991 GT3 – it means that the new 991 GT3 RS will have twice as much front downforce as the RS 4.0. In fact, overall downforce has been more than doubled for this new generation of Rennsport. At 186 miles per hour, there's just under 400 kilograms of downforce pushing the powerful 991 GT3 RS into the tarmac. Incredibly enough, despite these extensive aerodynamic alterations, the drag coefficient is just 0.34, a 0.01 increase over the GT3. Preuninger's band of miracle-working engineers hasn't solely focused on aerodynamic development, though, with mechanical grip also improved in a number of ways. ➔



GT3 RS

S GO5010

As you will notice, the new GT3 RS utilises the 991 Turbo's bodyshell, the widest in the current 911 range. This has allowed the front and rear tracks to be widened compared to the 991 GT3, increasing the roll stability of both axles in order to improve the tyre contact patch when cornering. Talking of tyres, the 991 GT3 RS features the largest tyres ever fitted to a production 911. The 9.5 x 20-inch front centrelocks are shod with 265/30-section tyres, while the rear tyres are 325/30-section, sitting on incredible 12.5 x 21-inch wheels. This gives the latest Rennsport the same footprint as the mighty 918 Spyder hybrid hypercar – the Nordschleife lap record holder.

The GT3's electrically assisted power-steering system is retained, as are the rear-wheel steering units, although they have been retuned to deal with the RS's greater power output. PASM dampers are standard, with the spring rates hardened and bump and rebound settings increased, in keeping with the Rennsport's track-focused mentality. The 991 GT3's 'Big Red' brake system returns, complete with 380-millimetre discs all round. However, PCCB 'Big Yellows' are also available as a £6,248 option. Tick that particular box and you will be rewarded with 410-millimetre discs up front and a braking system that revels in heavy circuit use – ideal if you intend to use your GT3 RS properly.

With all that development in the pursuit of grip, it should come as no surprise that the new 911 GT3 RS has lapped the Nürburgring Nordschleife in seven minutes and 20 seconds. Yet, when it's revealed that this time is a full eight seconds faster than what the Carrera GT managed around the 'Green Hell' it becomes quite jaw-dropping, especially as the later was a full-bore supercar developed out of Porsche's stillborn LMP2000 project, a top-class prototype designed to take Weissach back to the top step of the Le Mans podium.

Of course, that lap time wouldn't have been achievable if it wasn't for a phenomenal powerplant. The new GT3 RS's engine doesn't disappoint, with an all-new flat six developed from the 991 GT3's unit. The cylinders have been bored out, producing a total displacement of 3,996cc (identical to the 997 GT3 RS 4.0). Inside, there are new pistons and con-rods, re-profiled camshafts and different valve springs. Of particular interest is the new crankshaft, made from a metal created by Porsche for the 919 Hybrid LMP1 car. This new material has resulted in a crank that is lighter, more durable and a lot more expensive than that of the 991 GT3.

Combined with a revised cylinder head design and dry sump oil system, the new engine – the largest direct fuel injection motor ever produced for a 911 – produces what Preuninger has described as a “very, very, very conservative 500 horsepower.” This means, at worst, the latest RS generates the same power as the RS 4.0 at exactly the same crank speed: 8,250rpm. Torque between this new 9A1-derived engine and the legendary 4.0-litre Mezger are also identical, with 460Nm on offer. With the increase in capacity, the redline kicks ➔

A carbon fibre rear wing sits higher than any previous Rennsport, helping the new GT3 RS produce twice as much downforce as the RS 4.0.



The new magnesium roof is roughly 1kg lighter than carbon fibre, reducing weight exactly where it matters most.

21-inch rear wheels are shod in the biggest tyres ever fitted to a production 911. The 325/30/ZR21 rubber gives the new RS the same footprint as the 918 Spyder.



Utilising the Turbo bodyshell, the RS retains the rear arch ducts, re-housing them to create a ram air induction system for the new 4.0-litre engine.

“The new 911 GT3 RS has lapped the Nürburgring Nordschleife in seven minutes and 20 seconds”

Arch louvres reduce pressure in the front wheel well, sucking the front end down. They are fitted with a fine mesh to shield the tyre from view, meeting road homologation requirements.



Right
The carbon-backed bucket seats – taken from the 918 hypercar – are matched to a 918-style steering wheel trimmed, of course, in Alcantara



in at 8,800rpm – a 200rpm decrease from the GT3's stratospheric limit. However, Preuninger has promised the aural delights of the latest GT3 will not be lost in the RS package.

As you will have noticed, the new GT3 RS shares the 991 Turbo's intake scoops, mounted on the rear arches. It was these scoops that led some of the more ill-informed outlets to rumour the new Rennsport would switch to a turbocharged powerplant. However, while used to feed air to the intercoolers on a Turbo, Preuninger's team has rerouted these ducts to instead form the RS's induction system. The head of GT car production promises that, with the air running over two race-style air filters, these ducts will help to accentuate the induction noise of the latest 911 GT3 RS. This should make Rennsport fans' hearts sing, as it was this very sound that helped give the Mezger generation of cars such character.

Something that may not sit so well with traditional RS fans is the continuation of Weissach's PDK-only policy, although there is a fully variable limited-slip differential added into the equation. Like the GT3, the 991 RS features an upgraded version of Porsche's double-clutch gearbox, although the final drive ratio has been increased from 3.97 to 4.19, allowing the car to sprint from 0-62 miles per hour in 3.3 seconds (using the Launch Control mode). The claimed top speed is 193 miles per hour, identical to an RS 4.0. However, if the rear wing is set to its lowest downforce setting, Porsche feels this newest Rennsport could top 200 miles per hour.

By this point you are most likely wondering if there has been any effort to save weight at all. After

all, 'leichtbau' is a key philosophy in the Rennsport bible. At face value, the 991 GT3 RS's ten-kilogram saving over the GT3 sounds pitiful, especially as the 997 GT3 RS 4.0 managed to save three-and-a-half times that over the 997.2 GT3. However, when you consider the new RS features a bigger engine, larger wheels and a wider bodyshell than the 991 GT3, it becomes clear that any weight saving over the standard car is impressive.

The bonnet, featuring a 300-millimetre-wide sculpted gully to mimic the style of classic 911 front lids, is made from carbon fibre, saving two kilograms over the GT3. That distinctive groove continues onto the new roof panel, made from a sheet of magnesium. The decision to use this lightweight metal has saved a further kilogram compared to a CFRP roof, according to Preuninger. Reducing mass in this area has helped to lower the 991 GT3 RS's centre of gravity, another factor in its astonishing Nordschleife lap time.

The front wings are made from carbon fibre, so they're half the mass of the 991 GT3's aluminium affairs, while the rear bumper plastic has been refined to further reduce weight. And, of course, the Porsche badge has been replaced for a sticker. Some traditions obviously die hard. In total, Weissach estimates that around 20-25 kilograms have actually been saved compared to a standard GT3. However, this has been reinvested in areas such as the track width in order to yield greater performance gains.

Inside, much is standard Rennsport fare. There is plenty of Alcantara on the dashboard and door cards. The Clubsport pack comes as standard, bringing with it a bolted-in roll cage in the rear, six-

point harness for the driver and a fire extinguisher. Instead, the major difference is the 918-style steering wheel and carbon-backed bucket seats, helping to emphasise the ties between the latest RS and Porsche's hybrid halo car.

One detail that may not be evident on a first sweep of the cockpit is the 'Pit Speed' button on the centre console. With Porsche aiming to make this the most extreme RS ever, it is only appropriate that the latest iteration gains a pit speed limiter for all those track days. It's a definite nod to the motorsport pedigree of both the Weissach engineers and the RS moniker, something made more apt by the knowledge that the 991 GT3 RS is based on the upcoming GT3R racing car, designed for international competition in events such as the 24 Hours of Nürburgring.

At £131,296, the 991 GT3 RS has the bizarre accolade of actually being cheaper to buy than any of the previous Rennsport generations. With 964 RSs hovering around £160,000 and RS 4.0s climbing toward £400,000, the 991 looks like a relative steal. Not that you're likely to get your hands on one just yet. Porsche is limiting the numbers, with just 42 set to come to the UK. 918 owners were offered the chance to buy first, so if you haven't got a deposit down now, you will have to trawl the classifieds once the cars are delivered in May.

Of course, the exclusivity only makes this latest addition to Porsche's most illustrious line-up even more exciting. There may be no talk of a manual option to appeal the traditionalists, but with even more bias toward track work, the 991 GT3 RS is set to move the goalposts astronomically. **911**

PREUNINGER ON THE 991 GT3 RS

‘Mr GT3’ reveals a wealth of information on the new Rennsport exclusively to Total 911

There's an intense media scrum around the newly unveiled GT3 RS here in Geneva, and by chance we're stood next to Porsche GT boss Andreas Preuninger just away from the melee. His latest Rennsport has just been revealed to the world, and the man himself is happy to answer our questions on the most awe-inspiring 991 yet...

How does the GT3 RS differ from the 991 GT3?

Most of the work has been with the aero, yet it has to look good and we have to make it homologatable.

Were there any particular challenges?

The front wings; they're one of the distinguishing features of the RS over the GT3. They are carbon fibre and have vents – this is something we use on the race cars. They vent the front wheel arches, allowing us to double the downforce over the GT3.

Double, really?

Yes, it is outrageous. The RS has a downforce of at least 360 kilograms, that's like the 918. They're difficult to homologate because you shouldn't be able to see the front tyre, that's why the grilles are there, though they're removable for use on track.

And that rear wing?

With the improved airflow over the front, the back works better. It's higher, you can really feel it on the road. Then there's the mechanical grip. The rear tyres are the same as on the 918 and as well as the new front tyres they create huge lateral grip. The front and rear tracks are wider, too.

What about lap times?

It'll do at least a 7.20 around the 'Ring, and, you know, we've only done so in less than perfect conditions. We'll try again in April or May. But the Nürburgring has become senseless, the times only achievable by pro drivers. We're more interested in driveability and capability for more moderate drivers; that's the art in setting these cars up. It's beyond anything that was possible before.

We'd heard rumours of a manual, just like the new Cayman GT4...

The GT4 is a standalone model in its class whereas the GT3 is the track rat, it has a lot of competition

pedigree. It's more than just swapping out a gearbox; it requires new suspension settings and more. My personal choice is simply a matter of taste. I think we need both in future models to get that right.

Speaking of the future, how will the GT cars fit with the turbocharged 911s?

Natural aspiration can be a USP on our GT cars. Rpm's are emotion, it's an easy enough equation.

Back to the GT3 RS, explain those rear vents...

They look like the Turbo, but it feeds air through the body directly to the air filter, giving the engine an additional ram-air effect. You can really hear the intake noise of the car.

“It's like something out of space – and the 500bhp is conservative...”

And that 4.0-litre 500-horsepower engine is pretty special, tell us about that...

It is derived from the GT3, but it has been redeveloped with materials we've taken from the 919 LMP GT racer. The crankshaft uses a high-density metal that's very strong and clean, it's liquefied many times to remove impurities and bubbles. It's like something out of space. I don't want to hold back on anything. There are different pistons, camshaft profiles, conrods – and the 500 horsepower is a conservative figure.

Where to next for future GT models, then?

Everything you touch is different: there's a magnesium roof, saving weight over carbon fibre panels, that's a real innovation. The weight savings are good, but you are chasing a world of diminishing returns. It's 15 to 20 kilograms lighter, the wide body and bigger wheels adding back weight lost elsewhere. This is currently the pinnacle, but we share a roof with our racing engineers, and coffee and ideas can always find something... **911**





RENNSPORT MASTERS

600 miles away from the Geneva unveiling of the 991 GT3 RS, Total 911 fires up a fiery Mezger double act between two of the greatest-ever Rennsports to leave Weissach...

Written by **Lee Sibley** Photography by **Alisdair Cusick**





Rennsport: it's a fabled and oh-so evocative Porsche designation that evokes a heady assemblage of unrelenting, motorsport-derived excitement at the wheel of a sports car. Quite rightly, the 'RS' sits at the pinnacle of the 911 bloodline: it is the quintessence of automotive finesse in a road car, the rawest, purest instance of breathtaking performance on four wheels. And right now, I'm pedalling one of the best.

My hands are clasped to an Alcantara-lined steering wheel as I point the 997 GT3 RS toward London. In true RS style, the driving experience is best described as raw. There's no radio or air conditioning in here (saving six and 20 kilograms respectively) and the source of all noise is behind me: thanks to a perspex rear screen, the factory-fitted titanium exhaust resonates poetically back

into the cabin at even gentle acceleration past 4,000rpm, and when that's not engulfing my ears, rolling tyre noise from the huge 325 cross-section Michelin Pilot Sport Cups is doing the job. Naturally, I prefer the exhaust note.

Even on this fairly smooth blacktop, the GT3 RS's ride is still firm. PASM (standard equipment here) is always selected when the engine is started, with switchable 'Sport PASM' providing shock-absorber tuning for what Porsche describes as 'high driving dynamics'. That's not needed just yet, but the variable suspension system nevertheless selects the appropriate damping level for each individual wheel according to a variety of parameters and conditions. It's the same policy for the GT3 RS's engine mounts with variable damping (PADM), which ranges between an almost rigid setting and a decoupling of sorts of engine from body.

As a result, every permissible camber and crevice in the road is keenly felt; even running over cats eyes when changing lanes throws up a distinct 'bump and shudder' body sensation normally only encountered in classic 911s. As you can see, then, everything about the 3.8-litre GT3 RS's chassis is geared for the race track, and so is the performance. As a result, on the public road I'm constantly having to short shift through the Rennsport's six forward gears to try and keep on the legal side of the maximum 70 miles per hour speed limit. It's as frustrating as it is tantalising: this GT3 RS is teasing me as to its performance credentials and, akin to a fly to a light, I have to be explicit in resisting the overwhelming urge to plant my right foot to the floor and watch the tacho swing all the way round to the redline, at least until these semi-slick Michelins are rolling over the asphalt of the proving ground later in the day. First though, I've a rendezvous in north London to meet an RS 4.0.

Widely considered as the greatest Porsche to grace the public road, the RS 4.0 project was borne out of a surplus of 997 GT3 RS parts and a desire from Weissach to reward only its most loyal of GT3 customers with a special car that pushed the capabilities of the famous Mezger engine to its very zenith, all in the quest for ultimate performance driving. Priced at £128,000, Porsche made no profit from each of the 600 RS 4.0s made. It was based on the already breathtaking 3.8-litre 997 GT3 RS, though a number of revisions were bestowed upon the RS 4.0 across its engine, chassis and aerodynamics. The engine is derived from Weissach's GT3 R race car, increasing the stroke from the 3.8 GT3 RS from 76.4 to 80.4 millimetres. The chassis has rose-jointed rear suspension arms with helper springs for the unsprung

“The RS 4.0's low-down torque feels unlike any other 911 I've experienced”





997 GT3 RS 4.0

2012

Engine

Capacity
3,996cc

Compression ratio
12.6:1

Maximum power
500bhp @ 8,250rpm

Maximum torque
460Nm @ 5,750rpm

Transmission
Seven-speed manual

Suspension

Front

Lower wishbones and MacPherson struts with coil springs and dampers; anti-roll bar; PASM

Rear

Multi-link with parallel wishbones, rose jointed; coil springs and dampers; anti-roll bar; PASM

Wheels & tyres

Front

9x19-inch; 245/35/ZR19 Michelin PS Cup

Rear

12x19-inch; 325/30/ZR19 Michelin PS Cup

Dimensions

Length
4,460mm

Width
1,852mm

Weight
1,360kg

Performance

0-60mph
3.9 secs

Top speed
193mph



997 GT3 RS 3.8

2010

Engine

Capacity
3,800cc

Compression ratio
12.2:1

Maximum power
450bhp @ 7,900rpm

Maximum torque
430Nm @ 6,750rpm

Transmission
Seven-speed manual

Suspension

Front

Lower wishbones and MacPherson struts with coil springs and dampers; anti-roll bar; PASM

Rear

Multi-link with parallel wishbones; combined coil springs and dampers; anti-roll bar; PASM

Wheels & tyres

Front

9x19-inch; 245/35/ZR19 Michelin PS Cup

Rear

12x19-inch; 325/30/ZR19 Michelin PS Cup

Dimensions

Length
4,460mm

Width
1,852mm

Weight
1,370kg

Performance

0-62mph
4.0 secs

Top speed
192mph



The difference: GT3 RS 3.8 vs 4.0 in numbers

	RS 3.8	RS 4.0	Difference
Rear wing angle in standard form (degrees):	6	9	3
Top speed (mph):	192	193	1
Power (bhp):	450	500	50
0-62mph (secs):	4.0	3.9	0.1
Weight (kg):	1,370	1,360	10
Price difference new (£ sterling):	108,123	128,466	19,343
Downforce generated at top speed (kg):	170	190	20
Bhp per tonne:	328.4	367.6	0.32
Nürburgring lap time (seconds):	7:33	7:27	6
CO ₂ emissions (g/km):	314	326	12



Below left: Decorative 'PORSCHE' logo on the rear of the white RS 4.0 connotes the spectre of stepping into a works 911 RSR

Below right: Pared-back interior of the 3.8-litre GT3 RS is full of motorsporting purpose



mass, and the RS 4.0's downforce is improved at the front thanks to dive planes channelling air up and over the front corners, while the thicker rear spoiler has a natural angle of nine degrees instead of the 3.8-litre Rennsport's six. Additional weight saving has taken place with plastic screens from the B-pillar back (the rear quarter panels in the 3.8 are glass), while the front bonnet consists of little more than a carbon fibre composite with a smattering of paint and a stickered-on Porsche emblem rather than the metal crest atop the alloy bonnet of the 3.8.

This delightfully meticulous assortment of tweaks makes for fascinating reading, but a glance at the performance statistic suggests only minimalist gains. Top speed in the RS 4.0 is only increased by one mile per hour to 193 compared to the 3.8, while just 0.1 of a second is shaved off the

0-62 miles per hour dash. But as ever with Porsche and Weissach in particular, the magic isn't solely in the performance times, but in the mechanical details that help instigate them. The RS 4.0 is the ultimate in this, as I'm about to find out.

Arriving at the premises in Hendon where this particular RS 4.0 resides, I get my first glimpse of the famous white bodywork of Porsche's ultimate 911 Rennsport. I am utterly starstruck. Pulling up behind the huge rear wing (sitting on taller supports) my feeling of excitement quickly transcends into veritable awe. It's as if an international rock star has entered the vicinity: take Slash of Guns n' Roses fame, for example, casually rolling on set complete with that famous top hat, a lit cigarette hanging from his mouth, clutching his famous Gibson Les Paul, ready to rock in front of us.

Needless to say, it's no great wrench to swap the cockpit of the RS 3.8 for that of the RS 4.0. Apart from the obvious note of the dashboard being flipped – this is a left-hand-drive example originally delivered to the principality of Monaco – there is much change. Packed with substantially more equipment than the comparatively spartan 3.8 GT3 RS, the utility of the RS 4.0's interior is more wholesome in almost every category. Bizarrely though, this means while the 4.0 gains Schroth five-point harnesses as well as a comprehensive roll cage extending above the driver's head and down the 'A' pillar, it also features air conditioning and PCM 3.0. So, what this cosmopolitan example lacks in sheer pared-back character, it more than makes up for in its ability to provide an accomplished drive for both road and track. Butzi would be proud.

En route to the proving ground, it doesn't take long to acclimatise to the RS 4.0 (the 3.8-litre Rennsport I arrived in is being piloted by Josh close behind). The clutch pedal is just as weighty as the 3.8 and the PCCBs will eventually let out their usual squeal under light braking in traffic, but there's no doubt the RS 4.0 is useable on the public road, even if that rose-jointed rear suspension makes the ride incredibly crashy over less-than-amiably road surfaces. So far, so good: Porsche generally hasn't sacrificed usability in the hunt for performance.

However, it's away from the public road where any 911 Rennsport can really exert its excellence, a sentiment to be echoed here by both the brilliant 3.8 and 4.0-litre 997 GT3 RSs at Longcross Proving Ground. With warm tyres – pressures aren't changed here to complement the 'fast road' chassis setup of both examples on test – I jump back in the 3.8-litre GT3 RS and take to the 'Snake Pit', a fast yet twisty stretch of wide, smooth asphalt with sweeping corners that vary in length, angle and elevation. It is the ultimate test of any car's chassis.

Heading down the flat straight before turn one, I finally get to bury the accelerator pedal into the floor and the GT3 RS responds by shooting forwards mercilessly. I eventually turn in hard in third gear, coming off the gas to allow the front to tuck in for the apex. The steering feel and weight is simply tremendous, possibly the best I've encountered in a 911: the car responds expertly and immediately to every minute adjustment I make at the wheel in searching for that perfect line, and the chassis retains its composure through the long corner as the Michelins dig in hard for grip. The GT3 RS feels so incredibly lithe from the rear (aided by those active engine mounts, no doubt) and the scream of the Mezger engine as I exit the corner and get back on the loud pedal has my hair on end. This is absolutely exhilarating. ➡

Pushing hard through this succession of corners for the next half hour or so, one or two things become apparent with the 3.8. First, it's actually very easy to drive on or near the limit. The more you push, the more you can feel the GT3 RS hunkering down to the road surface, the extreme aerodynamic styling proving it is no gimmick. However, the front end can still feel a little vague when pitching in for a turn, a 911 idiosyncrasy that is perhaps amplified here in the midst of such an otherwise exemplary driving machine.

Piloting the 997 GT3 RS 4.0 through the same bends throws up a surprisingly different experience, so much so that I'm taken aback by the starkness of it. The additional torque in the RS 4.0 is immediately noticeable: where the 3.8 flat six's typically peaky nature means you have to work hard to exhume to the full thrust of its audacious power (it really gets going past 4,000rpm), the RS 4.0 is quicker to get shifting, with peak torque arriving some 1,000rpm sooner, or at 5,750 compared to 6,750rpm in the 3.8.

Though the 3.8-litre GT3 RS isn't slow by any stretch, the RS 4.0 is possibly the fastest naturally aspirated 911 there is (without launch control) to a degree that its low-down torque feels almost unlike a 911. This means that corners are sometimes tackled in different gears in the RS 4.0 – the beautiful short-shift gearbox is the same as the 3.8-litre variant, complete with 13 per cent shorter

ratios than that of the 997.2 GT3 – though the caveat to the extra torque available means you must be wary of getting on the power too early when exiting a corner in the RS 4.0.

Even the sounds emitted from both boxer engines are altered: if the engine rumble of the 3.8-litre GT3 RS is comparable to a throaty bark, the RS 4.0 is more akin to a meaty growl, so different is the tone. There's also a heightened induction noise in the RS 4.0. Though I've spent the previous week marvelling at the audible induction gasp in the 997 GT3 RS 3.8 thanks to its perspex rear window and removal of sound deadening, the same gasp under acceleration in the RS 4.0 is more pronounced. I put this down to the removal of double-flow air filter housings in favour of larger conical items in the 4.0.

An excessively stiff chassis displayed earlier by the RS 4.0 on road is converted handsomely on the proving ground too, helping the car settle quicker into a corner while the additional aero tweaks at the front and rear help it hunker down to the floor with up to 190 kilograms of downforce behind it. As a result, the RS 4.0's svelte style as it carves through all manner of corners and straights and cambers and flats is simply enchanting.

It is obvious that both 997s are scintillating modern Rennsports. As you'd expect, there's plenty of feedback constantly relayed from the identical Pilot Sport Cups, allowing you to really lean against their limit when cornering fast. The sensation is

like racing a Cup car. Even better, these 997s still have an abundance of that classic 911 trait where the driver is able to pivot, mid-corner, from the back of the car using the accelerator pedal, something the more mid-engined 991 iteration will surely lack.

So, how to place these two exquisitely scintillating 911 GT3 RSs? Well, the 4.0-litre is sheer Rennsport royalty, the king of kings with breathtaking performance, boasting the biggest Mezger-derived engine sitting in the back for good measure. Typically undervalued by Porsche on its release, the RS 4.0's stock has risen so significantly in its short life that acquiring one today would have a greater impact on your bank balance than even a Carrera GT purchase, a phenomenal achievement for a modern-day 911 just half a decade old.

But if the 4.0-litre is the regal GT3 Rennsport, then the 3.8 is the people's champion. While the RS 4.0 is buoyed by its limited production run of just 600, a 3.8-litre build run of some 1,500 examples means they are significantly less rare, with reciprocating values lower at around £150,000. This means that, most importantly, these Rennsports are more likely to still be regularly driven – and hard.

Whatever your preference, the last two 997s added to the GT3 RS heredity are sensational, and two weeks on from the test my senses are still captivated by their steer. It's going to be fascinating to see where Weissach has taken the Rennsport story from here. Your move, 991. **911**

“If the 4.0-litre is considered the king of kings, then the GT3 RS 3.8 is the people's champion”



Thanks

The 997 GT3 RS 4.0 is for sale at Hendon Way Motors. For more information call +44 (0)20 8202 8011 or visit www.hendonwaymotors.co.uk.

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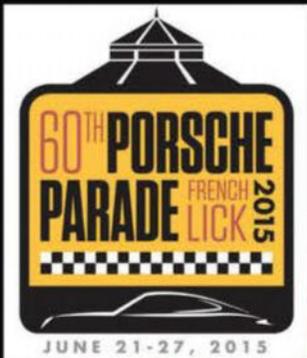
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THE HISTORY OF RENNSPORT

Total 911 investigates how the most famous
moniker in the automotive lexicon
has evolved over 60 years

Written by **Kieron Fennelly** Photography by **Total 911 archive & Porsche AG**





The 911's affinity with the Rennsport moniker goes as far back as the 'R' prototype, which was powered by a race-derived engine (from the 906) and weighed less than even a 911T



The lineage of Porsche's Rennsport models is as long as it is illustrious. Porsche is not alone in using RS to delineate its most sporting models, but unofficial rights to the RS title must surely belong to Zuffenhausen, which has applied 'RS' to competition-oriented production models almost since it began building cars.

The first RSs were the 1500 Porsche Spyderys: the 1954 1500 RS was a mid-engined racer, a genuine production sports car. It was involved in the most famous road accident ever involving a Porsche. The name was retained through the RS 718 and the RS 60 and 61 which in its final seasons, 1962-3, raced with the 2.2-litre flat eight. For 1964, Porsche introduced the Typ 904 GTS, which had an entirely different design philosophy; the RS thus went into hibernation.

Though the label would not be reappearing for almost a decade, the model that would effectively create the future 911 RS template soon emerged in the shape of the 911 R. The stock 911 was pressed into competition almost as soon as it became available in late 1964, a works entry finishing fifth in the 1965 Monte Carlo Rally. The 911S appeared in 1966 and by now competition versions of the 911 were producing 175 to 180 horsepower. It was at this time that Ferdinand Piëch became technical director at Zuffenhausen. A brilliant and driven engineer, Piëch's energy and determination would lead to

the astounding 917, arguably the greatest racing car of all time. Porsches were always light, but Piëch had a real fixation with weight and kept a set of bathroom scales on his desk. At his behest, a 911 shell underwent a comprehensive weight-reduction programme: non-load-bearing parts were drilled, perspex replaced glass, and GRP wings, doors, bumpers and bonnets replaced mild steel items. With an interior reduced to the bare minimum, the R weighed a mere 830 kilograms, some 220 kilograms less than its 911T starting point. Fitted

“The 2.7 RS was an immediate hit... a legend was born”

with the 210-horsepower engine of the 906 Carrera 6, it was also extremely potent and in its few track excursions saw off opposition with twice the cubic capacity. But it remained a prototype: despite Piëch's and von Hanstein's protestations, the sales department refused to contemplate having to sell the FIA homologation minimum of 250 necessary to enter the production sports-car class where clearly it would have swept all before it. The R's potential was unrealised, but its genetics lived on.

Dr Ernst Fuhrmann returned to Porsche in 1971, invited back to give the company a new sense of direction as well as non-family management. ➔

“The model that would effectively create the future 911 RS template soon emerged in the shape of the 911 R”

Fuhrmann knew Porsche well: he worked at Zuffenhausen before, designing the immensely potent quad-cam flat four. Although his ultimate ambition now was to replace the 911, he realised that was very long-term and Porsche had to promote the 911 for at least another five years. Effectively a shop window for Porsche as the 917 campaigns in Europe and the CanAm were, the company could not sustain that level of expenditure. Porsche had been excluded from racing the 911 as a touring car by the FIA, but Fuhrmann saw a possibility in the GT class that the FIA could not block and when he was promoted from technical to managing director in 1972, he immediately fired up the project which would spawn the RS 2.7. A 911 works prototype raced in Group 5 that summer, its performances generating valuable information on what the 911 needed to compete – and win – in GT racing.

Aerodynamicist Norbert Singer, that canny interpreter of FIA rules, was put in charge and the result was a 911 reduced to 900 kilograms thanks to

thinner sheet metal, glass fibre bumpers and rear deck, special thin glass and that famously stripped interior, bereft of rear seats, sound deadening and door furniture, the stock seats removed in favour of a pair of lighter, thinly padded bucket affairs. Suspension changes involved a far stiffer anti-roll bar and lighter Bilstein dampers. Still within FIA parameters, the rear arches were widened to accommodate 7-inch rims. Under the bonnet was the latest flat six, bored out for the third time in five years to 2,681cc. Porsche's testing quickly established that this 911 could corner significantly faster than any previous 911 and a combination of the front lip first tried on the 2.4S and an angled rear wing, which was immediately dubbed the Bürzel (ducktail), finally endowed it with the high-speed stability it had always lacked.

Though it was designed with cost and ease of production in mind, the sales department again balked at selling this special. However, Fuhrmann brooked no objections and production went

ahead in October 1972 of the 500 units necessary for homologation. Called the Carrera 2.7 RS, the would-be production racer was exhibited at Paris in October. It was priced only DM 1,500 above the 911S and for a further DM 2,500, the buyer could have the Touring version, a dealer-fit option with a fully upholstered cabin and steel bumpers. With its optional door graphics and distinctly racy stance, the Carrera 2.7 RS was an immediate hit: the initial 500 sold out straight away and Porsche had to make more to meet demand, building a further 1,090. A legend was born: owners drove their 2.7 RSs straight to the track and this 911 would enjoy a circuit career that only started to wane in the 1980s.

In September 1973, Porsche switched to G series production and the following year an RS model, the 3.0-litre, appeared like its predecessor, pioneering a larger engine which would later power all 911s. Porsche managed to circumvent homologation rules with the 3.0, describing it as a variation of the 2.7 when in fact it was a new model, so only 109 of this model were built. Half were then converted from the 230-horsepower road car to the uncompromising 300-horsepower RSR, which ruled the GT-class roost until the brutal 934 Turbo arrived. The relatively obscure 3.0 RS is held to be a better car than the 2.7 with more balanced handling and more usable torque and it is a pity that Porsche saw no advantage in making it in greater numbers.



Clockwise from top left 2.7RS was famously more successful than Porsche originally planned; later 964 3.8 is an exceptionally rare Rennsport with just 55 units made; 964 America was an RS in name only; SC RS is an oft-forgotten successor to the 3.0RS



There would be almost a 20-year gap before the RS badge reappeared on a production 911. After the 3.0 RS, Porsche launched the Turbo and with the 934 and 'silhouette' 935, the company had the visibility in GTs Fuhrmann had sought, these blown 911s still winning races into the next decade. He issued an internal edict to the effect that 911 development would be wound down prior to the model's withdrawal in 1982 or 1983. This direction was of course quickly reversed by Peter Schutz when he took over at Zuffenhausen in 1981, but during Schutz's tenure, Porsche would concentrate on high-tech projects such as the 959 and a sub-959 Turbo 911, while the motorsport focus was on the 956 in Group C. For production sports car competition, the 911 was largely forgotten. This was a frustration to people like Jürgen Barth who had given the Alméras brothers much backdoor assistance with their 1978 Monte Carlo-winning 3.0. Under Schutz, Barth obtained permission to develop an SC RS for client competition. He and Kussmaul lightened a Turbo shell in which they fitted a 280-horsepower 3.0-litre; the result was an extremely potent 1,050-kilogram 911, the Typ 954, which allied with the Turbo's rear suspension and 917 brakes and revving freely to 7,600rpm, was a superbly responsive and sweet-handling 911. Homologated in Group B, it won numerous regional rallies and three Middle East championships. Only

20 cars were built and when Group B ended, the very rare SC RS passed into history, emerging from obscurity only in recent years.

Next in the RS series is a 911 second in renown only to that original 2.7 RS. For the newly inaugurated 1990 Carrera Cup the company made a homologation model, called, logically enough, the 964 RS. Built in significant numbers (around 2,000), the 964 RS was a classic of the Porsche lightweight school. Roland Kussmaul systematically removed heavy items like electric windows, seats, mirrors and central locking, reviving instead the 2.7 RS's door pulls. The cabin was bereft of a sunroof, rear seats, sound deadening and even underseal. Thin carpeting covered the floor and the space in the rear. The shell itself was seam as well as spot welded for rigidity, and although standard gauge steel was used, the bonnet was in aluminium and thin glass was used except for the windscreen. The engine was the standard 3.6-litre, remapped to produce a claimed 260 horsepower (in reality around 270) and drove through the Cup car's close-ratio gearbox and limited slip differential. A sintered metal clutch and single-mass flywheel were an oft-specified option and power steering was deleted (though fitted to UK-bound models). With its suspension lowered by 55 millimetres, the RS 964 looked splendidly menacing on 17-inch hollow-magnesium wheels, 7-inches wide at



“The 964 RS was a classic of the Porsche lightweight school”



“During Schutz’s tenure, Porsche would concentrate on high-tech projects”

the front and 9 behind. Weighing 125 kilograms less than the stock C2, its response was electric: it provided an intense, focused driving experience. Still, the bone-hard ride delivered by the solid-balled jointing of the suspension to the body was controversial, as was the general lack of refinement and the RS 964 only really came into its own with the rise of track days ten years later. Since then its value has risen to the point where fewer and fewer are actively campaigned as auction prices for the best examples approach £250,000. The rarer Touring version, again picking up the 2.7 RS theme with a fully equipped cabin, is scarcely less valuable despite weighing a good 60 kilograms more.

The 1993 964 3.8 RS, like the 3.0 RS, cannot really be considered a production RS, as it was produced in a similar tiny volume. Bored out to 3,746cc, it used the wide Turbo body and essentially the RS 964’s suspension but with larger brakes and wheels. An aluminium bonnet and GRP rear spoiler helped to bring its weight down to 1,210 kilograms.

Carburation was through individual throttle bodies and in road-legal specification, the 3.8 produced 300 horsepower. Its intention was clearly as a basis for the 3.8 RSR to compete in the newly established and growing BPR GT series.

This was also the *raison d’être* of the 1995 993 RS 3.8-litre. Unlike its 3.8 predecessor, which appeared very late in the life of the 964, the 993 RS enjoyed a production run of some 1,100 units. Pioneering Varioram induction, the latest RS was both smoother and sleeker than its 964 RS predecessor. It sat on wider Speedline rims with a lowered suspension and a specific spoiler, though it used the narrow body. The cabin was trimmed like the 964 RS’s, but despite the usual electric deletions, the RS weighed only 70 kilograms less than the 993 C2 if optional power steering was specified. Not as harshly sprung as its predecessor, the 993 RS was quickly recognised as the last and best non-turbo air-cooled 911 and more went to collectors than to circuit devotees.

When the 996 GT3 was launched in 1999, this model appeared to be taking over the 911 RS role, but then Porsche created a new market segment with the 2004 996 RS, visually distinguished from the stock 996 GT3 by the blue or red flash on its sides. 50 kilograms were 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 20 horsepower, though still homologated at the 381 horsepower of the standard GT3. Only 300 were built, of which a third came to the UK. The austere RS had effectively taken over the previous role of Clubsport RS, but with both an uprated engine and suspension. Devoid of PSM, the 996 GT3 RS was really too raw for road use, but it represented an emphatic statement from Porsche that despite the nine-year wait, it had not forgotten the meaning of that RS badge.

Subsequent 997 GT3 RSs lost nothing of the lightened, pared-down racer fans had come to expect, but Porsche intelligently recognised that changes to the chassis, notably the introduction of active damping allowing a more compliant yet track-adjustable ride, would widen the appeal of this niche model. PSM was now fitted, but it could be switched off, invoked only if the brakes were



Clockwise from top left
The 993 RS was the pinnacle of air-cooled Rennsport, but the switch to water-cooling gave birth to a whole new era with the now fabled 911 GT3 RS variants



applied. If the 996 RS followed the old recipe, the 997 version, priced £17,000 above the base GT3, represented rather more sophistication. It now used the wide, stiffer C4 shell and a race-developed polycarbonate rear body that helped reduce kerbweight to 1,375 kilograms. A Clubsport option added race harnesses, a fire extinguisher and a roll cage to the specification.

'RS' now signified that performance enhancement came as much from suspension and aerodynamics as from weight savings. The Gen2 997GT3 RS sported a Cup-developed 3.8-litre engine that gave 450 horsepower, a 35-horsepower improvement and more usable low speed torque. The 15 per cent price difference over the stock GT3 again caused scepticism, but Porsche knew its market and that these subtle dynamic upgrades mattered to well-heeled track devotees who once again proved they were ready to pay for the best. Such was Porsche's confidence that it even applied the RS treatment to its hooligan GT2 Turbo: the GT2 RS had the GT3 RS lightweight cabin and centre lock wheels, specific carbon-body panels, Cup-proven aerodynamics and a 3.6 uprated by 90 horses to 620 horsepower. Strengthened engine internals would ensure longevity and perhaps the GT2 RS's most impressive statistic was its

1,370-kilogram kerb weight. 500 were built and quickly sold: the UK price was £164,107.

In what is seen as the final RS chapter, the run-out 997 GT3 RS was ennobled with a Cup-derived 4.0-litre engine with parts from the GT2 RS. Despite producing 124 horsepower per litre, this RS offered a remarkable element of everyday driveability. In the same vein the cabin was again comfortably appointed – no bare metal and air-conditioning was standard. Further use of carbon fibre took kerb weight down to 1,360 kilograms and other subtle modifications to the suspension enhanced the ride. Project leader Andreas Preuninger claimed that for much of 2010, he was comfortably able to use a development 4.0-litre RS for commuting. Yet as ever this RS remained true to the RS ethos – a committed driver's car: the steering, clutch and gearshift were more demanding than a stock 911's and its handling toward its very high limit was not for the neophyte. With the advent of the radically different 991 GT3, the enthusiast community quickly recognised that the now-unfashionably analogue 4.0 RS surely represented the final expression of the 'RS' tradition. All 600 4.0 RSs were sold long before they left the production line, though the 991 GT3 RS will again raise the 'Rennsport' bar for Porsche. **911**



Above from top

The GT2 RS remains the first – and only – roadgoing Turbo to attain the factory Rennsport moniker, while the 991 looks set to cover new technical ground for the RS



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RUF CTR

Don't judge a book by its cover: this pretty creation from Porsche 911 tuners Ruf was the world's fastest car of 1987, as Total 911 discovers...

Written by **Kieron Fenelly** Photography by **Daniel Pullen**



The story goes that Alois Ruf cut his teeth working on Porsche 356s in his father's garage. When he inherited his father's eponymous business in 1974, the sensational 2.7 RS was already rapidly establishing itself in competition. Alois Ruf saw the possibilities of modifying Porsches for owners so that they could go even faster. Connoisseur of Porsche's flat-four and six engines, he knew achieving more power without compromising driveability was not simply a matter of polishing ports and bolting on bigger carburetors. From the outset, the Ruf approach would be characterised by bespoke engineering of

such integrity that within a decade it would lead to granting of manufacturer status.

The appeal of turbocharging was irresistible and Ruf's first effort was a Porsche 930 bored out to 3.3 litres, which appeared in 1977, some months before Zuffenhausen's own 3.3. With his next car, Ruf beat Porsche to it again in 1978 with a 3.2-litre, 217-horsepower edition of the 180-horsepower 3.0-litre SC. This caused a stir among 911 fans dismayed that the Zuffenhausen flat-six had lost 30 horses since the 2.7 only three years earlier and Ruf sold several hundred of his 3.2. This model also proved he was just as adept at improving the naturally aspirated engine.

However, turbocharging had greater appeal in terms of outright performance, which could really differentiate a Ruf from a factory Porsche and also lift Ruf above the status of mere tuner.

1981 saw the introduction of the Ruf Turbo with a five-speed gearbox – when the 930 still had four – and within two years Ruf presented his BTR (Gruppe B Turbo Ruf), a 930 bored out to 3.4 litres with a claimed 374 horsepower. *Road & Track's*, Paul Frère drove the BTR to 306 kilometres (190 miles) per hour at VW's test track in Ehra Liessen, the fastest Frère said he had ever driven. This turned out to be a warm up for the main event. In 1987, Ruf launched the CTR: the further





With nearly 500bhp and no driver aids, the Ruf CTR is a pure driver's car



100 horsepower and better aerodynamics of the CTR made the difference. The Ruf won *Road & Track's* world's fastest car contest again, at a truly impressive 339 kilometres (210 miles) per hour.

The CTR was no stripped-out racer any more than earlier Ruf's: classic 911 enthusiast Frank Hendrickx has kindly lent us his own CTR, a 1987 model, and this is a beautifully appointed car. Selling for double the price of a top-of-the-line 930, Ruf was already dealing with a rather different clientele. This CTR is described as burgundy red, exactly the colour Porsche used in its advertising, and the interior is in tobacco brown leather, extending to the dashboard and door upholstery. The seats are black, deep Recaro buckets. Ruf's changes to the 911 interior include his own instruments, a 350 kilometres-per-hour speedometer and the dominant rev counter, which here goes to 8,000rpm, has the needle working

clockwise in the great tradition of competition cars. Ruf also fits his own steering wheel. There is no pretence of rear seats: the plush matching brown carpet extends across the space with an elastic net to hold luggage in place.

All these modifications are tastefully carried out as per the Ruf hallmark, and this extends to the exterior. The CTR is based on the narrowbody 3.2 Carrera, but the rear wings are subtly enlarged to accommodate 17-inch Speedline wheels and 255-width tyres. Also subtle is the removal of the rain gutters, which involves work to the chassis and inside the roof to enhance rigidity. The gutterless look is such an improvement that it is surprising that Porsche put off this change until the 996. The flag door mirrors are replaced by small racing mirrors, again shades of competition 911s. At the front, a deeper valance with the fog lights built in has a neat central plastic grille and

the discreet lip at the bottom is reputedly that of the 935s. The rear bumper is similarly modified. A glass fibre moulding, it is different from the stock impact bumpers and is distinguished by the ventilation slots cut in the sides. This is not done for effect, but to duct airstream to the turbochargers. Twin exhausts complete the changes. The wing is like the 930's, but set at a lower angle for optimal downforce. The doors, lighter to open despite retaining electric window winders, are in aluminium, as is the engine cover and front boot, a part of the reason why the CTR weighs nearly 200 kilograms less than the 3.3-litre 930. A nod to Porsches of a previous age, the CTR has a side-mounted oil filler, exactly like the 1972 'E Series' 911.

The most spectacular difference is the engine compartment. In place of the stock intercooler is Ruf's own air filter, which together with the fan dominates the engine bay. The turbochargers themselves are mounted out of sight, down low in the rear wings, their presence indicated by the cooling radiators on each side. Air is fed to these intercoolers in fixed steel pipes that contribute to general stiffness. The Ruf uses single-plug ignition, but twin injection. Out of sight, bigger 98-millimetre Mahle pistons contribute the larger 3,367cc capacity. The whole engine compartment is a model of rational and accessible layout; it is clear this is re-engineering, not tuning. But this does not necessarily mean greater complexity: Joe, Frank Hendrickx's mechanic, has dismantled and reassembled these engines and says they

Coining of the 'Yellowbird' name

It was *Road & Track* that coined the name 'Yellowbird' after Frère's 339-kilometre (210-mile)-per-hour exploit in a yellow CTR and the name really gained currency after Ruf test driver Stefan Roser's memorable lap of the Nürburgring, now recorded for posterity on YouTube. "But the CTRs could be any colour you wanted," says Joachim von Beust. His orange car was built in 1989 to a sort of Clubsport specification – a more austere interior, fitted roll cage and lighter seats, the front valance where air intakes replace the fog lamps: "In fact, the CTR is a bit like the AC Cobras built after the 1960s – they are all different. The customer specified what he wanted and Ruf built it."

Ruf's press releases described the CTR as having 469 horsepower, a slightly odd figure and it is said that this was in fact the lowest dynamometer reading of all the CTR engines tested – nearer to 500 was the average figure, but typical of Ruf's propensity for understatement, he chose to announce the most conservative figure. Over seven years, Ruf made 29 cars from shells bought from Porsche, and rebuilt a further 20 or 30 from clients' own 911s. In what was becoming a Ruf tradition, when Porsche finally adapted a five-speed gearbox for its 930, the Pfaffenhausen firm went one better with its six-speed, developed with Getrag.



Plenty of changes abound over a 911, most noticeably in the engine bay where a huge CTR airbox replaces the usual intercooler on top of Porsche's flat six

Model Year	Ruf CTR 1987
Engine Capacity	3,367cc
Compression ratio	7.5:1
Maximum power	469bhp @ 5,950rpm
Maximum torque	553Nm @ 5,100rpm
Engine modifications	Twin turbocharger, twin intercoolers
Transmission	Five-speed manual gearbox (LSD optional)
Suspension	
Front	Gas-filled struts and torsion bar
Rear	Wishbone & torsion bar
Wheels & tyres	
Front	8.5x17-inch Speedlines; 215/45/ZR17
Rear	9.5x17-inch Speedlines; 255/40/ZR17
Dimensions	
Length	4,290mm
Width	1,775mm
Weight	1,170kg
Performance	
0-62mph	4.8 secs
Top speed	208mph





“With a power-to-weight ratio well over 400bhp per tonne, the next corner always arrives much earlier than anticipated!”

present no more driver difficulty than the stock Zuffenhausen item.

Frank has owned the CTR since 2004. Its previous Austrian owner, a Herr Eissenstein who acquired the virtually unused CTR from Ruf in the mid-1990s, claimed Alois Ruf told him this burgundy CTR was his personal car, hence the extremely unusual colour scheme. The chrome window surrounds and headlight trim are a conscious attempt to make this CTR look more ordinary at first glance than it is – seemingly an early-’70s 911 with big wheels. The effect still works today. Frank is the kind of enthusiast who likes to drive all his cars properly both on the road and on a closed circuit. “It had 9,000 kilometres on it when I got it and now it has 15,000, so I average about 500 kilometres a year in it.” At Abbeville Stadium where **Total 911** has come to try the Ruf and take pictures, Frank’s CTR surprises other users who see what appears to be an old, chrome-window 911 in their mirrors, only for it to shoot past them. Rarely has near 500 horsepower been better disguised.

Ruf-enhanced or not, this is still a turbo 911, but on wider tyres and with Ruf’s subtle stiffening

of the torsion bar suspension, and in the hands of its owner, it can be made to corner very fast. With twin turbos, the boost effect is slightly more gradual and manageable than the single factory application, but you have to remember this is an extraordinarily potent old-school 911, which means rear drive and no electronic catchfencing. Larger brakes than standard help on approach to corners, but the CTR places a very unfashionable degree of responsibility on its driver.

It sounds very much like a louder version of the original G Series 911 on which it is based, and its progress around Abbeville’s 2.3-kilometre lap is punctuated by the whistle of the wastegate as it hurtles from corner to corner. The (unassisted) steering feels very heavy at first, lightening underway, but the clutch and gearshift are heavy. Though nominally a street car, it is not at ease driving around town: “It needs space to breathe,” says mechanic Joe. On the track, the driver has to learn to modulate the CTR’s explosive acceleration, because with a power-to-weight ratio well over 400 horsepower per tonne, the next corner arrives much earlier than anticipated! **911**

The Ruf dynasty

Germany has the greatest auto industry in the world and it is no coincidence that it has always had the biggest tuning industry. Foremost among the tuners are the names Alpina and Ruf, two companies which uniquely are classed as manufacturers in their own right. Slightly older, Alpina has concentrated on BMWs, and fellow Bavarian Ruf is synonymous with Porsche. But rather than fit tuning kits as Alpina did, Alois Ruf decided to improve the whole car. With a background in servicing Porsches, he would build a better-performing 911. In 1981, the status of manufacturer was granted and Ruf began to build a twin-turbo based on the 930. In some respects, Ruf was even a step ahead of Zuffenhausen, offering his own five-speed gearbox for the Turbo long before Porsche did and going to six gears when Porsche went to five. Later Ruf’s would be as much about advanced technology as enhanced performance. For example, the 1996 CTR2, starting as ever from the then-current 993 shell, used a clutchless FKS transmission and in the following decade, Ruf would present electric and V8-engined models, again based on 911 shells, but with considerable original thinking and often a very different approach to aerodynamics from Porsche’s. Ruf’s have always looked strikingly like the Porsches on which they are based and Alois Ruf has never indulged in the exhibitionist bodywork of certain Porsche tuners. It is no coincidence that Porsche has long had a far closer relationship with Ruf than the rest of the modifying brigade, which it keeps at arm’s length.





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PORSCHE



PREPARATION: THE VITAL STATS

Total hours prep needed:

30-plus if you want to have any hope of winning.

Litres of water to be used:

Let's call it 20 or so, warm and cold.

Number of cloths required:

More than you think, as you'll be worried about dirt.

Total spend on cleaning products:

As much as you can afford. The best products aren't cheap.

Litres of beverages consumed during preparation:

About the same amount as the water used for cleaning.

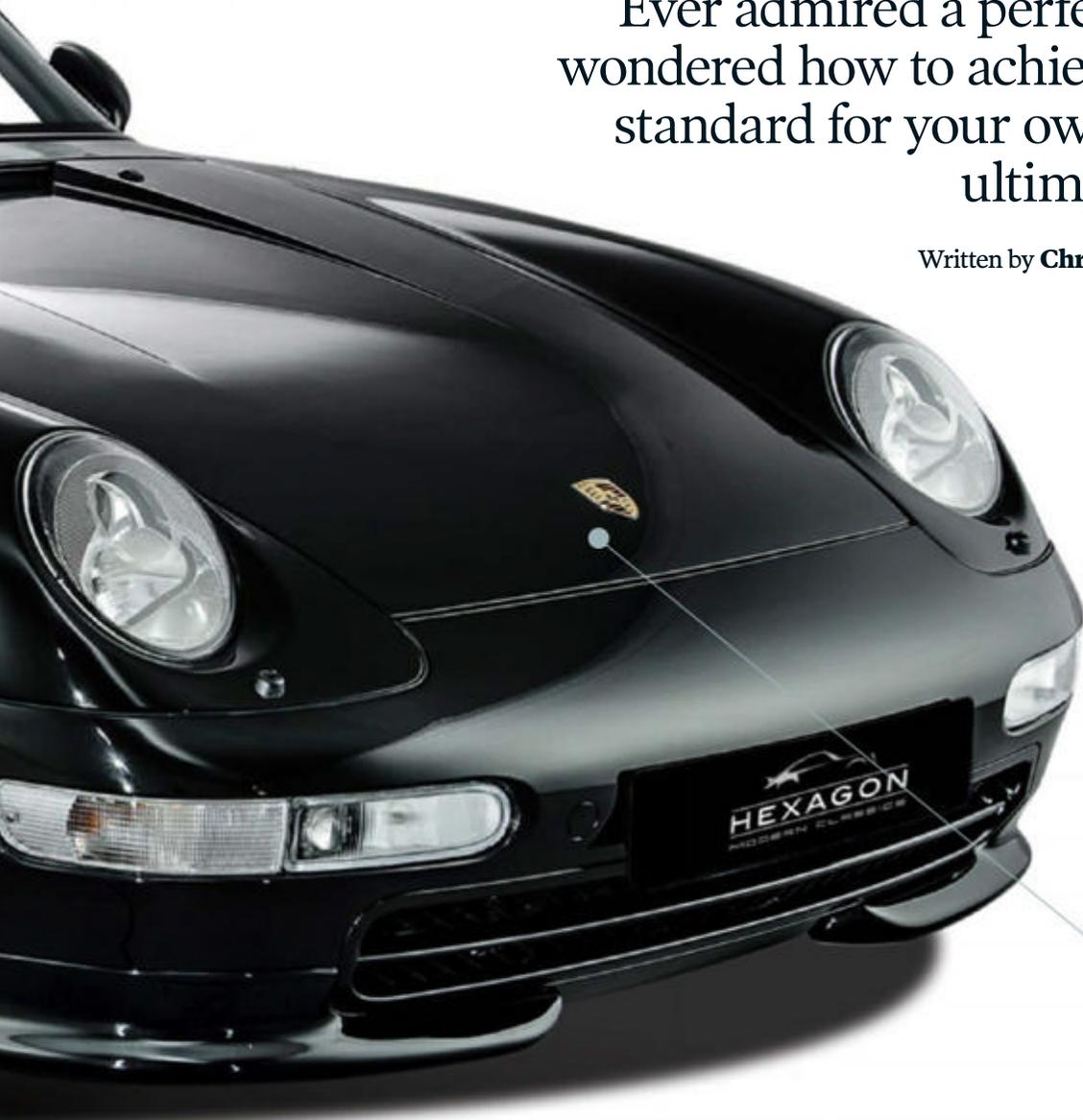
This is thirsty work!

ULTIMATE GUIDE TO CONCOURS D'ELEGANCE

Ever admired a perfectly prepared 911 and wondered how to achieve a similar concours standard for your own Porsche? Total 911's ultimate guide reveals all...

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

Flick through just about any classic car magazine and it won't be long before you come across the word 'concours'. Often used to describe exclusive events – such as Salon Privé or Pebble Beach – or the condition of a treasured car, it can be considered as the French word for 'competition'. Its usage will bring either knowing nods from other enthusiasts who share your passion, or it'll incite shrugs from those less passionate who may instead label it a 'polishing contest'. Whether to your taste or not, though, it's about preparing a car to the very highest of standards; not as it came out of the showroom, but better. Much, much better. You're aiming for absolute perfection and doing it properly means huge attention to detail in every aspect of the car's appearance. Few things look better than a beautifully prepared 911, so we've decided to take an in-depth look at what it entails. Get your car-care products at the ready... ➔



Exterior

The hours of work ahead begin with a thorough rinse – a portable jet washer would be perfect – to remove any loose dirt that could scratch the paint during later processes. Then it's plenty of warm water and car-wash solution, and ideally something like a lamb's-wool wash mitt, to clean every inch of the bodywork, preferably starting at the roof and working downward. Remember, this isn't a quick Sunday morning spruce-up, so pay attention to every area, including the undersides of bumpers and wings. Once carefully dried with a soft towel – streaks or water spots are an absolute no-no – you're ready for the next stage, which is the use of a clay bar. What this does is essentially remove any contaminants from the paintwork that washing alone won't shift, such as road tar and tree sap. It needs patience and a careful back-and-

forth motion – never circular as this could produce swirl marks in the paint – to produce the best results. When you're certain the paintwork is as clean as it can possibly be, it's time for polishing, which can be a minefield of advice and opinions. You should experiment with what works best for you, but quality is key, so spend as much as you can afford on a top-quality product, opting either for the pure 'carnauba' waxes that are available or those that include polymers for a natural shine. Just never, ever be tempted by the products that promise quick and easy results, or a finish that will 'last forever'. You'll never win a competition with them. Also worth bearing in mind is that even light polishing is removing paint, so go gently and get expert advice if there are major imperfections. It's worth focusing on the horizontal surfaces first as

these are the first to show marks as the light falls on them, and you might also want to consider using a machine-operated polisher, or 'mop' as it's commonly called. The results can be excellent, but measure the paint depth first to prevent wearing through. Once again, it's all about a detailed and patient approach, applying and removing the wax one section at a time, taking care not to get any on any rubber seals or plastic surfaces. These latter areas will need their own attention anyway, using a suitable product sparingly applied and then buffed away to leave a natural appearance. You'll also need to ensure that badges are free of excess polish, so use a cotton bud to clean the edges. Concours is all about attention to detail, so now it's time to make sure every external area, every nook and cranny is perfect. That means cleaning all of the areas that most people forget, so the wheel-arch liners should gleam, and every millimetre of the door-shuts including around locks and hinges needs to be cleaned. Just as important are the channels and seams beneath engine and luggage compartment

“Remember, if a competition judge can access it, then it needs to be clean”

CONCOURS D'ELEGANCE SURVIVAL KIT

Cleaning products – You'll need the best shampoos, polishes and surface treatments you can afford.

Cloths – A variety are needed, from 100 per cent cotton and lint-free to soft terry cloths for gentle cleaning.

Wheel and tyre brush – You'll need something that gets into every edge, but nothing too abrasive. The softer the better.

Toothbrushes – Soft brushes only, but they are great for removing dust or when you need to apply small amounts of cleaning product.

Cotton buds – Again, perfect for detailed application of cleaners and for those tricky areas such as the exterior badges.

Alcohol wipes – They are ideal for removing last-minute fingerprints from interior trim, especially on judging day.

Sticky tape – Removes lint and dust from trim and upholstery, and they're great for last-minute prep at the competition itself.

Adequate storage space – You want everything to hand once you start prepping and it'll help keep clean and dirty cloths separate.

Inspection gloves – Think snooker referee! It will avoid any annoying fingerprints before the judge arrives.

Patience – It's about making your car the best it can be, so don't be tempted by shortcuts. Put the hours in.



lids, paying particular attention to hinges, which need to be free of grease and accumulated dirt and not forgetting the underside of the panels themselves; the fuel filler area and inner surface of the filler flap; the gaps around light units and number plates; and any air intakes. Remember, if a competition judge can access it, then it needs to be absolutely clean.

We're not done on the outside, either, as all of the glass will need to be free of streaks and smears. Soft cloths and a good-quality glass cleaner will pay dividends, and it's worth examining the finish from different angles and in different lights to check for any last marks. Then there are the wheels. These will need to come off for the best results, as both front and rear faces will need cleaning, not forgetting the bolt holes themselves. And when it comes to dressing the tyres, less is definitely more. Ensure the tyres are spotlessly clean before applying the product, and use it very sparingly. Leaving the judge with hands covered in the stuff is not good news. ➡



Swirl-free paintwork that has a deep gloss with no wax residue is essential. All plastics and rubbers should have retained their colour with no cracks or warping. Door shuts and behind fuel caps will be checked too





Interior

Now the outside is perfect, it's time to attack the cabin. Yet again, it's all about attention to detail. You're aiming for just a nice clean finish, so don't ever be tempted by those sprays that just apply a shine. A vinyl cleaner can be used on non-leather surfaces, but it should be used sparingly and all excess removed with a lint-free cloth, and the dashboard just needs time and patience. Pay close attention to the areas around dials and switches, and don't forget to ensure that air vents are dust free, remembering to clean inside any storage areas, of course, including those in the centre console. Gear-lever and handbrake gaiters should be spotless and a good-quality leather cleaner will pay dividends here. As for the seats themselves, both leather and cloth items need to be carefully cleaned and vacuumed, paying particular attention to seams and stitching, as well as any storage pockets.

Seat adjusters and controls will need similar attention and the seat rails themselves will need to be free of grease and dirt. It goes without saying that you'll need to vacuum thoroughly beneath the seats, not forgetting those tricky-to-reach areas such as between seat and centre console. Seat belts too will need to be free of dust and dirt, but don't apply any cleaning products to these vital safety items – just elbow grease and a suitable lint-free

cloth. Door panels should receive the same close scrutiny, and again using a good quality leather or vinyl cleaner here will suffice for the surfaces, but you'll need to remove any last hint of dust and fluff from storage areas.

When it comes to vacuuming, be just as thorough, covering every last inch of carpet including behind the pedals. Our experts also advise removing the floor mats completely before

“Most of us aren't used to preparing our car with this level of forensic detail... you need to train your mind to start thinking like a concours judge!”



A sparkling interior should be free of dust and fingerprints, with carpets free of stains and blemishes. Seats, handles and switches should be in perfect condition. Don't forget the headlining, which will be checked

judging. They are just another item to trap dirt at the last moment. Oh, and don't forget the headlining as well. Vinyl items can just be cleaned with a suitable product, but a lint roller or similar will help get cloth or Alcantara ones looking spotless.

A useful tip for achieving a dust-free interior is to have some sticky tape handy that you can wrap around a finger and use to pick up any last specks that will lose you points in the final judging. And last but definitely not least, don't forget all those small items such as interior mirrors and grab handles, sun visors and the like. Just like the exterior, if it can be reached and checked, then it needs to be perfect, so this is where the advice of clubs and competitors will really pay dividends. Most of us aren't used to preparing our car with this level of forensic detail, so you need to train your mind to start thinking like a concours judge! ➡



2015 CONCOURS D'ELEGANCE: OUR FIVE TOP TIPS

- 1) Speak to your local club and to regular concours entrants before you begin. Their advice and experience will be invaluable and will help you understand exactly what winning involves.
- 2) Don't underestimate the time involved in doing this properly. Our experts reckon anything between 30 and 60 hours is normal, and there is no substitute for putting in the hours.
- 3) Don't overdo the preparation. It may sound like odd advice, but it's about doing it right and not exaggerating the appearance with weirdly shiny surfaces and too much product. If anything, it will only put judges off.
- 4) Gather all your materials before you start. You don't want to get stuck halfway through, so make a checklist of all the things you'll need and buy top-quality stuff.
- 5) Plan your approach to a competition so you know exactly what you need to do as the day approaches as well as final prep on the day itself.

Engine

You will obviously have paid the same attention to the front luggage compartment, vacuuming and cleaning every last inch, but now it's time to head to the back for some work on the engine bay. Before starting the preparation, now is the perfect time to attend to any minor oil or fluid leaks, so make a check of gaskets and pipework. Ignore these and your concours efforts will be for nothing. Now you'll need to break out the water and degreasing solution, so the first step is to be thorough in covering electrical connections, air intakes and other delicate components – it's important to avoid any unnecessary soaking or water ingress. Then you'll need to get to work with a soft brush, working the degreaser into every corner, at the same time

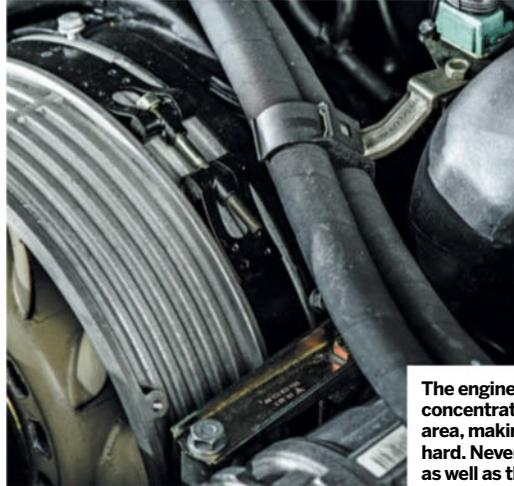
being careful not to dislodge any hoses or connectors. Once the main areas are clean, pay close attention to all the ancillaries as they too will need to be spotless. Items here include the fan, all of the visible belts and pipework, as well as intake plumbing along with electrical and fuel-system components and any pumps. Some degreaser applied with a soft cloth should suffice here, but take a methodical approach so you can tick off each part once it's done. Once you're happy with the overall level of cleanliness, a light application of rubber and plastic dressing should finish things off nicely. And last, with safety in mind, it's worth watching out for any sharp edges around the engine bay waiting to inflict a nasty cut or scrape. **911**

“It's important to avoid any unnecessary soaking or water ingress”

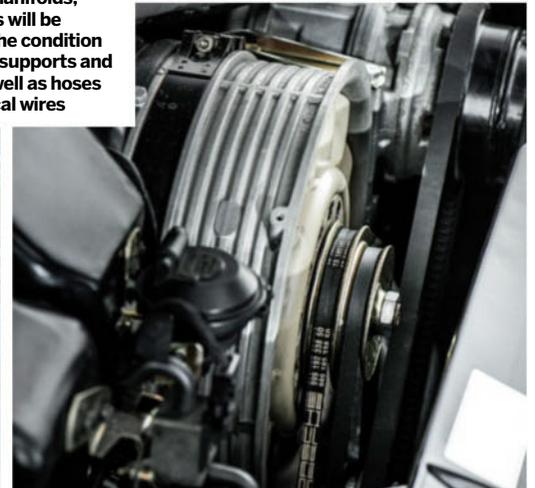
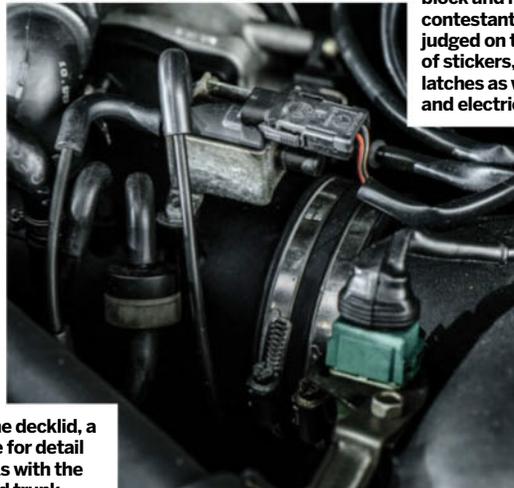
Thanks

This immaculate 993 C4S has recently undergone a comprehensive restoration from Porsche Centre Reading and is currently for sale at Hexagon Modern Classics. For more information call +44 (0)2072253388 or visit hexagonmodernclassics.com. Special thanks to concours d'elegance winner Ben Przekop and to concours d'elegance serial winner and judge David Wilhide for their expertise and advice in producing this feature.

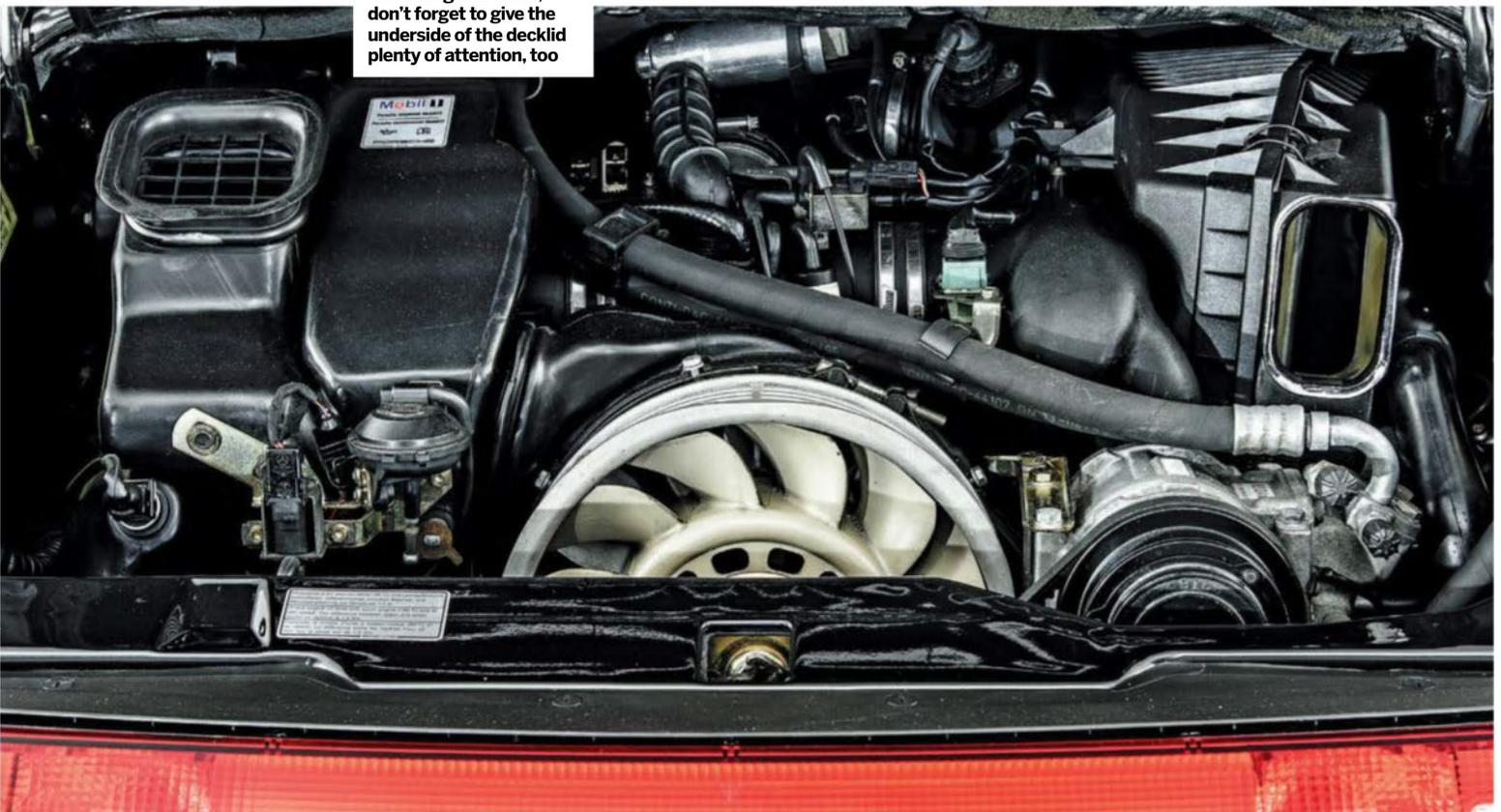




The engine bay is a highly concentrated yet small area, making prep work hard. Nevertheless, as well as the head, block and manifolds, contestants will be judged on the condition of stickers, supports and latches as well as hoses and electrical wires



Even under the decklid, a fastidious eye for detail is essential. As with the headlining and trunk, don't forget to give the underside of the decklid plenty of attention, too





997
v 991

GTS SHOWDOWN

The 997 Carrera 4 GTS was revered from its launch, giving the latest iteration a lot to live up to. Can it keep up along the testing roads of North Wales?

Written by **Josh Barnett** Photography by **Ali Cusick**



We're in Evo Triangle country. Sitting just outside the Snowdonia National Park we visited for our 991 supertest in issue 118, this region offers up a veritable sweet shop of twisting tarmac. With wide, open sweepers and tighter, more testing asphalt, the Denbigh Moors are the perfect proving ground for analysing a car's full range of abilities. And boy, do these two 911s have ability...

Although we're in oft-used territory, the stomping grounds for myriad other motoring magazines, there's no need to worry. This is very much a **Total 911** photoshoot. The 997 and 991 pairing at rest on the edge of the wind-chopped waters of Alwen Reservoir are possibly the best all-round Porsche 911s produced this century. In fact, they are perhaps two of the most complete neunelfers ever built.

I understand that this is quite a statement to make but these cars have an insatiable appetite for dishing up dynamic brilliance. This is just as well, because this duo shares an evocative three-letter badge on the decklid: GTS.

Like many of Porsche's greatest tags, the Carrera GTS moniker started life on the track, on the back of the 1964 Targa Florio-winning 904 prototype. It

would take a further 46 years before Zuffenhausen bestowed the GTS badge on a 911, though, initially launching a rear-wheel-drive version in December 2010. Five months later, the 911 Carrera 4 GTS was rolled out, providing an all-weather variant to run out the 997 generation. However, this wasn't just Porsche's way of celebrating the most successful era of 911 production ever. The 997 Carrera GTS and Carrera 4 GTS were widely considered top-drawer sports cars, embodying the very best of the neunelfer spirit.

The centre-lock 'RS Spyder' wheels and swathes of lightweight Alcantara provided a nod to the GTS's motorsport heritage, while subtle revisions to the front bumper and side skirts injected some much-needed aggression into the 997.2 Carrera 4S's exterior styling. Backing it all up was the X51-equipped 3.8-litre 9A1 engine, developing 408 horsepower, all included within the Carrera 4 GTS's £83,415 list price.

With a heady mix of speed, stellar dynamics and everyday practicality, Porsche shifted over 6,200 997-type GTSs during its relatively short three-year production run. That popularity remains to this day, with the model enjoying strong residual values: five years after launch you'll struggle to find a 997 Carrera GTS for under £60,000.

Since the 997's success, Porsche has evolved the GTS concept, no longer saving the name for runout specials. From the Boxster to the Cayenne, Zuffenhausen's bean counters have overseen the GTS brand expanded across the entire stable, with the 991 Carrera 4 GTS – released alongside the rear-wheel-drive version – the latest addition to the range. Has this diluted the 911 GTS experience? I'm giddy with boyish excitement at the prospect of finding out.

Grey skies above us from earlier in the day have dispersed, basking our new location on the edge of Alwen Reservoir in glorious sunshine. It's becoming clichéd, but next to the 997, the 991 really does look enormous. Yet, rather than a flabby middle-aged spread, its increased girth lends the latest GTS a more aggressive air than its predecessor, helped by the imposing Sport Design-style front bumper. The lack of the centre-lock Turbo S wheels on the 991 does take away a fair chunk of visual drama, though: if you're tempted to order your own, make sure you don't make your new GTS look like a standard Carrera 4S. By comparison, the 997 feels somewhat restrained, and the rear overhang appears more bulbous thanks to its shorter wheelbase. These points notwithstanding, they are remarkably similar

GTS: the birth of a Porsche legend

Like the Porsche 911, the Porsche 904 was designed by Ferdinand 'Butzi' Porsche. Also like the 911, Peugeot – who had copyrighted the XOX format – disputed Porsche's use of the 904 moniker. The car was road legal, one of the last Porsche prototypes to be so, yet it was unlikely the general public would mistake a mid-engined sports car for a French runaround. Still, Porsche relented, choosing to officially christen the car 'Carrera GTS'. After a disappointing foray into Formula 1, the flat-four-engined

car marked Porsche's return to top-level sports car racing, albeit in the under-2,000cc class.

After an inauspicious debut at Sebring in 1964, Porsche System Engineering entered two standard 904s in the famous Targa Florio, a race it had won four times previous. After over seven hours on the Sicilian road circuit, Antonio Pucci and Colin Davies had decimated the competition in their works GTS, beating the sister car of Herbert Linge and Gianni Balzarini by 13 minutes.





The 1997 Carrera 4 GTS would prove a tough rival for any 911. That the 991 iteration doesn't just keep up but actually improves handsomely upon its predecessor is nothing short of remarkable



design-wise, with plenty of black accents including the exhaust tips and door lettering.

Stepping into Graham Hutchinson's Carrera 4 GTS, it takes me a while to adjust to the 997's surroundings. Having spent so much time in 991s, the previous generation's interior feels spacially alien. With the traditional short dashboard, I feel much more exposed in the 997. It's an aspect Graham prefers: "The 991 feels much more claustrophobic whereas there's a greater openness in my car, more like a saloon car." I can see where he's coming from, but I prefer the hunkered-down position afforded to me in the latest GTS. By comparison, I've never got seated perfectly in a 997, not that it matters in the older GTS as we take off on our first loop of the Triangle.

It's my first time in a 997 GTS, and my first time attacking these famous roads, yet I'm instantly at ease. There is a composure to Graham's car that standard second-generation 997s simply can't get near to, making this a distinct stepping stone

between the near-perfect poise of the 991 and its preceding generation.

The PASM damping is sublime, cruising nonchalantly over bumps, which makes this a perfect partner for long European tours. It's a trait Graham has exploited numerous times, including a trip to the infamous Nordschleife. But the 997 doesn't disappoint when shown a corner or two either. The front end is eager to get into each turn, with less understeer than a 997.2 Carrera S. The extra weight of the Carrera 4 package helps, pushing the front end into the tarmac with an extra 60 kilograms compared to the 997 Carrera GTS.

Getting hard on the gas, the 997 noticeably squats onto its haunches. Combined with the four-wheel-drive system, it's giving me plenty of traction, but it also causes the nose to unload slightly. It's not a problem. Easing off the throttle brings the nose back toward my desired apex before I can unleash all 408 horsepower and rocket toward the next bend with impressive vitality.

My cause is helped by the superb mechanically assisted steering. And the weighting? Perfect. Combined with the beautiful tactility of an Alcantara-clothed Sport Design wheel, I'm in heaven. Into another corner and the 235/35/ZR19 Bridgestone Potenza's every message is telegraphed back to my palms. Having driven 997.2s, I'd always argued the 991's EPAS system was just as good at communicating what the front end was doing. I'll happily eat those words: the 997 Carrera 4 GTS should be gospel when it comes to steering feel.

Like all modern 911 engines, the 997 GTS's powerplant is providing a perfectly linear power curve. While 420Nm of torque is not to be sniffed at, I'm wringing the neck out of the tachometer in order to keep with Graham, who appears to have acclimatised to the 991 pretty well. In first-generation guise, the 9A1 engine prefers to stretch its legs when making progress. Unfortunately, in the rev counter's upper echelons, the soundtrack is muted – a predilection of all 997s, not just the GTS. The Sports Exhaust subtly alters the gruffness, but the flat six still sounds more GT than GT3.

I'm not complaining though. With no boxer shriek ringing in my ears, I'm fully focused on that delicious steering feel as I barrel into another bend on the B4501, the return leg of the Triangle. I haven't revelled in such sublime feedback since the very first 911 I drove – a 1996 GT3 – but with enough roll in the chassis, the 997 GTS never feels like it's going to bite my hand. Which is just as well, because if there is a weak link in the 997 Carrera 4 GTS package, it's the brakes (four-pot affairs with 330-millimetre discs all round). With 1,480 kilograms of the car, plus me in full Arctic expeditionary gear, I haven't been shedding speed as fast as I'd desire in a car with such pace. 🏁



997 C4 GTS

2011

Engine

Capacity

3,800cc

Compression ratio

12.5:1

Maximum power

408bhp @ 7,300rpm

Maximum torque

420Nm @ 4,200-5,600rpm

Transmission

Seven-speed PDK automated manual

Suspension

Front

Independent; MacPherson strut; PASM damper; coilover spring

Rear

Independent; Multi-link; PASM damper; coilover spring

Wheels & tyres

Front

8.5x19-inch RS Spyder alloys; 235/35/ZR19 tyres

Rear

11x19-inch RS Spyder alloys; 305/30/ZR19 tyres

Brakes

Front

330mm discs with four-piston callipers

Rear

330mm discs with four-piston callipers

Dimensions

Length

4,435mm

Width

1,852mm

Weight

1,480kg

Performance

0-60mph

4.4 secs (in Sport Plus)

Top speed

188mph



991 C4 GTS

2014

Engine

Capacity

3,800cc

Compression ratio

12.5:1

Maximum power

430bhp @ 7,500rpm

Maximum torque

440Nm @ 5,750rpm

Transmission

Seven-speed manual

Suspension

Front

Independent; MacPherson strut; PASM damper; coilover spring

Rear

Independent; Multi-link; PASM damper; coilover spring

Wheels & tyres

Front

9x20-inch alloys; 245/35/ZR20 tyres

Rear

11.5x20-inch alloys; 305/30/ZR20 tyres

Brakes

Front

340mm discs with six-piston callipers

Rear

330mm discs with four-piston callipers

Dimensions

Length

4,491mm

Width

1,852mm

Weight

1,470kg

Performance

0-60mph

4.4 secs

Top speed

188mph





Both 9A1 engines may displace 3.8 litres but there are marked differences in how they throw you up the road. The Triangle's sweeping roads provide plenty of chances to investigate their nuances



Battle of the 'boxes

You may have noticed I've not compared the respective gearboxes of the two GTS models on test. That is not an accident. With Graham's 997 equipped with the first generation of seven-speed PDK and the 991 presser fitted with the revised seven-speed manual, drawing comparisons would be futile. However, a few conclusions can nevertheless be drawn.

With the GTS firmly entrenched in the 'enthusiast' side of the spectrum, I'm always disappointed to see 997 and 991 examples specced with a PDK 'box. It just doesn't seem right. However, I was pleasantly surprised to find the unit in Graham's car didn't really detract from the overall experience. Sure, it was slower to respond than the latest system, but without having to worry about gear changes, I could focus on piloting that excellent chassis.

By comparison, I have it on good authority that the 997 GTS's manual transmission is one of the best shifters around. Therefore, it was no surprise that Porsche went about improving the oft-derided seven-speeder that has been developed for the 991 generation. The change is now silky smooth between the gate, affording you greater precision on each shift. With Carrera 4 'boxes always slightly notchier than their Carrera 2 counterparts, I can only assume the 991 Carrera GTS's transmission is a fitting successor to the 997's lauded unit.

That's my only major gripe, though. The 991 Carrera 4 GTS has a lot to live up to, and stepping back into its perfectly positioned driver's seat for our second loop, I'm not sure it can compete. The 997's chassis is so pliable and the steering so feelsome that I am realising why other **Total 911** writers have been fawning over this car so much in the last 18 months.

The 997 Carrera 4 GTSs feel was so immediately distinct from its contemporary Carrera 4S sibling that, by comparison, my initial outing in the new 911 Carrera 4 GTS is leaving me cold. It has a prodigious talent, like all 991s, but I might as well be sitting inside a well-specced Carrera 4S. The lack of Alcantara on the steering wheel and gear lever, as well as the centre-lock's absence, is no doubt stoking this fire. As Ali remarks to me: "It's cheesy but it's true: the steering wheel is the car's equivalent of a handshake". Without that ergonomic experience, this particular 991 GTS physically feels like a lesser car.

However, I'm now pushing on and the new GTS is beginning to reveal its true colours. It's taken an additional lap of the Triangle, but I'm now feeling the symbiosis of all those choice options Porsche throws in as standard, such as the X51 Powerkit, PASM, Sport Chrono with dynamic engine mounts and Sports Exhaust. The former of those options alone costs more in isolation than the £7,462 difference between the 991 Carrera 4S and Carrera 4 GTS. You can't deny that this, like its predecessor, is excellent value for money.

According to Porsche chassis guru, Eberhard Armbrust, "the chassis setup for the 991 Carrera 4 GTS is the same as for the 997 Carrera 4S. There was no need to change or modify the standard chassis setup for the GTS versions." I find this hard to believe, though. Like its predecessor, the chassis is sublime. Yet, where the 997 invited me to mould it to my every whim, the 991 takes me by the scruff of the neck and reforms my dynamic boundaries. There is so much grip.

The roads are damp in places thanks to the early rain, hail and sleet yet the 991 Carrera 4 GTS continually fools me into believing they're bone-dry. Even without the optional Porsche Dynamic Chassis Control, the 991 is much stiffer in roll. I'm darting one way then the other with so much more immediacy that the chassis seems to be preempting my every move. Combined with the naturally stiffer damping – emphasised by the -20-millimetre PASM Sport suspension fitted to this car – the 991 GTS is an altogether more hardcore prospect than the 997. As Armbrust acknowledges, "all over, the GTS is closer to the 911 Carrera 4S, but the sport setup is closer to the 911 GT3, especially if you choose the PDCC system which minimises the roll angle."

It's a shame the 991 GTS didn't benefit from the same EPAS tuning afforded to the GT3, though. As I feared, the 991's steering feels wholeheartedly artificial. Yet to those with no experience of a 997 GTS, it's a brilliant system that imparts more than enough feel to deal with the mercurial talents of the 991 chassis.

The Powerkitted flat six behind me in the 991 is much more punchy in the mid-range too, filling in the torque curve and providing some much needed thrust in the 2,500-4,500rpm range compared to the 997 GTS. Combined with the extra power, I feel like I am covering ground much, much faster in the new 911 Carrera 4 GTS. I'm looking further ahead in the same way I would when piloting a 991 Turbo. Like the latest forced-induction 911, the torque vectoring is mesmerising, too. In isolation, the 997's four-wheel-drive system is adequate, but the transfer of torque in the 991 is seamless, never upsetting that beautifully balanced chassis and providing much greater levels of mid-corner grip.

Thankfully, with this extra speed comes extra braking capacity. With 340-millimetre discs and six-piston callipers up front, it's noticeably faster to slow down. As we pull over for the final time, Graham steps out his 997 and turns to me. "The brakes in the 991 have much more bite," he enthuses. "I much preferred them to mine. They pulled up so well."

Stopping in the 991 GTS is indicative of the entire experience. Sharper, more forceful, more hardcore. The 997 GTS is a subtler affair, making haste with minimal fuss. By comparison, the 991 GTS borrows the GT3's testosterone, cranking everything up to 11 while retaining the everyday capability we all expect from a car wearing the Carrera badge. It's a worthy addition to the 911 Gran Turismo Sport lineage, which is quickly proving itself the home of the best all-around Porsches ever built. **911**

THE FORGOTTEN CARRERA

The Carrera 3.0 is probably the least-known of the impact bumper Porsches but this hidden gem is a class act, as Total 911 finds out...

Written by **Johnny Tipler** Photography by **Antony Fraser**



The name 'Carrera' is a term that has enjoyed a rich history with the Porsche brand for decades. Beginning with the Carrera Speedster in 1954, it has adorned Zuffenhausen cars since and found its way onto the 911 in some style in 1972 with the release of the Carrera RS. Today, the term is still used to signify the non-GT lineage of Porsche 911s. However, while 'Carrera' is well established in the lexicon of Porscheophiles, there's an altogether lesser known 911 that nevertheless sports a 'Carrera' script on its decklid. That car is the 911 Carrera 3.0.

So called because of its 3.0-litre flat-six cubic capacity, it was in production from 1976 to 1977, succeeding the 2.7-litre 911s and preceding the far better known – and longer-running – 911 SC and 3.2 Carrera. The Carrera 3 is possibly the most concise suffix-handle of any 911. Just as the 906 race car from 1966 is known as the Carrera 6, the name is derived from the legendary Mexican road race La

Carrera Panamericana in which Porsche excelled in 1953 and 1954. Thenceforth the Carrera epithet – which simply means 'race' in Spanish – defined the majority of Zuffenhausen's sports racing cars up to 1973 when the 911 2.7 Carrera RS harnessed the name to top-line road-going models. Devalued of late, it nevertheless has an inspirational cachet. While 'Carrera 6' refers to the 906-type number, Carrera 3 points up this 911's 3.0-litre engine capacity, and that is one of the car's key features.

The 1976 model year 911s – the G-programme 2.7 Carrera and Carrera 3 – represent a transitional plateau in the model's history. With a bombproof reputation, they combine classic looks and driving traits with more modern manners and relatively modest maintenance costs. Launched against a world background dominated by a Middle-Eastern oil embargo, fuel shortages and power cuts, prospects did not look great for the new generation of 911s. Suddenly, gas-guzzlers were not cool, and sales cascaded from 15,000 911s invoiced in 1973

to 8,000 in 1975. The earlier figure would not be exceeded again until 1986. Despite that, it was a time of consolidation, and the fact that Porsche stuck to its guns and kept faith with the 911 Turbo launch and then went on to release the 928 says much for its self-confidence.

While the 2.7 Carrera was an overlap car, bridging the transition from the 2.4 and 2.7 RS models, the Carrera 3 was the range-topper, powered by the 3.0-litre power unit. Those 3.0 litres in itself was a significant number with an evocative wow factor. Despite the fact the Carrera 3 was the cock of the roost for only a couple of years – superseded by the 911 SC for the 1978 model year – it ushered in two significant aspects in Porsche construction and specification.

Despite this inauspicious start, the middle years of the 911's life story from 1974 to 1989 turned out to be a model of stability as far as its specification was concerned, never mind events in the Zuffenhausen boardroom. The frenetic changes in chassis



dimensions, body styling, adoption of fuel injection and, most of all, shifts in engine capacity that characterised the late-1960s and early-1970s settled down into a pattern that endured with mild evolutions and just three really significant new introductions along the way.

First up in the canon is the 1974 2.7, with three models on offer: the basic 911 (replacing the 911T), the 911S (taking over from the 911E) and the Carrera 2.7 (superseding the 2.4-litre 911S) and shared its drivetrain componentry with the 1973 Carrera RS. As well as the controversial raised bumper line designed to appease American safety regulators, the cars destined for the US market were humbled by stifling emissions equipment. Available in

the 1975 model year, the 930 Turbo took the automotive fraternity by storm, bringing Can-Am and endurance-race technology to the road. The 930 forms a continuous side strand to the main channel of 911 production. While the body style that endured from 1974 until 1989 with its rotund rear wheel arches and five-mile-per-hour impact bumpers characterised the mainstream 911s, the Turbo proclaimed its additional musculature with tea-tray rear wing and bloated front and rear arches to accommodate its fatter wheels and tyres. The Carrera 3 however lacked any form of rear wing, ducktail or whaletail. Though initially fitted with Fuchs alloy wheels, for the 1977 model year it was delivered with 16-inch-diameter cast aluminium

ATS Cookie Cutter wheels as standard, wearing 205/55/VR16 front tyres and 255/50/VR16 rear, though in our case they were Bridgestone S0 tyres on Fuchs rims.

The Carrera 3, introduced in summer 1975, inherited the turbocharged model's stronger engine componentry – minus the turbo, of course, but with magnesium-alloy cases and Nikasil barrels – and was the real progenitor of this era. The Porsche line-up was three cars for the 1976 model year, the Carrera 3, and its siblings the 930 Turbo and the entry-level 2.7-litre 911, sold in Britain as the 911 Deluxe, a 165-horsepower model with electronic fuel injection. The front-engined 924 was waiting in the wings and unveiled in 1976, with its V8-powered sibling the 928 entering the fray a couple of years later.

The Carrera 3 was available from the outset as a Coupe or a Targa with a black roof panel, and offered with a choice of three transmissions, four

“Just 3,687 Carrera 3s were built in two years compared with 58,000 911 SCs”



Thanks

This beautiful 911 Carrera 3.0 is for sale at Specialist Cars of Malton. For more information call 0844 7000 997 or visit www.specialistcarsltd.co.uk.

and five-speed manual 915 gearbox (first used as a production item in the 2.4-litre cars of 1973), or a three-speed Sportomatic, available on this model at no extra charge. However, the naturally aspirated Carrera 3 engine is basically the same as the blown 930 Turbo's, which was developed from the 3.0-litre RS engine, and that makes it virtually unburstable. But that doesn't mean it was merely a low-compression alternative to the 930 Turbo, because the compression ratio was raised from 6.53 to a much higher 8.521, and the ports were redesigned as well. It was fed by Bosch K-Jetronic fuel injection, a step up from the previous 2.7 Carrera's mechanical injection, and a five-blade fan replaced the earlier engines' 11-blade item. The Carrera 3 produced 197 horsepower at 6,000rpm and 255Nm of torque at 4,200rpm, and it could accelerate to 62 miles per hour quicker than the outgoing Carrera 2.7. However, its top speed of 143 miles per hour was lower than the previous model's 149, while its

successor, the SC, topped out at 140. It wasn't until 1981 that the SC overtook the Carrera 3 and attained 204 horsepower thanks to higher compression and altered valve timing.

The Carrera 3 suspension set-up did not break any new ground. It combined MacPherson struts, lower control arms, longitudinal torsion bars, gas dampers and a 20-millimetre anti-roll bar at the front, and semi-trailing arms, gas dampers, a 23-millimetre transverse torsion bar and an 18-millimetre anti-roll bar at the rear. The Carrera 3 was lighter than its successor, weighing in at 1,093 kilograms, six per cent lighter than the SC, which weighed 1,160 kilograms.

The concertina-rubber and raised impact-bumper look that came in with the 1974 line-up was greeted with a certain amount of derision at the time, mostly on aesthetic grounds: what have they done to the pretty 911? But the new styling and what lay beneath it was imperative for the 911 to

comply with the stringent new safety legislation in the USA and Europe, which meant that all cars had to be able to withstand a five-mile-per-hour impact without sustaining any damage.

Something more fundamental was afoot too. Porsches were as prone to rust as any other steel-bodied cars and few precautions had been taken to prevent it. Porsche now tackled the problem head-on by introducing zinc-dipped galvanised steel for the body panels and was the first manufacturer to offer a six-year corrosion warranty on its car's main bodyshell, excluding the wings.

The cabin of the Carrera 3 features 'tombstone' seats, of which the backrests resemble the outline of a tombstone, upholstered in a variety of materials from standard leather to velour for hot climates. Door panels have stitched decorative pleats and carpeted pockets, plus a speaker in each side, while the dashboard contains the familiar 911 hotchpotch of switches with the centrally mounted rev 



Connoisseurs will note the five-finned fan on the Carrera 3.0 as opposed to the usual 11-finned item. This was also the last 911 to sport opening rear quarter windows



The 930 engine

Engine longevity is a Porsche characteristic. Not only do the actual units happily go on working way beyond a normal sell-by date, but the engine lines also remain in production for years. They generally start off as a competition unit, typically honed in the negredo of endurance racing. The original four-cam Carrera engine designed by Professor Ernst Fuhrmann in 1953 served in a succession of racers from 550 Spyder and 356 Carrera. As the 901 and 911 flat sixes evolved from 2.0 to 2.7-litres through the decade from 1963 to 1973, so the 3.0-litre 930 unit remained the core powerplant until 1989, given a capacity hike to 3.3 litres in turbocharged form in 1978 and in 1984 to 3.2 litres unblown. True to form, the 930 first saw service in the 3.0-litre RS and RSR race cars active in 1974, providing the fundamental basis for the 930 Turbo powertrain introduced in 1975. That was designated 930/52, while the Carrera 3's naturally aspirated unit was 930/02. The 930 prefix endured, with 03, 20 and 66 derivations, until 1988, when the 964's 3.6-litre engine replaced it.

Model Year	Carrera 3.0 1976-77
Engine Capacity	2,994cc
Compression ratio	8.5:1
Maximum power	197bhp @ 6,000rpm
Maximum torque	255Nm @ 4,200rpm
Transmission	5-speed 915 gearbox, 3-speed Sportomatic optional
Suspension	
Front	MacPherson struts; lower control arms; longitudinal torsion bars; gas dampers; 20mm anti-roll bar
Rear	Semi-trailing arms; gas dampers; 23mm transverse torsion bar; 18mm anti-roll bar
Wheels & tyres	
Front	6x15-inch Fuchs; 185/70/VR15
Rear	7x15-inch Fuchs; 225/60/VR15
Dimensions	
Length	4,291mm
Width	1,610mm
Weight	1,093kg
Performance	
0-62mph	6.3 secs
Top speed	145mph



counter dominating the driver's view, and the standard car's chunky leather-rimmed three-spoke steering wheel. Electrically adjustable, heated body-coloured door mirrors were fitted, as well as headlamp washers. An electronic speedo was an innovation and cruise control was optional.

Emissions regulations were being imposed thick and fast in North America and Japan, reflected in secondary air injection and thermal reactors being installed as a primitive catalytic converter for cars destined for those markets. Other improvements for 1977 included a more powerful fuel pump, clutch operation system, vacuum brake booster, along with centre vents in the dash for better ventilation. The controls were illuminated at night, and a red light reminded you to belt up. Rotary knobs for locking the doors were set into the door panels as an anti-theft measure, while the push-button locks on the door tops retracted completely into the door panels. You see how the Carrera 3 exemplified the whole 911 civilising process. There were a couple of other transitional features about the Carrera 3 as well; it was the last 911 to have opening rear three-quarter windows; and the heater controls were between the seats along with the handbrake lever. Stabs at modernity? Our car has a front strut brace and nicely crafted aluminium bonnet and engine lid stays.

Just 3,687 Carrera 3s were built in two years, compared with 58,000 911 SCs over five years. It's a rare bird in the UK: just 177 right-hand drive

Coupes were imported. The Carrera 3 was dropped, along with the 2.7-litre 911, for 1978, making way for the SC. A short production life meant it became a sought-after model, although the SC that it spawned bore most of its physical attributes and running gear – though the wheel arches were slightly wider. Introduced late in 1983 for the 1984 model year, the 3.2 Carrera replaced the 3.0 SC, using the same body-chassis unit with a few detail improvements. Like the SC, there were Coupe and Targa body styles plus Cabriolet, Clubsport and Speedster versions. However, enough of the history.

Our feature car was delivered in May 1976 and has 99,000 miles on the clock. It has a sports airdam on the front and an integral whaletail engine lid. Original fitments, I'm told, but not to the overall detriment of the otherwise clean Carrera 3 look. It sports a new Sparco suede-rim wheel, and I'm sitting in what feels like a cross between a supportive bucket seat and an armchair. The belts are non-inertia reel, so you have to adjust them to suit yourself. The steering is beautifully direct, and it goes exactly where I point it. There's still a classic feeling to it, traces of its predecessor and elements of its successors too, but it doesn't come over like a relatively modern car like the 964. It belongs exactly in its era in that respect – the mid-1970s.

It has beautifully smooth revving, almost as if it's purring. A few years back it had an extensive engine rebuild and running gear overhaul at Provost Automobiles at Le Mans, which no doubt

contribute to its alacrity. Up on the moorland roads above Rosedale I open it up, and the revs soar keenly up into 4,000-5,000rpm territory, the flat six growling happily. It has a firm ride, but we straddle the bumps with impunity. It is every bit as sharp and lively as a 3.2 Carrera, let alone an SC, sparkling with vivacity. The 930-spec brakes need firm pressure, but once you get the hang of how hard to press, they anchor up very rapidly. The 915 gearbox is beautifully notchy, and I ease the lever into the desired slot with no problem at all. There's no sense in which the Carrera 3 doesn't cut the mustard. It feels lighter than a 3.2 Carrera, with a more sparkling performance.

Downsides? Well, none that I can think of. The shift is trickily sprung in favour of reverse, so I do have to make a conscious effort when downshifting from fifth to fourth. But that's about it. You could easily fall in love with this car and use it on a day-to-day basis. In fact, it's one of the nicest 911s I have ever driven.

So, does being relatively rare mean there are bargains? Underrated, undervalued and misunderstood, unfortunately – but justifiably, though probably for the wrong reasons – the Carrera 3 has come in from the cold during the last couple of years and now fetches handsome six-figure sums. And that means this babe is now well beyond my reach: just when I thought there could be a hidden gem out there, I discover the Carrera has careered off. **911**

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PORSCHE'S FIRST 934.5



Beneath the Interscope terracotta livery lies a thrilling story on how Porsche's final 934 chassis became a prototype stopgap American racer, as Total 911 investigates...

Written by **Andrew Krok**
Photography by **Andrew Tipping**



The 1970s were very good to Porsche as far as the American motorsport scene was concerned. In the first half of the decade, the 911 Carrera RSR was dominating: in 1972, Porsche developed the Carrera RSR 2.8. Weighing just 890 kilograms and packing approximately 300 horsepower, the 2.8-litre racer was first run at the 1973 Rolex 24 at Daytona, where Peter Gregg and Hurley Haywood took first place overall. With the help of Dave Helmick, the 2.8 went on to win the 12 Hours of Sebring too.

The 2.8's successor, the Carrera RSR 3.0, began production in that same year. Utilising a higher-compression 3.0-litre Typ 911/75 flat-six with Bosch slide injection, twin-plug ignition and a dry-sump oil system, the RSR 3.0 dominated just as much as its forefather, if not more so. In 1974, the RSR 3.0 went on to claim championships in two different series, the International Motor Sports Association (IMSA) Camel GT Championship and the Sports Car Club of America (SCCA) Trans-Am Series.

When Porsche introduced the turbocharged 934 for the 1976 season, the RSR teams were less than overjoyed. The 934 was based on the production 930, utilising both the 930's bodysheet and whaletail spoiler. The standard suspension was altered with solid mounts, nylon bushings and adjustable anti-roll bars. The 934 also borrowed its brakes →

934.5: the first season

The 1977 IMSA season was this car's busiest year, and also its most successful. While under the stead of Interscope Racing, this 934.5 was driven by three big names in American motorsport. Here's a timeline of its first season, along with a biography for each driver:

1977 season timeline

- 12 Hours of Sebring, Sebring International Raceway: Fifth place
- WQXI Road Atlanta 100 Miles, Road Atlanta: Ninth place
- Monterey Triple Crown, Laguna Seca Raceway: Tenth place
- Mid-Ohio Twin 200, Mid-Ohio Sports Car Course: Eighth place
- Pepsi Grand Prix, Brainerd International Raceway: First place
- Daytona Paul Revere 250, Daytona International Speedway: 40th place
- Pocono Carquest Twin Grand Prix, Pocono International Raceway: 22nd place
- Mid-Ohio Twin 3 Hours, mid-Ohio Sports Car Course: Fifth place
- Labor Day Race, Road Atlanta: Fourth place
- Daytona Finale 250, Daytona International Speedway: 47th place

Driver biographies

Ted Field

Ted Field founded Interscope Racing and was the heir to his father, Marshall Field's American department store empire. After a stint behind the wheel of the 934.5, Field would go on to start Interscope Records with music producer Jimmy Iovine. Field also tried to bring Porsche to the Indianapolis 500 in 1980, but that fell apart when officials neutered the car by limiting its boost.

Danny Ongais

Danny Ongais' racing career spanned multiple disciplines, including motorcycle racing, drag racing, and Formula One. His nickname was "On-Gas," due to his proclivity for abusing the throttle. Shortly after his time in the 934.5, Ongais moved to CART. He is the only native Hawaiian to compete in the Indianapolis 500.

Hurley Haywood

Haywood is one of, if not the most decorated American endurance racers in history. He achieved five overall victories at the Rolex 24 Hours of Daytona, two overall victories at the 12 Hours of Sebring, and three overall victories at Le Mans. All of his Le Mans wins involved Porsches (936, 956, 962, respectively). He still remains close to the brand as the chief driving instructor at the Porsche Sport Driving School in Alabama.

from the 917. The street-legal 930/75 motor received new pistons and a large KKK turbocharger to boost output to over 450 horsepower.

Somewhat expectedly, the 934 blew the less powerful RSRs out of the water. Some teams running the RSR complained to IMSA, in part because they weren't exactly excited to be forced into buying yet another entirely new car in order to remain competitive. No matter the reasoning, IMSA didn't allow the 934 to compete in 1976. SCCA Trans-Am, however, did. After watching its profits and viewership slide for a year, IMSA relaxed the rules for the 1977 season, granting access to the turbocharged Porsches.

Only, the 934 wouldn't be what arrived to race in 1977. IMSA's regulations allowed for several modifications to the 934, so Porsche dipped into the 935's parts bin to create a car specifically for IMSA, and thus, the 934.5 was born. "The 934.5 was a weird little stopgap before the introduction of the 935," says John Ficarra, marketing director for the Canepa collection, which is the car's current home. "It followed the rules, but IMSA didn't quite know what to make of it."

The 934.5 was, as its name belies, a mixture of 934 and 935 parts. Ficarra explains: "The 934 was still, by and large, very close to the 930 road car.

However, IMSA regulations allowed for a few parts to be pulled from the much more purpose-built 935, including its massive rear wing, rear brakes, and wheels. Engine output was also raised." Production was scheduled to begin at the tail end of 1976, but only ten examples would be built.

That brings us to this specific car, which is known by the last four numbers of its VIN, 0180. What makes 0180 interesting is that it was not, by nature, a 934.5 to begin with. 0180 started out life as the final 934 off the production line, and it was originally scheduled to land in the hands of Vasek Polak, one of the first team principals to bring the 934 to America.

However, there was an issue. "Ted Field's Interscope Racing team had ordered two 934.5s to be delivered for the 1977 season, which holds its first race at Daytona in January," Ficarra tells us. "Porsche knew it couldn't get both cars ready in time, so instead of sending the last 934 to Polak, the factory used that body to construct the first 934.5, which would be sent to Interscope." That means that 0180 is not only the last 934, but it's also the first 934.5, or rather a prototype of sorts. "It was a bit of a rush job," Ficarra says with a laugh.

As it turns out, 0180 still missed the 1977 season opener at Daytona. Field wasn't very pleased, but

Porsche made sure the vehicle wouldn't miss out on the second race, the 12 Hours of Sebring. To ensure prompt delivery, Porsche shipped the car from the factory to Florida by air. However, it was done in a bit of a last-minute rush; in fact, there wasn't even a proper way to get 0180 off the plane. Instead, Field had to utilize a nearby catering truck to get the car on the ground.

Still, even though Porsche had delivered on the promise to get the car in Florida for Sebring, it had done so without much time to spare. Instead of concerning himself with livery, Field left the car's white paint as-is, affixing a single zero to the car's doors using some spare vinyl that was lying around. Field had exactly one evening of practice in 0180 before the big race.

Even though the odds were against them, Interscope Racing and 0180 fared well at Sebring. With a trio of drivers including Field, Danny Ongais, and Hurley Haywood, the number '0' 934.5 qualified on the front row, eventually going on to a fifth-place overall finish.

The Sebring race also marks a very strange period in 0180's history. "There are actually two stories regarding Sebring," Ficarra says. "There's a theory printed in more than one book that 0180 was not actually the car to run at Sebring. We have

"0180 is not only the last 934,
it's also the first 934.5"



spent plenty of time researching this claim and after talking to multiple eyewitnesses, including a future owner who was present when the car was on the catering truck, we are standing firm in the belief that 0180 was, in fact, the fifth-place finisher at Sebring in 1977.” Apparently, teams were not exactly meticulous in documenting which racing numbers were assigned to which VINs, hence the persistent confusion.

Either way, following Sebring, there was finally enough time to paint 0180 in the correct Interscope livery. The car was officially numbered ‘00’ at this time, too. This is the same design that the car sports today, down to the exact shade of Interscope’s ubiquitous terracotta stripe.

For the remainder of the 1977 season, 0180 continued to race with Field, Ongais, and Haywood. Over the course of the nine other races it completed, the car saw decent success. Six of its finishes were in the top ten, and it achieved one victory at the Pepsi Grand Prix at Brainerd International Raceway.

When IMSA announced that it would permit the more hardcore 935 to enter the 1978 season, Interscope Racing placed an order for two brand-new cars. 0180 was sold to Hal Shaw Racing, where the team itself converted the car to full-935



Note the 934.5's horizontal fan, extended gear shifter, rotated tacho and relocated fuel cell for racing



Model Year	Porsche 934.5 1977
Engine Capacity	2,993cc
Compression ratio	6.5:1
Maximum power	590bhp @ 7,500rpm (1.45 bar)
Maximum torque	594Nm @ 5,400rpm
Transmission	Four-speed manual
Suspension	
Front	Mac Pherson strut; coilovers; anti-roll bar
Rear	Trailing arm; coilover; anti-roll bar
Wheels & tyres	
Front	11.5x16-inch; 23.5x11.5-16
Rear	14x16-inch; 27.0x14.0-16
Brakes	
Front	Drilled and ventilated 917 discs; finned four-piston calipers
Rear	Drilled and ventilated 917 discs; finned four-piston calipers
Dimensions	
Length	unknown
Width	unknown
Weight	1,129kg
Performance	
0-62mph	Not tested
Top speed	180 mph, gearing-dependent

specification. 935 body panels were affixed to the body, the intake and fuel injection pumps were swapped out, and the aluminium roll cage was replaced with one made of steel. Using the race number 13, 0180 would go on to race in select IMSA and Trans-Am races in the 1978 season. It did not achieve a single first-place finish that year; its best outing was a second-place finish at Westwood Motorsport Park in Canada. It did, however, finish in the top ten in the majority of its 1978 races. Under the banner of Hal Shaw Racing, 0180 was driven by seven different drivers: Hal Shaw, Jim Busby, Howard Meister, Tom Spalding, Monte Shelton, Gary Belcher, and Norm Ridgely.

1979 was 0180's last year in both IMSA and Trans-Am. Hal Shaw Racing only ran the car in three IMSA races, one of which, the Riverside 6 Hours, saw the car finish in 53rd place. 0180's final race would be at the 1979 running of the Watkins Glen 6 Hours, where it finished 23rd. Now a retiree, 0180 went back to Shaw's shop in California, where it sat for three years.

Then, Tom McIntyre – the man who watched it descend off the plane onto a catering truck for Interscope – purchased the car from the Shaw

estate. It wasn't driven much, though, participating in only two Los Angeles Porsche Club time trials. McIntyre then spent five years in the early-1990s restoring the car back to 934.5 specification, just as it was at Sebring in 1977 – white paint and all. Two former 911 racers, Jim Torres and Jim Borsos, spearheaded the restoration. 0180 would go on to participate in the 25th-anniversary Monterey Historics in 1998, where it has returned to multiple times since.

Most recently, the car has been under lock and key as part of Bruce Canepa's collection. "Bruce didn't think the white livery was appropriate for the car," Ficarra informs us. "He wanted it in the Interscope livery, as that was how it was run for most of its career." What followed was a painstaking restoration to bring the car back to its Interscope form. "We tore it down to the tub and repainted it using methods that would have been used when the car was originally painted," Ficarra says. And so 0180 once again transitioned from a body-in-white to a terracotta warrior.

Canepa's eye for detail leaves the car looking like it came straight out of a time machine. The graphics were recreated with the utmost dedication to detail.

A period racing seat is present and the turn signal lamps were replaced with oil-cooler screens.

Even the genuine BBS wheel fans are present, which is not a common occurrence in these types of restorations. "Canepa is one of only a few select locations to have the original wheel-fan molds from BBS, so we were able to build a new set from scratch, just as they would have been in 1977," Ficarra explains.

Nowadays, 0180 does not participate in any races – instead, it spends its days basking in the California sunlight coming through the windows at Canepa. "The car hasn't been in a single race since it's come to us," says Ficarra. "Bruce has another 934.5 that he races. Right now, 0180 exists as more of a showpiece. We put so much time and effort into its restoration that we wouldn't want to endanger its cosmetics. We'll leave the racing to the car's future owners."

As for that second 934.5, the one some believe was the actual runner at Sebring? "The car got wadded up under the ownership of Garrison Enterprises, so the car was stripped and crushed into a cube," Ficarra tells us, laughing. "It is now Garrison's coffee table." **911**



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1994 993 Carrera 2



Kyle Fortune
Warwickshire, UK

Dates acquired:
December 2014

A house move, a new double garage and some money in the bank. Throw in social media, Twitter specifically, and the perfect storm was created that sees me now owning a 993. I honestly had no intention of buying a 911. I did have some car-buying plans, though they mostly centred around buying and selling some fun stuff at the £2-5,000 end of the market, keeping for a few months and moving onto something else. I was thinking Fiat Panda, Peugeot 106/306 Rallye, I'd even got as far as calling someone about a Ford Racing Puma.

In idle moments I'd find myself looking at BMW Z3 M Coupes and considering riding the market up on the bonkers Bavarian clown shoe. Porsches weren't really on my radar, except perhaps a 914, blasphemous

as it might be to mention the unholy Porsche-VW creation on these pages. But then, I've always liked oddball Porsches, my previous and up until now only Porsche being a 924 Carrera GT, one of the 75 RHD cars of 406 built on a homologation machine, in beautiful condition. I still regret selling to this day – especially when I look at where the market's gone for them.

Twitter, and specifically the guys at Autofarm, threw me a curveball. Up popped a picture of a 1994 Aventura Green 993 Carrera 2 Coupe with a comment about an early Christmas present for sub-£30k. Seemed reasonable, my reply simply: Tip? The response: No, manual. Damn. Offline, phone picked up and a call made. Interest more than real intent, not least as even at what seemed like reasonable money it was out of my immediate reach. Still, looking

wouldn't hurt, my new house conveniently placing me within a 40-minute drive of Autofarm, and it was a Friday.

Having met Josh, Mikey and the team at Autofarm on numerous occasions I knew there would be no hard sell, but just like the first time I saw my old 924 CGT I knew I had to buy it. The test drive threw up that the brakes needed a bit of work, but the paperwork suggested the previous owner hadn't scrimped, doing some extensive and expensive upkeep to maintain it in near-perfect condition. And it's green. I don't know exactly why I love green Porsches, but I do. So much so indeed, after seeing a Malachite green Cayman on the Gen2 987 launch I asked the UK press office to spec one of their press cars that colour – so at least one day I might have the hope of finding it used and buying it. They did.

1978 911 SC



Wilhelm Lutjeharms
Cape Town,
South Africa

Date acquired:
January 2015



Some days I still need to pinch myself. It was a Sunday evening past 10pm. Before my head was ready to hit the pillow I scrolled through the classifieds. There she was, a 1978 911 SC. The description was brief, but I immediately WhatsApp'ed the seller. Four weeks later she was parked in my garage.

Thing is, the South African classic car market is extremely small, and the Porsche market even smaller. At a time when a few collectors throughout the country seemed to be buying up old 911s left, right and centre, I decided now was the time, otherwise it might pass forever. I won't say I've bought it

just as an investment, as I believe SCs won't be growing as fast as a good investment, but we all know they are slowly gaining traction in the market.

As a motoring journalist, I am privileged enough to drive several new and classic cars on a weekly basis. However, having your own car (my first car that is!) in your garage is unlike anything else. At this stage I've only driven her twice, and still need to get used to the fact that I have a 911 in our garage.

For now I need to investigate what maintenance needs to done (more on that next time). Fellow enthusiasts can follow the events with the car on Instagram (@911_SC).



1982 SC & 1989 964 Carrera 4



Gina Purcell
Oxford, UK

Date acquired:
September 2004 &
April 2014



A sunny but cold Sunday in early-February saw the London 964 owners collective descend on BS Motorsport's premises. With my mildly modded 964, I'm on the fringe of this friendly bunch of like-minded 911 misfits. There's a definite 'outlaw' groove going on, with vibrant personalities mixing perfectly with their flamboyant yet seriously engineered steeds. I've actually never attended any of these meets, but being part of a gathering of 25-odd 964s almost on my own doorstep couldn't be missed.

Sadly, Wolfi couldn't join in the fun, but I'm glad I did. The effect of seeing so many multi-hued 964s made me think of the Red Baron's infamous Flying Circus. The L90's

founder and frontman (Baron) Frank Pereire would sidestep any such title, as it's an organisation without any hierarchy or rules. I suppose there's one – own a 964! But other 911s are welcome to tag along. If you're into modded 964s and enjoy driving, find them at london964owners.com.

Other 911 business centres on choosing an exhaust back box for Steffi the SC. She currently sports an acceptable stainless steel one, but hearing my husband's 3.2 with a Turbo Thomas system has me thinking. Wolfi will soon have a cat bypass pipe fitted, so he'll sound quite muscular when combined with the Cup pipe. This outlaw girl just needs to choose the place on Wolfi for her new L90 membership stickers!

That car will have to remain in someone else's hands. After the drive I said to Josh I wanted it, but a deal needed to be done, not least with my wife, who was generous enough to let me empty the bank account and more to fulfil a dream. I sold it to her as it's as good as money in the bank, and that in four or five years time when we eventually start the project on the house I'll cash it in.

I say that, but I'm already looking at ways of keeping it forever, something to park permanently alongside the 205 GTI that's been a constant in my life for the past 15 years. We all went to pick it up, my wife Nia agreed we should do exactly that; she's always said she'd like us to have a classic Porsche. My two-and-a-half-year-old son definitely approved too, my daughter too young to care, but the drive home left me in no doubt we'd made the right decision.

**2007
997.1 GT3**



Ben Przekop
Georgia, USA

Date acquired:
July 2012

My good friend Bill Ibsen asked me how I'd like to drive his new 2014 991 GT3. "I have an even better idea", I countered, "you drive my 997 GT3 while I drive your new 991, we can swap cars a couple times for immediate back-to-back impressions, and then compare notes!" On the next sunny day we set out in our GT3s for some spirited driving on our favourite twisty roads nearby. As a broker of high-end sports cars, Bill gets to drive a lot of very special cars, and sometimes keeps one for his own use for a few months, like this 991 GT3. I would have a hard time ever selling it! As you can see in Bill's accompanying pictures, the colour combination is absolutely stunning, Guards red over black, with extended leather and Alcantara plus contrasting stitching to create a truly luxurious and special-feeling cabin.

And as outfitted with PCCBs and a front-axle lift system, it combines incredible performance with true everyday driveability.

After driving both cars back to back, here were some of Bill's comments, which mirrored my own impression: "The 991 feels smoother in shifting and cornering, more planted in the turns, more powerful (that 475 vs 415bhp is noticeable), with better braking. The interior is quieter, more comfortable and altogether more sophisticated, and yet when the revs soar and the sport exhaust kicks in, you can hear echoes of a GT3 RSR race car. From the outside, the 991 looks wider, flatter, lower and has a more commanding presence. In contrast, the 997.1 is much more raw, twitchy and louder, and the heavy clutch and clunky manual gearbox make



driving smoothly a constant chore. I can't think of a single major category in which the 991.1 is not better than the 997.1 – except perhaps value. Because for all its 'faults', the 997.1 remains a fantastic high-performance car that delivers a nearly equal fun factor, for roughly half the price."

Porsche has once again improved everything about the GT3, making it faster and more enjoyable to drive. Still, my 997 has its own special charms and I personally find its raw character and manual gearshift make for an involving and exciting experience every

time I get behind the wheel. But seriously, wouldn't I really rather have the new car? In a perfect world where cost is no object, sure! But as Her Ladyship reminds me, I live in the real world, and the purchase of Bill's 991 would mean I would have to sell my 997 and hand over an additional \$90,000 to drive away in his \$165,000 Porsche! And then I think about how much I would miss that raw, brash, twitchy and gloriously noisy tiger of a car I have finally learned to tame, and happily conclude that for now, at least, it is all the GT3 I really need or want!

**2005 997.1
Carrera S**



Chris Wallbank
Leeds, UK

Date acquired:
November 2012

This month I dropped off the 997 C2S for an occasion I had been looking forward to ever since I purchased the car over two years ago – a full exterior and interior detail including three-stage paint-correction process to remove all swirls, scratches, blemishes and stone chips! It will also be protected with Gtechniq Quartz composite lacquer.

The company I have chosen for the process is a company based near me in Shipley, West Yorkshire, called Altec Detailing (www.altecdetailing.co.uk). They came recommended by a number of Porsche-owning friends around Yorkshire. Alex at Altec has even worked cars that have been previously featured right here in **Total 911**, such as Seb Tangi's immaculate black 993 C4S in issue 109, so I have already seen their work up close and am very impressed with the completely swirl-free, deep shining end product.

I dropped the car off at the time of writing this and I will be doing a full photoshoot over the full three-day course of the lengthy process for a full feature to appear in next month's issue of **Total 911**. I have to admit I'm really looking forward to this photoshoot, observing the entire process first-hand and seeing the end result! Keep an eye out next month for the feature in the mag!



1965 911

Magnus Walker
Los Angeles, USA

Date acquired:
2008

I've just finished a mild makeover on my '65 911. The car is the 310th 911, completed in January 1965. It's also one of the earliest cars brought into the USA through Brumos Porsche in Jacksonville, Florida. Brumos is more than a Porsche dealer; it's a piece of US Porsche history.

I have owned the car for six years, but hardly done any work to it, so out of the blue I decided it would look great with a few stripes and contrasting colour. The '65 already had the sports-purpose vibe going on, the deco trim and front bumper overrides had already been removed, and the car sits lowered on a set of 5.5 and deep six by 15-inch Fuchs that I refinished a few years back – a Porsche R side script finishes off the race-inspired look.

I had already added vintage Scheel bucket seats with houndstooth inserts, paired with a Jackie Stewart Momo steering wheel. Recently a lot of my sports builds have been painted in multiple colours with a two-tone hood and deck lid, but here I opted for a centre hood and multiple-stripe decklid.

I always start by applying blue paper tape to visualise the stripe width and spacing, colour choice comes later. I went with a contrast bumper so the colour tally added up to four in total.



My buddy Matt at Alchemy Paint took care of laying down the two-stage paint, as always it's all about the prep. A lot of attention was taken to make sure the stripes were parallel and equidistant during the multiple masking steps. I am more than happy with the outcome. Now I just have to decide what to do with the wheels as I have a few ideas up my sleeve...

1979 930 3.3

Richard Klevenhusen
Rio de Janeiro, Brazil

Date acquired:
May 2012



I bought my '79 930 in May 2012 and I think I made a good investment, despite having acquired the car to fulfill a childhood dream. Searching the value of the latest batch of cars available on the internet and the value set by the insurance companies, I am increasingly surprised by the valuation.

Insurance companies in the USA established a value of \$95,000 for the car. I can not say why, but I believe that after the 2008 crisis many people began to invest in other areas, such as classic cars. A classic car never depreciates, only increases in value. From what I can see, after 20 years

of use, the car starts to increase in value by becoming a classic, and if it keeps the original parts, the value increases further. Cars that have changed some of its original parts lose a lot of market value. I see many people who buy cars in bad condition and rebuild them to sell.

If I had the ability to do it and time available, I would certainly invest in this market. Unfortunately, here in Brazil access to parts is very complicated. All the Porsche parts need to be imported and the taxes are very high, reaching costs twice what it would cost in the USA. Maybe one day we can also take this opportunity in Brazil...

**1999 996 Carrera 4**

Rob Clarke
Bristol, UK

Date acquired:
February 2014

I have now owned my 996 for a year and spent £2,700 on it, but it still brings a smile to my face. Last month I said I was going to get the gearbox oil changed and get a new sump pan fitted. Although I could give the car to my local OPC I am trying to do this economically, but struggling to find a sump pan at a reasonable price. I have found them in the USA and Poland for around \$100, but not in the UK. I have found a gearbox specialist willing to help me find one and has even claimed they have spoken to ZF, but at the time of writing I still have not had any news on this, so I may be going for the Poland supplier as at least there will be no import duty!

A pleasant surprise when looking over the car ready for its next service is that there's still plenty of life in the rear tyres, 5mm in fact. This is more than my initial expectations. I was expecting my 996 to eat tyres, but with a new PZero starting with 7.8mm, putting 10,000 miles on a set and still having 5mm left is a bonus. This may be due to the journeys I use the car for, as they are mainly for my commute, a 35-mile trip up the motorway, so the opportunities to push the car hard are few and far between.

Inevitable in owning the car for a year means only one thing: insurance. I have now got a new policy in place via Asset Trust Group. A difference with this policy over a normal one was getting an agreed value rather than just 'market value'. I have not had the valuation confirmed yet, but based on internet research and the Data File article in issue 123, prices could be on the up. Hopefully next month I will have confirmation if it has.



2011 997.2 GT3 RS & 2015 991 GT3

Tony McGuiness
San Diego, USA

Dates acquired:
February 2011 & December 2014

It's been a little over 30 days since I bought my amazing GT3. Christmas has gone, but I am still enjoying my present! One of the reasons I bought the car was not only the phenomenal performance, but also how the car was optioned. The person who originally ordered it and then backed out ticked all the options I would have.

The carbon fibre interior package along with the leather package is a beautiful option. The centre console is made of Alcantara and has the Porsche crest. It is a subtle yet beautiful option.

When you sit in the driver's seat you immediately see the legendary five dials, a hallmark of the 911. The GT3 dials along with the Sport Chrono clock were optioned in white and have the GT3 logo on the centre dial. The Sport adaptive seats are perfect for me. I am actually happy it didn't come with the lightweight bucket seats. Just in front of the passenger seat, the fire extinguisher option is affixed to the floor. While I didn't think I would be impressed by a fire extinguisher, it reminds me this is a car Porsche built for the street and track. Of course, hopefully it will never need to be used!

The final options include a front axle lift system (which helps give the front wing lip longevity), clear tail lights, and side skirts painted in white. The white side skirts make the GT3 appear lower and more aggressive. It isn't something you would notice until you compare it to a GT3 with non-painted side skirts. A small detail perhaps, but well worth the money. As I go through the list of options on this new GT3, I am more convinced than ever that they were great choices!

1967 912



Sean Parr
Harpenden, UK

Date acquired:
Nov 2014



It all started when I got to a Waitrose entry boom and my wife had to open the window. That caused more than a bit of cursing, so combined with the fact that the driver's window flopped about more than Mr Floppy Bunny, it was time to get serious with the 912's windows.

I stripped the door trims off and got to work. The culprit was a couple of things, namely the base of the window regulator being bent, as someone had forced it at some point and bent the steel rail. Also, over the years a few people had had a crack at making it work better by adding increasingly large amounts of heavy duty axle grease to the gubbins. So, armed with mountains of kitchen towel and the wonders of cellulose thinners, I cleaned all the joints and the

two bushings that run through the window regulator. I put a very light grease on the bushings and treated the joints to some white grease, then used a silicone spray on the window felts and put it all back together.

This was when things got interesting, as I didn't know there is an order by which you are supposed to do these bolts up! Thanks to the people at DDK Online, I was able to find the correct sequence of doing these bolts up. And lo and behold I had two perfectly functioning windows – and a happier wife!

It is with a heavy heart that I put the 964 up for sale this month, going to a very happy guy from Manchester. I hope he enjoys it as much as I have done. It's a bloody wonderful car and is now (in more than just my opinion) one of the very best 964s on the market.



2003 996 Turbo



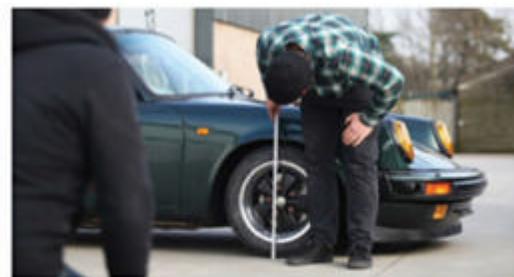
Joel Newman
London, UK

Date acquired:
April 2014

In the past four weeks I've put a healthy 500 miles on the car, and I can thank my new Bilstein B8 dampers and H&R springs for that! I have had to relearn and adjust to the car's new attitude. The feel of the car has changed, and it's a more rewarding and visceral experience.

I also discovered a new product that may be of use to a number of readers. All the exposed pieces of plastic on my car have faded, from the front splitter to the windscreen trim and mirror surrounds. So I

did some digging and found something called Black To The Future (seriously) by a firm called ValetPRO. You just wipe it on, buff it off and it gives three months' protection and 13 years of time travel. Next month, I will be making another change that will divide opinion. That's a promise!



1984 3.2 Carrera



Maurice van den Tillaard
The Netherlands

Date acquired:
October 2014

Spring is lurking around the corner and I am eager to get back on the road with my car. Two weeks ago the Classic Boxers team consisting of Daniel Schaefer and his friend Torsten Wonka came over to set the stance on my car.

We also installed the driveshaft and did a few other small jobs. I am currently rebuilding my brakes, which will be mounted soon. My wheels, which are being refurbished, are not back yet and

we installed another set of Fuchs that I had in storage. I have been thinking about going back to 16-inch wheels. With the front wing lip the car can not really go low enough to fill the wheel arches like I would want to, so I might have a cool set of 7+8 by 15-inch Fuchs for sale.

2003 996 Turbo



Ray Chandler
Surrey, UK

Date acquired:
August 2011

Say the words 'Porsche 911' and imagination and emotions are set running. Now mention the words 'Supermarine Spitfire' and you'll get pretty much the same response. Both are icons; both have history and the ownership of either is quietly envied by many and enjoyed by few.

An opportunity arose to put the two together – literally side by side. Parked together, one can immediately see how sleek they both are. In both aircraft and cars, the hunt for super-smooth airflow was full-on over 80 years ago and continues to this day. The new 991 model checks in with an uber-smooth Cd profile of around 0.26.

The Spitfire uses flush riveting for some of its aluminium alloy panels to smooth the airflow around it, with a lot of the work on the wing shape and skin smoothness being strongly influenced by a design engineer in RJ Mitchell's team, who had worked at Junkers in Germany. Shenstone admits it was indeed the Heinkel He 70, itself with elliptical wing shape and flush riveting, which influenced the Spitfire's design.

Both icons have many parts made from aluminium. As for engine performance,



both use forced induction, with the Spitfire's Merlin 70 engine being fitted with a two-stage, two-speed centrifugal supercharger while the later 911 Turbo uses twin VTG turbochargers; overboost is available on both the Merlin engine and the later 911 turbo-equipped cars with both making full use of intercoolers, too. Top speeds do not compare, however, with this Spitfire topping out at around 425mph!

If I now said the controls were light but firm, gave excellent feedback, high-speed turns were negotiated with ease and acceleration was stunning, which icon

might I be describing to you? The Spitfire or the 911? Well both, really. That's close to the experience of driving a Porsche 911 Turbo in anger. It's also how Air Marshall Cliff Spinks (Rtd), one of the TD314 pilots, describes flying the Spitfire. I'm grateful to Aero Legends (Headcorn Aerodrome, Kent, 01622 812830) for arranging the side-by-side picture opportunity of my 996 Turbo and TD314. Both are iconic machines, have a lot in common but are still so different. They are equally stunning to look at, a joy to use and both have a grace and a beauty all of their own.

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We delve inside this Californian Aladdin's cave of Porsche tuning and motorsport



Data file

Full specs & data of every 911, including the 997.2 GT3 RS and RS 4.0, can be found beginning on **page 86**

Plus

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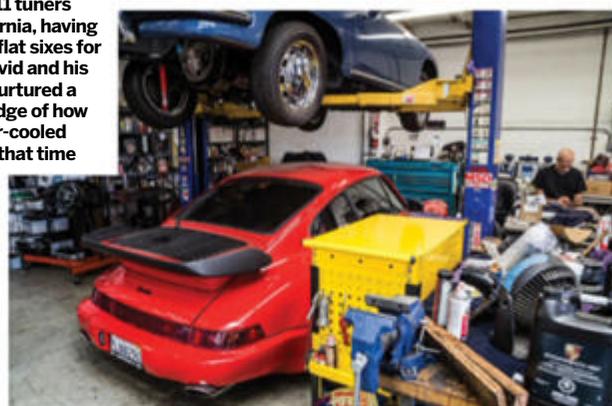
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TRE are one of the more renowned 911 tuners out of California, having fettled with flat sixes for decades. David and his team have nurtured a vast knowledge of how to modify air-cooled Porsches in that time



TRE MOTORSPORTS

All of the rose-tinted stories about the Sunshine State's 911 scene are true. We meet one of the founders of Californian Porsche 911 tuning...

Written by **Neill Watson** Photography by **Andrew Tipping**

One of my favourite aspects of writing for **Total 911** is the quickening of the pulse I always feel as I approach the entrance to a Porsche specialist's workshop. There's a sense of anticipation, excitement and slight trepidation. Will we catch them on a 'quiet day' with little of note in the workshop? Will they be too busy to talk? Or will the premises be full of exciting, rare Porsches, with secret projects under dust sheets that they'd rather we didn't photograph? The geek in me loves this anticipation.

When Editor, Lee, heard I'd be in Los Angeles for a week in January, he mentioned that I should visit TRE Motorsports in Van Nuys. I was never going to say I was too busy for that. Based on a clean industrial estate on the edge of the historic Van Nuys Airport, TRE has exactly the kind of premises I love. Clean and unremarkable from the outside with discrete signage, my heart stirs as I catch a glimpse in the rear parking lot of a diverse mix of Porsche bodyshells, baking in the mild January California sunshine.

My eyes adjust from the midday California glare as I step inside. Owner David Bouzaglou finishes off his phone call and steps forward with a warm handshake. His soft West Coast accent has a

reassuring calmness, yet all around him phones are ringing, technicians are bustling through reception and parcels are stacked by the entrance awaiting Fed Ex. TRE is a busy place.

As we take a walk through the workshop, I'm not disappointed. That familiar, combined aroma of air-cooled 911 engines, mineral oil, machine swarf and fuel makes for an addictive atmosphere. Sitting on a workshop lift at head height is an immaculate green Seventies 911 in the final stages of build. "The owner is from Europe, but the car will actually be going to Dubai. It's turned into a complex build with a huge air-conditioning system to manage the heat out there," David says. I won't delve into the details, but it's a unique car with a '73 body, running a 964 engine and some pretty clever engineering to deliver a classic 911 drive with modern amenities for the owner. Is this typical of TRE's business? "We undertake about three of these each year, with each one taking up to 18 months to complete. They're always complicated and time-consuming with an awful lot of dialogue back and forth before we lock down the final specification. This one had a last-second change of colour, for example."

Commissioning a company half a world away to build you a Porsche 911 project car takes confidence, but TRE has the credentials for it. Started way back

in 1971 by three friends interested in selling Porsche parts, David took over sole ownership in 1974.

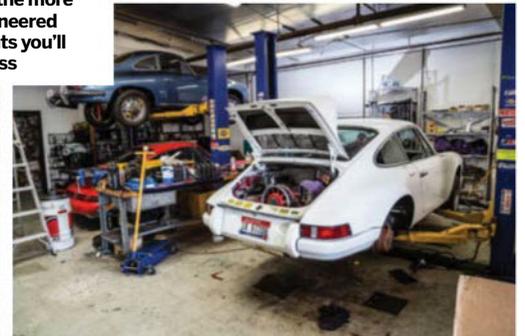
Since then, he's developed Toad Racing Enterprises and competed in Porsche Owner's Club events as well as SCCA, PCA, Vintage Racing, VARA, HSR and NASA over the years. These days, David still competes occasionally, but the motorsport side of TRE these days concentrates on preparing cars for customers to race.

"Do you offer trackside support?" I ask, to which David responds: "No, not these days. I value my weekends and no longer wish to spend them at race tracks every month! We build and prepare cars for our customers and set them up with a good spares package to set them away and they like our way of doing things." So do we.

In addition to the project cars, the workshop is bustling with Porsche 911s, covering the full Darwinian evolution of the car. A mixture of early-Seventies cars, a 964 Targa, and a beautiful Guards red 993 C4 Cabriolet on Florida plates all share a workshop space. "That red car's been owned by the same family for more than 20 years, it's got a lovely history," David points out. A customer arrives to pick up a set of wheels for his G-series car. David excuses himself for a few minutes and I take in the combination of Porsches everywhere, while



TRE's workshops are an Aladdin's cave of Porsche goodies; the more you cast your eyes around the room, the more finely engineered components you'll come across



“We build and prepare cars for our customers and set them up with a good spares package to set them away. They like our way of doing things”

air tools chatter and whistle among the usual mechanics' banter, the same the world over.

My only experience of California roads so far has been downtown Los Angeles. The city streets are in even worse repair than British roads, with deep potholes that will swallow Fuchs alloys and subsidence that appears at the last second to bottom out any suspension. I haven't seen very many early Porsche 911s. So the natural question is: “Where do all of these people go to drive?”

David smiles, “There are plenty of places, some great roads. You just need to know where to look away from the city.” David is very active in the Porsche social scene in California, hosting regular Cars 'n Coffee drive-outs into the mountains as well as being the driving force behind the Targa California each April. “Trust me, there are some terrific roads. Everyone goes to Mulholland Drive but the police are heavy there. Out in the mountains there are some great, empty roads.” I'm now wishing I had more time here than just a few

days, as well as access to an air-cooled 911 rather than a Hertz rental.

With so many years behind it, the TRE parts catalogue is pretty extensive. Components developed over many years fill the shelves, everything from body and interior conversions to suspension and engine upgrades. I'm particularly taken by the TRE Motorsport seats. Inspired by the Recaro and Sheel seats of the 1970s, they're detailed right down to the D-shaped headrests. “You're a pretty tall guy, so we would make yours with extra under-thigh support” says David, voicing exactly what I was thinking myself.

I've visited a few Porsche specialists recently catering for the modern cars and while their technical expertise is without doubt, there's something quite special about people with many decades of experience and a gut feel for a Porsche 911. No need for modern diagnostics and engine mapping; they instinctively know what will work, what combination of engine, suspension, tyres

Company profile

- **Owner:** David Bouzaglou
- **Founded:** 1983
- **Location:** Van Nuys, Los Angeles, California, USA
- **Rarest 911 worked on:** Our own 1972 Porsche 911 RSR is a pretty rare one!
- **Most expensive tuner project:** We're just finishing a custom build for a customer in Dubai. The car was based on a '73 shell finished in Viper Green, with 964 engine, six speed gearshift and somehow we fitted twin air conditioning systems to combat the heat.
- **Interesting fact about the business:** TRE prepare the 911 of Jack Olsen, the writer who's car is a regular Porsche race competitor and also a road legal daily...

Contact

- **Website:** www.tremotorsports.com
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and seats will make the best drive for a customer. Artisan isn't too strong a term.

It's late afternoon now and as the sun starts to create another of those special California sunsets, returning to downtown Los Angeles I have in my mind's eye a lightweight 911 with roll cage, 2.4-litre engine, a set of those tight-fitting seats I spotted, with that Journey soundtrack playing on the sound system, heading out along the coast. I need to get back here soon. **911**



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Data file

Definitive facts and figures for every 911 model from 1964 to present

911s in the data file are organised in rows according to release date, beginning with the very first model in 1964. 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. All data here has been compiled, where possible, from Porsche's own figures.

General valuations: ▲▼

This reflects the general market trend for a model's used value compared to the previous financial quarter. The next review will be June 2015. The last was Dec 2014.

Ratings: ★★★★★

Each model is rated in our half-star system according to their performance, handling, appearance and desirability.

Sales debate: Are there any classic 911s to avoid?



For the last few years, air-cooled 911 prices have been rising across the board, from the 2.0-litre short-wheelbase Porsches that started the legend to the swansong-era cars of the 993. With the market driven particularly vigorously by the 50th anniversary two years ago, all ilk of classic 911s seem to be providing sure-fire returns. But is such a sweeping statement actually true? Or are there classic 911s to avoid at the moment?

"No, I don't think there is an early 911 to avoid," Lee Maxted-Page, proprietor of Maxted-Page & Prill confirms. "It's all moving up, at slightly different rates. I think buying anything is a wise investment on both a personal and a financial level." Maxted-Page points out that certain cars may have already started to level out price-wise, but he "certainly can't see any going down in value."

Another seasoned Porsche expert, Mark Sumpter, head of independent specialist Paragon, confirms "there is not one to avoid." However, he explains how "we're starting to see gaps between certain models." With air-cooled Porsche prices seeing huge premiums, buyers are less willing to compromise on specification, something Sumpter feels

may start to cause a divide in the market going forward.

"Look at 964s, for instance. All Carreras were always about the same price. If you draw a line in the sand at some point in the past, when they were £15,000, it didn't matter if the car was a Targa Tiptronic or a manual Coupe."

"Now you're starting to see bigger differences between things like Tiptronic and manuals. Whereas this is currently 25 per cent, I reckon that it will be 100 per cent dearer in a few years," Sumpter continues. "I think a 964 Carrera 2 Coupe manual will soon be a £60,000 car, and a Tiptronic will be £30,000."

Another big differentiator is the quality of the cars. Both Maxted-Page and Sumpter agree that condition and history will have an effect on your investment in the long term. "Buyers are becoming more selective again, meaning that the best examples are still selling for top prices but lesser cars are being valued, quite rightly, for less," Maxted-Page explains.

With many people deciding to hang onto their air-cooled 911s at the moment, the problem therefore isn't choosing which classic model to invest in. Instead, it is sorting the wheat from the chaff and ensuring you buy the best possible car.

(O 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
Issue featured: 106
Engine capacity: 1,991cc
Compression ratio: 9.0:1
Maximum power: 130bhp @ 6,100rpm
Maximum torque: 149Nm @ 5,200rpm
0-62mph: 8.3sec

Top speed: 131mph
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

★★★★★

(O & A series) — 911S 1967-68



Porsche soon produced more powerful variants. The first of these was the 911S – for Super – which had a higher compression engine and twin Weber 40IDS carburetors.

Production numbers: 4,015
Issue featured: 114
Engine capacity: 1,991cc
Compression ratio: 9.8:1
Maximum power: 160bhp @ 6,600rpm
Maximum torque: 179Nm @ 5,200rpm
0-62mph: 8.0sec

Top speed: 137mph
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

★★★★★

(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
Issue featured: 107
Engine capacity: 2,195cc
Compression ratio: 9.1:1
Maximum power: 155bhp @ 6,200rpm
Maximum torque: 196Nm @ 4,500rpm
0-62mph: 7.0sec

Top speed: 137mph
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

★★★★★

(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
Issue featured: 112
Engine capacity: 2,195cc
Compression ratio: 9.8:1
Maximum power: 180bhp @ 6,500rpm
Maximum torque: 199Nm @ 5,200rpm
0-62mph: 6.6sec

Top speed: 145mph
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

★★★★★

(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
Issue featured: 106
Engine capacity: 2,687cc
Compression ratio: 8.5:1
Maximum power: 210bhp @ 6,300rpm
Maximum torque: 255Nm @ 5,100rpm
0-62mph: 5.6sec

Top speed: 152mph
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)

★★★★★

(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)
Issue featured: 117
Engine capacity: 2,341cc
Compression ratio: 8.0:1
Maximum power: 165bhp @ 6,200rpm
Maximum torque: 206Nm @ 4,500rpm
0-62mph: 7.5sec

Top speed: 137mph
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

★★★★★

(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
Issue featured: n/a
Engine capacity: 2,687cc
Compression ratio: 8.5:1
Maximum power: 173bhp @ 5,800rpm
Maximum torque: 235Nm @ 4,000rpm
0-60mph: 7.0sec

Top speed: 142mph
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

★★★★★

(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
Issue featured: 104
Engine capacity: 2,687cc
Compression ratio: 8.5:1
Maximum power: 210bhp @ 6,300rpm
Maximum torque: 255Nm @ 5,100rpm
0-62mph: 6.3sec

Top speed: 148mph
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

★★★★★

(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
Issue featured: n/a
Engine capacity: 1,991cc
Compression ratio: 9.0:1
Maximum power: 130bhp @ 6,100rpm
Maximum torque: 173Nm @ 4,600rpm
0-62mph: 8.4sec

Top speed: 132mph
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



(A & B series)

911T 1967-69

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

Production numbers: 6,318
Issue featured: 39
Engine capacity: 1,991cc
Compression ratio: 8.6:1
Maximum power: 110bhp @ 5,800rpm
Maximum torque: 156Nm @ 4,200rpm
0-62mph: 8.8sec (est)

Top speed: 124mph
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



(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
Issue featured: n/a
Engine capacity: 1,991cc
Compression ratio: 9.1:1
Maximum power: 140bhp @ 6,500rpm
Maximum torque: 175Nm @ 4,500rpm
0-62mph: 7.6sec

Top speed: 130mph
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



(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
Issue featured: n/a
Engine capacity: 1,991cc
Compression ratio: 9.9:1
Maximum power: 170bhp @ 6,800rpm
Maximum torque: 183Nm @ 5,500rpm
0-62mph: 7.0sec (est)

Top speed: 140mph
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



(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
Issue featured: 107
Engine capacity: 2,195cc
Compression ratio: 8.6:1
Maximum power: 125bhp @ 5,800rpm
Maximum torque: 169Nm @ 4,200rpm
0-62mph: 7.0sec (est)

Top speed: 127mph
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



(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)
Issue featured: 117
Engine capacity: 2,341cc
Compression ratio: 8.0:1
Maximum power: 165bhp @ 6,200rpm
Maximum torque: 206Nm @ 4,500rpm
0-62mph: 7.5sec

Top speed: 137mph
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



(E series)

911T 1972

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

Production numbers: 16,933 (including F series)
Issue featured: n/a
Engine capacity: 2,341cc
Compression ratio: 7.5:1
Maximum power: 130bhp @ 5,600rpm
Maximum torque: 197Nm @ 4,000rpm
0-62mph: 7.6sec

Top speed: 128mph
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



(E series)

911S 1972

A 2.4-litre engine increased torque. The mostly chrome brightwork had a black decklid grille with a '2.4' badge. External oil filler on right rear wing confused some.

Production numbers: 5,054 (inc. 1973)
Issue featured: 120
Engine capacity: 2,341cc
Compression ratio: 8.5:1
Maximum power: 190bhp @ 6,500rpm
Maximum torque: 211Nm @ 5,200rpm
0-62mph: 6.6sec

Top speed: 140mph
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: 1,077kg



(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
Issue featured: 56
Engine capacity: 2,341cc
Compression ratio: 8.5:1
Maximum power: 190bhp @ 6,500rpm
Maximum torque: 211Nm @ 5,200rpm
0-62mph: 6.6sec

Top speed: 140mph
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



(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)
Issue featured: n/a
Engine capacity: 2,341cc
Compression ratio: 7.5:1
Maximum power: 130bhp @ 5,600rpm
Maximum torque: 197Nm @ 4,000rpm
0-62mph: 7.6sec

Top speed: 128mph
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



(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
Issue featured: 102
Engine capacity: 2,994cc
Compression ratio: 8.5:1
Maximum power: 230bhp @ 6,200rpm
Maximum torque: 275Nm @ 5,000rpm
0-62mph: 5.3sec

Top speed: 152mph
Brakes: Front: 300mm discs; Rear: 300mm discs
Wheels & tyres: Front: 9x15-inch; 215/60/VR15
Rear: 11x15-inch; 235/60/VR15
Length: 4.135mm
Width: 1.680mm
Weight: 900kg



(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
Issue featured: n/a
Engine capacity: 2,687cc
Compression ratio: 8.0:1
Max power: 148bhp @ 5,700rpm (165bhp from '76)
0-62mph: 8.5sec
Top speed: 130mph

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



(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
Issue featured: 3
Engine capacity: 2,994cc
Compression ratio: 8.5:1
Maximum power: 197bhp @ 6,000rpm
Maximum torque: 255Nm @ 4,200rpm
0-62mph: 6.3sec

Top speed: 145mph
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

**930 3.0 1975-77**

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

Production numbers: 2,850
Issue featured: 116
Engine capacity: 2,994cc
Compression ratio: 6.5:1
Maximum power: 260bhp @ 5,500rpm
Maximum torque: 343Nm @ 4,000rpm
0-62mph: 5.5sec

Top speed: 155mph
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)

**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)
Issue featured: 104
Engine capacity: 3,299cc
Compression ratio: 7.0:1
Maximum power: 300bhp @ 5,500rpm
Maximum torque: 412Nm @ 4,000rpm

0-62mph: 5.4sec
Top speed: 160mph
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

**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
Issue featured: 110
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

0-62mph: 6.5sec
Top speed: 141/146mph
Brakes: Front: 287mm discs; Rear: 295mm discs
Wheels & tyres: Front: 6x15-inch; 185/70/VR15
Rear: 7x15-inch; 215/60
Length: 4.291mm
Width: 1.626mm
Weight: 1,160kg (1978)



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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
Issue featured: n/a
Engine capacity: 3,299cc
Compression ratio: 7.0:1
Maximum power: 300bhp @ 5,500rpm
Maximum torque: 432Nm @ 4,000rpm
0-62mph: 5.4sec
Top speed: 161mph

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)

★★★★★

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
Issue featured: 114
Engine capacity: 3,164cc
Compression ratio: 10.3:1
Maximum power: 231bhp @ 5,900rpm
Maximum torque: 284Nm @ 4,800rpm
0-62mph: 5.6sec

Top speed: 152mph
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

★★★★★

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 updated and LSD standard.

Production numbers: 340
Issue featured: 118
Engine capacity: 3,164cc
Compression ratio: 10.3:1
Maximum power: 231bhp @ 5,900rpm
Maximum torque: 284Nm @ 4,800rpm
0-60mph: 5.1sec

Top speed: 152mph
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

★★★★★

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)
Issue featured: 111
Engine capacity: 3,600cc
Compression ratio: 11.3:1
Maximum power: 250bhp @ 6,100rpm
Maximum torque: 310Nm @ 4,800rpm
0-62mph: 5.7sec

Top speed: 162mph
Brakes:
Front: 288mm 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

★★★★★

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 updated suspension.

Production numbers: 81
Issue featured: 108
Engine capacity: 3,299cc
Compression ratio: 7.0:1
Maximum power: 381bhp @ 6,000rpm
Maximum torque: 490Nm @ 4,800rpm
0-62mph: 4.6sec

Top speed: 180mph
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

★★★★★

964 3.8 RS 1993



Identifiable by a lightweight Turbo bodysell, 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
Issue featured: n/a
Engine capacity: 3,746cc
Compression ratio: 11.6:1
Maximum power: 300bhp @ 6,500rpm
Maximum torque: 359Nm @ 5,250rpm
0-62mph: 4.9sec

Top speed: 169mph
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

★★★★★

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
Issue featured: 110
Engine capacity: 3,600cc
Compression ratio: 11.3:1
Maximum power: 272bhp @ 6,000rpm
Maximum torque: 330Nm @ 5,000rpm
0-62mph: 5.6sec

Top speed: 168mph
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

★★★★★

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)
Issue featured: 111
Engine capacity: 3,600cc
Compression ratio: 11.3:1
Maximum power: 272bhp @ 6,000rpm
Maximum torque: 330Nm @ 5,000rpm
0-62mph: 5.8sec

vTop speed: 166mph
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

★★★★★

930 SE 1986-89

Slant-nosed 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)
Issue featured: 99
Engine capacity: 3,299cc
Compression ratio: 7.0:1
Maximum power: 330bhp @ 5,500rpm
Maximum torque: 432Nm @ 4,000rpm
0-62mph: 4.6sec

Top speed: 173mph
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

★★★★★

959 1986-1988

Had tech later used on 911s including 4WD, ABS and twin turbos. A 959S was also available, featuring lighter cloth Sport seats, five-point harnesses and a roll cage.

Production numbers: 337
Issue featured: 108
Engine capacity: 2,850cc
Compression ratio: 8.3:1
Maximum power: 450bhp @ 6,500rpm
Maximum torque: 500Nm @ 5,000rpm
0-60mph: 3.9sec
Top speed: 196mph

Brakes: Front and rear: Ventilated drilled discs; 4-piston aluminium calipers
Wheels & tyres: Front: 8x17-inch; 235/45/ZR17
Rear: 9x17-inch; 255/40/ZR17
Length: 4,260mm
Width: 1,840mm
Weight: 1,450kg

★★★★★

Speedster 1989

Carrera 3.2 with a chopped, steeply raked 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 (for both wide and narrow-bodied)
Issue featured: 114
Engine capacity: 3,164cc
Compression ratio: 10.3:1
Maximum power: 231bhp @ 5,900rpm
Maximum torque: 284Nm @ 4,800rpm
0-60mph: 6.0sec

Top speed: 148mph
Brakes: Front: 286mm discs; Rear: 294mm discs
Wheels & tyres: Front: 6x16-inch; 205/45/VR16
Rear: 8x16-inch; 245/60/VR16
Length: 4,291mm
Width: 1,775mm
Weight: 1,220kg

★★★★★

930 LE 1989

Essentially an SE without a slant-nose 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
Issue featured: 110
Engine capacity: 3,299cc
Compression ratio: 7.0:1
Maximum power: 330bhp @ 5,500rpm
Maximum torque: 432Nm @ 4,000rpm
0-62mph: 4.6sec

Top speed: 173mph
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

★★★★★

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
Issue featured: 55
Engine capacity: 3,600cc
Compression ratio: 11.3:1
Maximum power: 250bhp @ 6,100rpm
Maximum torque: 310Nm @ 4,800rpm
0-62mph: 5.6sec

Top speed: 164mph
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

★★★★★

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
Issue featured: 97
Engine capacity: 3,299cc
Compression ratio: 7.0:1
Maximum power: 320bhp @ 5,750rpm
Maximum torque: 450Nm @ 4,500rpm
0-62mph: 5.4sec

Top speed: 168mph
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

★★★★★

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
Issue featured: 54
Engine capacity: 3,600cc
Compression ratio: 11.4:1
Maximum power: 265bhp @ 6,100rpm
Maximum torque: 332Nm @ 4,800rpm
0-62mph: unknown

Top speed: unknown
Brakes: Front: 322mm discs; Rear: 299mm discs
Wheels & tyres: Front: 7x16-inch; 205/55/ZR16
Rear: 9x16-inch; 245/55/ZR16
Length: 4,275mm
Width: 1,652mm
Weight: 1,050kg

★★★★★

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 updated, as were brakes.

Production numbers: 2,405
Issue featured: 116
Engine capacity: 3,600cc
Compression ratio: 11.3:1
Maximum power: 260bhp @ 6,100rpm
Maximum torque: 310Nm @ 4,800rpm
0-62mph: 5.2sec

Top speed: 168mph
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)

★★★★★

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
Issue featured: 46
Engine capacity: 3,600cc
Compression ratio: 11.3:1
Maximum power: 250bhp @ 6,100rpm
Maximum torque: 310Nm @ 4,800rpm
0-62mph: 5.5sec

Top speed: 161mph
Brakes: Front: 320mm discs; Rear: 299mm discs
Wheels & tyres: Front: 7x17-inch; 205/50/ZR18
Rear: 9x17-inch; 255/40/ZR17
Length: 4,250mm
Width: 1,652mm
Weight: 1,340kg

★★★★★

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: 1,437
Issue featured: 17
Engine capacity: 3,600cc
Compression ratio: 7.5:1
Maximum power: 360bhp @ 5,500rpm
Maximum torque: 520Nm @ 4,200rpm
0-62mph: 4.8sec

Top speed: 174mph
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

★★★★★

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
Issue featured: 112
Engine capacity: 3,600cc
Compression ratio: 11.3:1
Maximum power: 250bhp @ 6,100rpm
Maximum torque: 310Nm @ 4,800rpm
0-62mph: 5.7sec

Top speed: 162mph
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

★★★★★

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
Issue featured: 102
Engine capacity: 3,600cc
Compression ratio: 11.3:1
Maximum power: 250bhp @ 6,100rpm
Maximum torque: 310Nm @ 4,800rpm
0-62mph: 5.5sec

Top speed: 164mph
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

★★★★★

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
Issue featured: 109
Engine capacity: 3,600cc
Compression ratio: 11.3:1
Maximum power: 285bhp @ 6,100rpm
Maximum torque: 340Nm @ 5,250rpm
0-62mph: 5.3sec

Top speed: 168mph
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

★★★★★

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 300bhp, fed to the rear wheels only.

Production numbers: 1,014
Issue featured: 106
Engine capacity: 3,746cc
Compression ratio: 11.5:1
Maximum power: 300bhp @ 6,000rpm
Maximum torque: 355Nm @ 5,400rpm
0-62mph: 5.0sec

Top speed: 172mph
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

★★★★★

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: 173
Issue featured: 113
Engine capacity: 3,600cc
Compression ratio: 8.0:1
Maximum power: 430bhp @ 5,750rpm
Maximum torque: 540Nm @ 4,500rpm
0-62mph: 3.9sec

Top speed: 189mph
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

★★★★★

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
Issue featured: 116
Engine capacity: 3,600cc
Compression ratio: 8.0:1
Maximum power: 408bhp @ 5,750rpm
Maximum torque: 540Nm @ 4,500rpm
0-62mph: 4.3sec

Top speed: 180mph
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

★★★★★

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
Issue featured: 118
Engine capacity: 3,600cc
Compression ratio: 11.3:1
Maximum power: 285bhp @ 6,100rpm
Maximum torque: 340Nm @ 5,250rpm
 0-62mph: 5.4sec

Top speed: 168mph
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

★★★★★

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
Issue featured: 115
Engine capacity: 3,600cc
Compression ratio: 8.0:1
Maximum power: 450bhp @ 5,750rpm
Maximum torque: 585Nm @ 4,500rpm
 0-62mph: 4.1sec

Top speed: 186mph
Brakes: Front: 320mm discs; Rear: 322mm discs
Wheels & tyres: Front: 8x18-inch; 225/40/R18
 Rear: 10x18-inch; 285/30/R18
Length: 4,245mm
Width: 1,795mm
Weight: 1,583kg

★★★★★

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
Issue featured: 117
Engine capacity: 3,387cc
Compression ratio: 11.3:1
Maximum power: 300bhp @ 6,800rpm
Maximum torque: 350Nm @ 4,600rpm
 0-62mph: 5.2sec

Top speed: 174mph
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

★★★★★

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 offered for first time, rolled out across the range in 2001.

Production numbers: 22,054
Issue featured: 111
Engine capacity: 3,387cc
Compression ratio: 11.3:1
Maximum power: 300bhp @ 6,800rpm
Maximum torque: 350Nm @ 4,600rpm
 0-62mph: 5.2sec

Top speed: 174mph
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

★★★★★

996 Carrera 4S 2001-05



Basically a Carrera 4 featuring a Turbo bodysell, 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
Issue featured: 101
Engine capacity: 3,596cc
Compression ratio: 11.3:1
Maximum power: 320bhp @ 6,800rpm
Maximum torque: 370Nm @ 4,250rpm
 0-62mph: 5.1sec

Top speed: 174mph
Brakes: Front: 330mm discs; Rear: 330mm discs
Wheels & tyres: Front: 8x18-inch; 225/40/R18
 Rear: 11x18-inch; 295/30/R18
Length: 4,435mm
Width: 1,830mm
Weight: 1,495kg

★★★★★

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
Issue featured: 108
Engine capacity: 3,600cc
Compression ratio: 9.4:1
Maximum power: 462bhp @ 5,700rpm
Maximum torque: 620Nm @ 3,500-4,500rpm
 0-62mph: 4.1sec

Top speed: 196mph
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

★★★★★

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
Issue featured: n/a
Engine capacity: 3,596cc
Compression ratio: 11.3:1
Maximum power: 320bhp @ 6,800rpm
Maximum torque: 370Nm @ 4,250rpm
 0-62mph: 5.0sec

Top speed: 177mph
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

★★★★★

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
Issue featured: 107
Engine capacity: 3,596cc
Compression ratio: 11.3:1
Maximum power: 320bhp @ 6,800rpm
Maximum torque: 370Nm @ 4,250rpm
 0-62mph: 5.0sec

Top speed: 177mph
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

★★★★★

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
Issue featured: 118
Engine capacity: 3,600cc
Compression ratio: 11.7:1
Maximum power: 381bhp @ 7,400rpm
Maximum torque: 385Nm @ 5,000rpm
 0-62mph: 4.4sec

Top speed: 190mph
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: 1,360kg

★★★★★

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
Issue featured: 62
Engine capacity: 3,600cc
Compression ratio: 9.4:1
Maximum power: 450bhp @ 5,700rpm
Maximum torque: 620Nm @ 3,500-4,500rpm
 0-62mph: 4.2sec

Top speed: 191mph
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

★★★★★

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
Issue featured: 112
Engine capacity: 3,596cc
Compression ratio: 11.3:1
Maximum power: 325bhp @ 6,800rpm
Maximum torque: 370Nm @ 4,250rpm
 0-62mph: 5.0sec

Top speed: 177mph
Brakes: Front: 318mm discs; Rear: 299mm discs
Wheels & tyres: Front: 8x18-inch; 235/40/R18
 Rear: 10x18-inch; 255/40/R18
Length: 4,427mm
Width: 1,808mm
Weight: 1,395kg

★★★★★

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 ventilated brakes. Quad exhaust tailpipes.

Production numbers: 41,059
Issue featured: 107
Engine capacity: 3,824cc
Compression ratio: 11.8:1
Maximum power: 355bhp @ 6,600rpm
Maximum torque: 400Nm @ 4,600rpm
 0-62mph: 4.8sec

Top speed: 182mph
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

★★★★★

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)
Issue featured: 107
Engine capacity: 3,600cc
Compression ratio: 9.8:1
Maximum power: 480bhp @ 6,000rpm
Maximum torque: 620Nm @ 1,950-5,000rpm
 0-62mph: 3.9sec

Top speed: 193mph
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

★★★★★

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
Issue featured: 111
Engine capacity: 3,600cc
Compression ratio: 12.0:1
Maximum power: 415bhp @ 7,600rpm
Maximum torque: 405Nm @ 5,500rpm
 0-62mph: 4.3sec

Top speed: 192mph
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

★★★★★

997 GT3 RS 2006-07



Similar to GT3, with inclusion of wider rear bodysell 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
Issue featured: 110
Engine capacity: 3,600cc
Compression ratio: 12.0:1
Maximum power: 415bhp @ 7,600rpm
Maximum torque: 405Nm @ 5,500rpm
 0-62mph: 4.2sec

Top speed: 194mph
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

★★★★★

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
Issue featured: 31
Engine capacity: 3,600cc
Compression ratio: 9.0:1
Maximum power: 530bhp @ 6,500rpm
Maximum torque: 680Nm @ 2,200-4,500rpm
 0-62mph: 3.7sec

Top speed: 204mph
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

★★★★★

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 upgraded.

Production numbers: 1,858
Issue featured: 99
Engine capacity: 3,600cc
Compression ratio: 11.7:1
Maximum power: 360bhp @ 7,200rpm
Maximum torque: 370Nm @ 5,000rpm
0-62mph: 4.8sec

Top speed: 188mph
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



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
Issue featured: 114
Engine capacity: 3,600cc
Compression ratio: 9.4:1
Maximum power: 420bhp @ 6,000rpm
Maximum torque: 560Nm @ 2,700-4,600rpm
0-62mph: 4.2sec

Top speed: 189mph
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



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
Issue featured: 112
Engine capacity: 3,596cc
Compression ratio: 11.3:1
Maximum power: 345bhp @ 6,800rpm
Maximum torque: 370Nm @ 4,800rpm
0-62mph: 4.9sec

Top speed: 175mph
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



Gen2 996 GT3 2003-05



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

Production numbers: 2,313
Issue featured: 107
Engine capacity: 3,600cc
Compression ratio: 11.7:1
Maximum power: 381bhp @ 7,400rpm
Maximum torque: 385Nm @ 5,000rpm
0-62mph: 4.5sec

Top speed: 190mph
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



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
Issue featured: 3
Engine capacity: 3,596cc
Compression ratio: 11.3:1
Maximum power: 325bhp @ 6,800rpm
Maximum torque: 370Nm @ 4,250rpm
0-62mph: 5.1sec

Top speed: 174mph
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



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 accommodate for wider rear wheels and tyres.

Production numbers: 30,973
Issue featured: 14
Engine capacity: 3,824cc
Compression ratio: 11.8:1
Maximum power: 355bhp @ 6,600rpm
Maximum torque: 400Nm @ 4,600rpm
0-62mph: 4.8sec

Top speed: 179mph
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



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
Issue featured: 89
Engine capacity: 3,614cc
Compression ratio: 12.5:1
Maximum power: 345hp @ 6,500rpm
Maximum torque: 390Nm @ 4,400rpm
0-62mph: 4.9sec

Top speed: 180mph
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



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
Issue featured: 61
Engine capacity: 3,800cc
Compression ratio: 12.5:1
Maximum power: 385hp @ 6,500rpm
Maximum torque: 420Nm @ 4,400rpm
0-62mph: 4.7sec

Top speed: 188mph
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



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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)
Issue featured: 41
Engine capacity: 3,614cc
Compression ratio: 12.5:1
Maximum power: 345hp @ 6,500rpm
Maximum torque: 390Nm @ 4,400rpm
 0-62mph: 5.0sec

Top speed: 176mph
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

★★★★★

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)
Issue featured: 111
Engine capacity: 3,800cc
Compression ratio: 12.5:1
Maximum power: 385hp @ 6,500rpm
Maximum torque: 420Nm @ 4,400rpm
 0-62mph: 4.7sec

Top speed: 185mph
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

★★★★★

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
Issue featured: 57
Engine capacity: 3,800cc
Compression ratio: 12.5:1
Maximum power: 408hp @ 7,300rpm
Maximum torque: 420Nm @ 4,200-5,600rpm
 0-62mph: 4.6sec

Top speed: 187mph
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

★★★★★

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
Issue featured: 115
Engine capacity: 3,996cc
Compression ratio: 12.6:1
Maximum power: 500hp @ 8,250rpm
Maximum torque: 460Nm @ 5,750rpm
 0-62mph: 3.9sec

Top speed: 193mph
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

★★★★★

997 Turbo S 2011-13



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

Production numbers: 2,000
Issue featured: 98
Engine capacity: 3,800cc
Compression ratio: 9.8:1
Maximum power: 530hp @ 6,250-6,750rpm
Maximum torque: 700Nm @ 2,100-4,250rpm
 0-62mph: 3.3sec
 Top speed: 195mph

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

★★★★★

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
Issue featured: 83
Engine capacity: 3,436cc
Compression ratio: 12.5:1
Maximum power: 350hp @ 7,400rpm
Maximum torque: 390Nm @ 5,600rpm
 0-62mph: 4.8sec

Top speed: 179.6mph
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

★★★★★

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
Issue featured: 109
Engine capacity: 3,800cc
Compression ratio: 9.8:1
Maximum power: 520hp @ 6,000-6,500rpm
Maximum torque: 660Nm @ 1,950-5,000rpm
 0-62mph: 3.4sec

Top speed: 195mph
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

★★★★★

991 Turbo S 2013-



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

Production numbers: Currently in production
Issue featured: 115
Engine capacity: 3,800cc
Compression ratio: 9.8:1
Maximum power: 560hp @ 6,500-6,750rpm
Maximum torque: 700Nm @ 2,100-4,250
 0-62mph: 3.1sec

Top speed: 197mph
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

★★★★★

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
Issue featured: 99
Engine capacity: 3,800cc
Compression ratio: 12.2:1
Maximum power: 435hp @ 7,900rpm
Maximum torque: 430Nm @ 3,250rpm
0-62mph: 4.1sec

Top speed: 194mph
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

★★★★★

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
Issue featured: 90
Engine capacity: 3,800cc
Compression ratio: 9.8:1
Maximum power: 500hp @ 6,000rpm
Maximum torque: 650Nm @ 1,950-5,000rpm
0-62mph: 3.4sec

Top speed: 194mph
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

★★★★★

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
Issue featured: 110
Engine capacity: 3,800cc
Compression ratio: 12.2:1
Maximum power: 450hp @ 7,900rpm
Maximum torque: 430Nm @ 6,750rpm
0-62mph: 4.0sec

Top speed: 192mph
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

★★★★★

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
Issue featured: 69
Engine capacity: 3,800cc
Compression ratio: 12.5:1
Maximum power: 408hp @ 7,300rpm
Maximum torque: 420Nm @ 4,400-5,600rpm
0-62mph: 4.4sec

Top speed: 190mph
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

★★★★★

N/A

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: 121
Issue featured: 74
Engine capacity: 3,800cc
Compression ratio: 9.8:1
Maximum power: 530hp @ 6,250-6,750rpm
Maximum torque: 700Nm @ 2,100-4,250rpm
0-62mph: 3.3sec
Top speed: 195mph

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

★★★★★

997 GT2 RS 2010-11

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: 500
Issue featured: 114
Engine capacity: 3,600cc
Compression ratio: 9.0:1
Maximum power: 620hp @ 6,500rpm
Maximum torque: 700Nm @ 2,500-5,500rpm
0-62mph: 3.5sec

Top speed: 205mph
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

★★★★★

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
Issue featured: 118
Engine capacity: 3,800cc
Compression ratio: 12.5:1
Maximum power: 408hp @ 7,300rpm
Maximum torque: 420Nm @ 4,200-5,600rpm
0-60mph: 4.6sec

Top speed: 190mph
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

★★★★★

997 C4 GTS 2011-12

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
Issue featured: 91
Engine capacity: 3,800cc
Compression ratio: 12.5:1
Maximum power: 408hp @ 7,300rpm
Maximum torque: 420Nm @ 4,200-5,600rpm
0-62mph: 4.6sec

Top speed: 188mph
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: 1,480kg

★★★★★

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
Issue featured: 114
Engine capacity: 3,800cc
Compression ratio: 12.5:1
Maximum power: 400hp @ 7,400rpm
Maximum torque: 440Nm @ 5,600rpm
0-62mph: 4.5sec

Top speed: 188.9mph
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

★★★★★

991 Carrera 4 2012-

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

Production numbers: Currently in production
Issue featured: 98
Engine capacity: 3,436cc
Compression ratio: 12.5:1
Maximum power: 350hp @ 7,400rpm
Maximum torque: 390Nm @ 5,600rpm
0-62mph: 4.9sec

Top speed: 177mph
Brakes:
Front: 330mm discs;
Rear: 330mm discs
Wheels & tyres:
8.5x19-inch;
235/40/ZR19
Rear: 11x19-inch;
305/35/ZR19
Length: 4.491mm
Width: 1.852mm
Weight: 1,430kg

★★★★★

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
Issue featured: 118
Engine capacity: 3,800cc
Compression ratio: 12.5:1
Maximum power: 400hp @ 7,400rpm
Maximum torque: 440Nm @ 5,600rpm
0-62mph: 4.5sec

Top speed: 185mph
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

★★★★★

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
Issue featured: 104
Engine capacity: 3,800cc
Compression ratio: 12.9:1
Maximum power: 400hp @ 8,250rpm
Maximum torque: 440Nm @ 6,250rpm
0-62mph: 3.5sec

Top speed: 196mph
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

★★★★★

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
Issue featured: 112
Engine capacity: 3,800cc
Compression ratio: 12.5:1
Maximum power: 400hp @ 7,400rpm
Maximum torque: 440Nm @ 5,600rpm
0-62mph: 4.5sec

Top speed: 188mph
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

★★★★★

N/A

991 Carrera GTS 2014-

Big spec GTS utilises wide body and a host of good options including Powerkit, PASM, Sport chrono, Sport exhaust to name a few, all for £7,000 more than Carrera S.

Production numbers: Unknown
Issue featured: 121
Engine capacity: 3,800cc
Compression ratio: 12.5:1
Maximum power: 430hp @ 7,500rpm
Maximum torque: 440Nm @ 5,750rpm
0-62mph: 4.0sec

Top speed: 190mph
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: 1,425kg

★★★★★

N/A

991 C4 GTS 2014-

Almost the same as the C2 GTS, but with additional traction offered by four wheel drive. As a result, performance times are altered slightly over its rear driven variant.

Production numbers: Unknown
Issue featured: 121
Engine capacity: 3,800cc
Compression ratio: 12.5:1
Maximum power: 430hp @ 7,500rpm
Maximum torque: 440Nm @ 5,750rpm
0-62mph: 4.4sec

Top speed: 188mph
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: 1,470kg

★★★★★

N/A

991 GT3 RS 2015-

Uses Turbo's ultra wide body and packs a revised four litre DFI engine over the 991 GT3. Lighter than a GT3 thanks in part to a magnesium roof and front bonnet.

Production numbers: 42 (UK)
Issue featured: 125
Engine capacity: 3,996cc
Compression ratio: 12.9:1
Maximum power: 500hp @ 8,250rpm
Maximum torque: 460Nm
0-62mph: 3.3sec

Top speed: 193mph
Brakes:
Front: 380mm discs;
Rear: 380mm discs.
Wheels & tyres:
Front: 9.5x20-inch;
265/30/ZR20
Rear: 12.5x21-inch;
325/30/ZR21
Length: 4.545mm
Width: 1,880mm
Weight: 1,420kg

★★★★★

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1960 Porsche 356B Roadster

Factory black with black interior with a complimentary black canvas soft top. This car comes with a tonneau cover and a solid undercarriage. A very presentable car that is highly collectible and has had the same elderly owners for many years, excellent original California car.

.....\$137,500



1966 Porsche 911
Slate grey with black interior. Early wood dash, 902 5-speed manual transmission. Original dated spare tire and owners manuals, mechanically sound. ..\$129,500



1981 Porsche 930 Turbo Coupe
Pacific blue metallic with black interior. Only 42,104 on the odometer. BBS wheels, original spare tire, tool bag and original owners manual.\$69,500



1971 Porsche 911E Targa
Light yellow with black interior, sportomatic transmission, very solid floor pan and undercarriage, excellent original car at a great price.\$54,500



1971 Porsche 911T Targa
Red with black interior, lots of potential, could use some minor cosmetics but still presentable, great weekend driver, mechanically sound.\$32,500



1992 Porsche 964 Carrera 2 Cab
Black with tan interior, comes with a tiptronic transmission and equipped with AC. An excellent original car.\$27,500



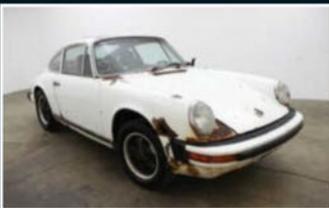
1970 Porsche 911T Targa
Blue with tan interior, excellent original blue plate California that has been sitting for many years waiting to be restored.\$24,750



1966 Porsche 912 3 Gage Coupe
Red with black interior, lots of potential, very presentable, could benefit from a cosmetic restoration, mechanically sound.\$21,750



1984 Porsche 911 Carrera Cab
Grand Prix white with black interior, BBS wheels, comes with owners manuals and books, same owner for many years.\$20,750



1977 Porsche 911S Sunroof Coupe
Grand Prix white with brown interior. Excellent original car that has been sitting for many years waiting to be restored.\$13,750



1974 Porsche 911 Targa
Gemini metallic with blue interior, A/C, sitting for many years, great car for restoration.\$12,750



1967 Porsche 912 Coupe
Navy blue with tan interior. 4-speed manual transmission and air conditioning. An excellent candidate for full restoration.\$10,750



1973 Porsche 914
Red with brown interior. Comes with rear luggage rack. It has had the same owner for many years and is an excellent car at a great price.\$5,950

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1983 PORSCHE 911 3.0 SC - RHD
Metallic Bronze. Upgrades include 3.0 SC Cabriolet - Totally Restored. White full leather interior. Only 35,150 miles.



1998 PORSCHE 993 CARRERA 4S - RHD
Metallic Black. Upgrades - Graduated tinted windscreen. Grey full leather interior. Four wheel-drive. Only 44,800 miles.



1989 PORSCHE 911 3.3 TURBO - RHD
Metallic Silver. Upgrades - G50, Bumpers with impact absorbers. Burgandy full leather interior. Superb example. Only 35,300 miles.



1989 PORSCHE 911 TARGA G50 - RHD
Solid Guards Red. Low Mileage. Upgrades. Full service history. Sports leather seats. Excellent condition. Only 35,000 miles.



1988 PORSCHE 3.2 CARRERA CLUB SPORT - RHD
One of only 53 RHD built. Solid Grand Prix. Black cloth interior. 35kg lighter than standard CS weight. Only 40,000 miles.



1989 PORSCHE 911 SPORT G50 - RHD
Solid Guards Red. Full service history. White full leather interior - 72,500 miles. Excellent condition.



1988 PORSCHE 911 COMMEMORATIVE EDITION - RHD
Rare - 1 of 50 RHD. Diamond Blue Metallic. Concours winning car. Only 25,900 miles from new. Unexpectedly available.



1996 PORSCHE 993 3.6 TURBO - RHD
Solid Primrose. Black full leather interior - Excellent Condition. 12 months MOT with service history. Only 31,400 miles.



1989 PORSCHE 930 FLACHBAU TURBO - LHD
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PORSCHE 997 - TURBO, C2S, C2, C4S, CARRERA**2011 - 997 GT3 RS 4.0 GEN II (GRANDPRIX WHITE) 11,000 Miles**

Black Interior With Red Sports Bucket Seats, PSM, PASM, PCM 3, Touchscreen Sat Nav, Chrono Pack, 19" Gen II 997 GT3 Alloys, Full Service History.

2007 - 997 TURBO COUPE MAN (COBALT BLUE) 73,000 Miles

Black Leather Interior, PSM, PASM, PCM, Sat Nav, BOSE Sound System, CD Changer, Alcantara Headlining, Porsche Crest Embossed Headrests, Xenon Headlights, 19" Turbo Alloy Wheels, Full Porsche Service History.

2006 - 997 TURBO COUPE TIP S (BASALT BLACK) 36,000 Miles

Black Leather Interior, PSM, PASM, PCM, Sat Nav, BOSE Sound System, CD Changer, Sports Seats, White Dials, Xenon Headlights, 19" Turbo Alloys, Full Main Dealer Service History.

2007 - 997 GT3 (SPEED YELLOW) 48,000 Miles

Black Leather Interior, PSM, PASM, PCM, Sat Nav, Recaro Sports Seats, Chrono Pack, Sports Exhaust, Alcantara Headlining, Roll Cage, Yellow Seat Belts, 19" GT3 Alloy Wheels, Full Porsche Service History.

2009 - 997 GEN II C2S COUPE PDK (BASALT BLACK) 16,000 Miles

Black Leather Interior, PSM, PASM, PCM, Sat Nav, BOSE Sound System, CD Changer, Porsche Torque Vectoring Plus (PTV Plus), Alcantara Headlining, Porsche Vehicle Tracking System, Bi-Xenon Headlights, 19" Alloy Wheels, Full Porsche Service History.

2009 - 997 GEN II C2 COUPE PDK (GT SILVER) 33,000 Miles

Black Leather Interior, PSM, PCM 3, Touchscreen Sat Nav, BOSE Sound System, iPod Connector, Chrono Pack, Alcantara Headlining, 19" GEN II Carrera Alloy Wheels, Full Main Dealer Service History.

2008 - 997 C4S COUPE TIP (SPEED YELLOW) 26,000 Miles

Black Leather Interior, PSM, PASM, PCM, Sat Nav, CD Changer, Xenon Headlights, 19" Sports Design Wheels, Full Main Dealer Service History.

2008 - 997 C4S COUPE MAN (BASALT BLACK) 46,000 Miles

Black Leather Interior, PSM, PASM, PCM, Sat Nav, BOSE Sound System, White Dials, Alcantara Headlining, 19" Turbo Alloy Wheels, Full Porsche Service History.

2006 - 997 CARRERA 4S COUPE (BASALT BLACK) 39,000 Miles

Black Leather Interior, Manual, PSM, PCM, PCM, Sat Nav, White Dials, Multi Function Steering Wheel, Alcantara Headlining, Full Main Dealer Service History.

2006 - 997 C2S COUPE TIP (BASALT BLACK) - 55,000 Miles

Full Black Leather Interior, PSM, PCM, PCM, Sat Nav, BOSE Sound System, White Dials, Switchable Sports Exhaust, Alcantara Headlining, 19" Split Rim Alloy Wheels, Full Main Dealer Service History. Just Been Serviced.

PORSCHE 996 - TURBO**2002 - 996 TURBO COUPE TIP S (RACING GREEN) 38,000 Miles**

Sand Beige Leather Interior, PSM, PCM, Sat Nav, Porsche CD Changer, BOSE Sound System, Fully Electric Heated Seats, Alcantara Headlining, 18" Turbo Alloy Wheels, Full Service History.

PORSCHE 993 - TURBO, C2S, C2, 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.

1997 - 993 TURBO COUPE MAN (ZENITH BLUE MET) 79,000 Miles

Beige Leather Interior, Fully Electric Sports Seats, Alpine Radio Player, Rear Wiper, Climate Control, 18" Turbo Alloy Wheels, Full Service History.

1996 - 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, Upgraded Becker CD Player, Sat Nav, 18" Turbo Alloy Wheels, Official Porsche Centre Service History.

1997 - 993 C2S COUPE MAN (ARCTIC SILVER METALLIC) 73,000 Miles

Full Grey Leather Interior, Varioram, Widebody Specification, 6 Speed, Sports Seats, Original Porsche Stereo And CD player, Air Conditioning, 18" Porsche Turbo Alloy Wheels, Full Main Dealer Service History.

1997 - 993 C2S COUPE MAN (ARCTIC SILVER) 71,000 Miles

Varioram, Metropole Blue Leather Interior, White Dials, Factory Fitted Alarm System, 18" Turbo Alloy Wheels, Fully Documented Service History.

1997 - 993 C2S COUPE TIP (ARENA RED METALLIC) 73,000 Miles

Grey Leather Interior, Fully Electric Sports Seats, Sunroof, Rear Wiper, Original Porsche Radio, 18" Turbo Alloy Wheels, Full Service History.

1994 - 993 C2 COUPE TIP (BLACK) 93,000 Miles

Black Leather Interior, Becker Radio, Electric Seats, 17" Alloy Wheels, Full Porsche & Specialist Service History (Just Been Serviced).

1987 - 911 CARRERA 3.2 CAB 1989 (G50 GEARBOX) 126,000 Miles

Immaculate Blue Metallic, Full Marble Grey Interior, Matching Numbers Example, Matching Dark Blue Hood, Period Correct Fuchs Alloy Wheels, Comprehensive Service History, Very Original Condition, 10 Years With One Owner.

1984 - 911 3.2 COUPE SPORT (BALTIC BLUE) 74,000 Miles

Manual, Baltic Blue Metallic Coach Work, Black Leather Interior, Factory Fitted Air Conditioning, Factory Fitted Alarm System, Fully Documented Service History.

1990 - 964 C2 CABRIOLET MAN (MIDNIGHT BLUE) 108,000 Miles

Marble Grey Leather Interior, Sports Seats, Fully Electric Seats, Sony CD Player, 17" Alloy Wheels, Full Service History.

1993 - 964 TURBO 2 COUPE 3.3 (GUARD RED) 72,000 Miles

Marble Grey Leather Interior, Sunroof, Rear Wiper, 17" Turbo Alloy Wheels, Full Porsche Service History, Exceptional Condition.

1989 - 964 CARRERA 4 COUPE MAN (GUARD RED) 127,000 miles

Black Leather Interior, Sports Seats, CD Changer, Alpine Stereo, Bluetooth, iPod Connection, Rear Wiper, Sunroof, Electric Windows & Mirrors, 17" Alloy Wheels, Fully Documented Service History, Immaculate Condition.

FERRARI - MODELS FROM 1967 +**2010 - CALIFORNIA (1) 2 PLUS 2 SPIDER 12,000 Miles**

Grigio Silverstone With Sabbia, Crema Daytona Seats, Dual Mode Suspension, 19" Forged Diamond Wheel Rims, Full Ferrari Main Dealer Service History.

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 (GIALLIO MODENA) 28,000 Miles

Giallo Modena Yellow, Full Nero Black Interior, 18" Ferrari 355 Alloys, Full Service History, Recently Serviced, Known To Us For A Period Of 5 Years.

2008 - FERRARI 612 SCAGLIETTI COUPE (NERO BLACK) 11,000 Miles

Full Nero Black Leather Interior, HGTC Package, Sport Mode, Latest Software On Gearbox To Enhance Gearchange Speed, Ferrari Ceramic Brakes, Second Generation Sat Nav, BOSE Sound System, Nero Daytona Seats, Xenon Headlights, 19" Modular Alloy Wheels (HGTC Special), Full Ferrari Service History.

2008 - F430 SPIDER F1 20,000 Miles

Fully Protected And Wrapped In White, Grigio Silverstone Coachwork As New, Nero Black Leather Interior With Red Carpet, Carbon Fibre Trim, Ferrari Stereo, Manettino With Sports And Track Settings, Ceramic Ferrari Shield, Ferrari Crested Headrests, Full Ferrari Service History, Very Well Kept Example.

1973 - DAYTONA 365 GTB/4 RHD (ROSSO RED) 38,000 Miles

Black/Red Leather Interior Red Carpets, Climate Control, "Ferrari Classiche", Full Continuous History, Superb Provenance, 3 Owners From New.

1967 - 275 GTB/4 MANUAL LHD (ARGENTO SILVER) 59,000 Miles

Full Black Leather Interior, Detailed Restoration History, Sales Invoice, Numerous Concourse And Awards Winner, Engine Rebuilt By Ferrari In Johannesburg 26,000 KMS Ago, Comprehensive Photos, Exceptional Condition Throughout.

330 GTC COUPE (GRIGIO SILVER) 86,000 Miles

Ferrari Classiche, Rosso Red Leather Interior, Chassis No: 10157-GT, Engine No: 10157-GT, Extensive Interior Retrim, All MOTs, Fully Documented Service History With Many Invoices Over The Years, Original Handbooks And Tool Kit, Original Sales Brochures.

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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.

1997 AC COBRA MK IV (ROLLS ROYCE EBONY BLACK) 11,000 Miles

Hand Crafted Grey Leather Seats With Matching Head Rests, Leather Trimmed Aluminium Semi Lightweight Dash With "Smith" Original Style Instrument, Ford 5.0 Ltr EFI Injection Engine And Normally Aspirated 302 Cubic Inch V8 Cylinder Arrangement, Upgraded SVO Lower Aluminium Inlet Manifold/Upper Aluminium Inlet Manifold Body With Performance 65mm Throttle Body.

1958 - PORSCHE 356 A COUPE 1600cc (SILVER) 73,000 Miles

Silver Coachwork, Green Leather Seats, Sunroof, 15" Wheels, Superbly Restored, Concours Condition.

1958 - PORSCHE 356A SPEEDSTER 1600CC

Light Blue Metallic, Linen Leather Interior, 4,000 Miles Since Restoration, Left Hand Drive, 75 BHP, Wind Deflector, Excellent Service History, Fully Restored In California To Show Standard, 12 Month Warranty.

1972 - PORSCHE 911 2.7 RS TOURING 72,000 Miles

7,000 Miles Since Total Restoration By RUF, Canary Yellow, Black Interior, Left Hand Drive, Complete History Of Restoration, Including Photos And Invoices.

1973 - JAGUAR E-TYPE ROADSTER SERIES III AUTO 25,000 MILES

Finished In Carmen Red With Black Hide Interior And Crema Soft Top, The Finest Chrome Wire Wheels, Chrome Exhaust System, Totally Restored To A Very High Standard, Drives Like New - This Car Is Just Amazing.

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, Series 1, Refurbished By One Of The UK's Most Renowned E-Type Specialists, Restored To Concours Level, Manual, Chromed Wire Wheels, Restoration Work Fully Documented.

1936 - BENTLEY 4 1/4 PILLARLESS COUPE (MIDNIGHT BLUE)

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911 Carrera 2 GTS (997 GEN II, PDK)
Basalt Black • Black Leather Sport Seats
Touchscreen Satellite Navigation • Sport Chrono
Pack with Sport Plus • 26,934 miles • 2011 (11)
£59,995



911 Carrera 2 S (997 GEN II, PDK)
Basalt Black • Black Leather Seats • Touchscreen
Satellite Navigation • Sport Chrono Pack with Sport
Plus • 9,064 miles • 2011 (11)
£55,995



911 Turbo (997, 6-Speed)
Arctic Silver • Black Leather Sport Seats • Satellite
Navigation • BOSE Sound System • 19" Turbo
Wheels • 32,959 miles • 2008 (08)
£49,995



Cayman S (881, PDK)
Basalt Black • Black Leather Sport Seats Plus
Touchscreen Satellite Navigation • 20" Carrera III
Wheels • 7,310 miles • 2013 (63)
£49,995



911 Carrera 4 S (997 GEN II, PDK)
Guards Red • Black Leather Sports Seats • 19"
Sport Design Wheels • Switchable Sports Exhaust
37,869 miles • 2010 (10)
£48,995



911 Carrera 4 S (997 GEN II, 6-Speed)
Aqua Blue • Black Leather Seats • Touchscreen
Satellite Navigation • 19" Turbo Wheels • 22,596
miles • 2009 (09)
£46,995



911 Carrera 2 (997 GEN II, 6-Speed)
Cream White • Cocoa Leather Seats • Touchscreen
Satellite Navigation • Sport Chrono Pack with Sport
Plus • 53,870 miles • 2008 (58)
£37,995



Boxster 2.7 (881, PDK)
Guards Red • Black Sports Seats with Alcantara
Inserts • 18" Boxster S III Wheels • Front & Rear
Park Assist • 4,090 miles • 2013 (62)
£36,995



Boxster S (887 GEN II, 6-Speed)
Carrera White • Black Leather Seats • Touchscreen
Satellite Navigation • 19" Boxster Spyder Wheels
26,950 miles • 2010 (60)
£29,995



911 Carrera 2 S (997, Tiptronic S)
Arctic Silver • Dark Blue Leather Seats • Satellite
Navigation • 19" Carrera S Wheels • 57,263 miles
2004 (54)
£26,995



Cayman S (6-Speed)
Basalt Black • Black Leather Seats • Pioneer
Touchscreen Satellite Navigation • 19" Carrera
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Basalt Black with Grey Leather, Sat Nav,
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997 "C2" Gen 2 3.6 PDK (2008 - 08)
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997 "C2" Gen 2 3.6 PDK (2008 - 08)
Basalt Black with Black Leather, Sat Nav
50k miles.....**£36,000**



997 "4S" 3.8 (2007 - 07)
Basalt Black with Black Leather, Sat Nav,
31k miles.....**£36,000**



997 "2S" 3.8 (2007 - 07)
Meteor Grey with Red Leather, Sat Nav,
40k miles.....**£32,000**



997 "2S" 3.8 Tip (2006 - 06)
Lapis Blue with Ocean Blue Leather,
Sat Nav, 39k miles.....**£31,000**



997 "2S" 3.8 Tip (2006 - 06)
Seat Grey with Black Leather, Sat Nav,
40k miles.....**£30,000**



Cayman "S" Gen 2 3.4 (2010 - 10)
White with Black Leather, Sat Nav,
42k miles.....**£30,000**



Cayman "S" Gen 2 3.4 (2010 - 10)
Silver with Grey Leather, Sat Nav,
31k miles.....**£30,000**



997 "2S" 3.8 Tip (2005 - 05)
Silver with Black Leather, Sat Nav,
44k miles.....**£28,000**



Cayman "S" Gen 2 3.4 (2009 - 09)
Silver with Black Leather, Sat Nav,
36k miles.....**£28,000**



997 "2S" 3.8 (2006 - 06)
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Air Conditioning	



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Climate Control	



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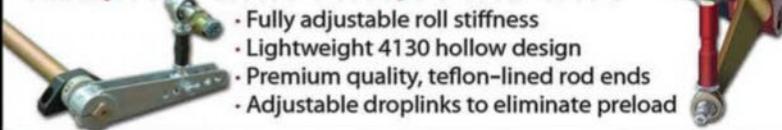
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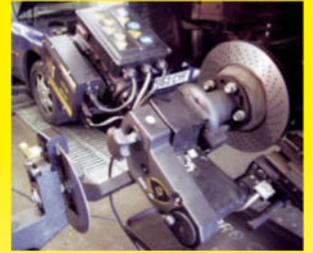
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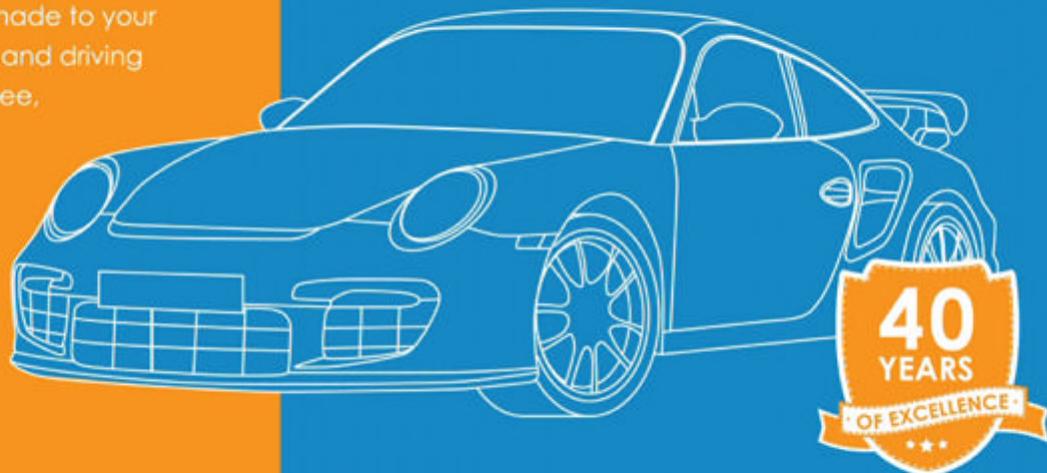
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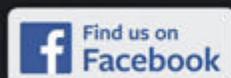
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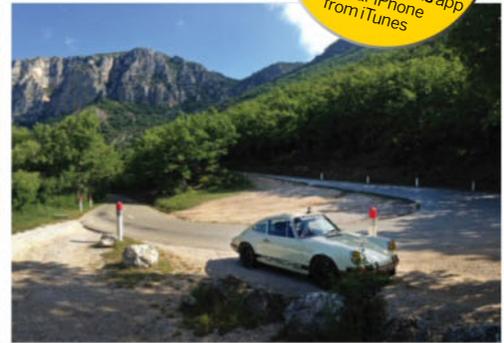
3.2 CLUBSPORT ULTIMATE GUIDE

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D952, Gorges du Verdon

Written and photographed by **Maurice van den Tillaard**



Essential info

LOCATION: Moustiers Sainte Marie to Trigance, France

COORDINATES: 43.7619° N, 6.4447° E



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LENGTH OF DRIVE:
25 miles

POINTS OF INTEREST:
The medieval city of Moustiers Sainte Marie; the spectacular Martel hiking trail (around nine miles); several good viewpoints in the area.

FOOD AND ACCOMMODATION:
Moustiers Sainte Marie has plenty of authentic French restaurants to choose from; hotels and campsites can be found in Moustiers and La Palude.

The Grand Canyon du Verdon makes for a spectacular driving route that's as popular for its views as its twisting corners

The Gorges du Verdon, also known as the Grand Canyon du Verdon, is a river that has worn itself into the impressive mountain land of the French Provence over thousands and thousands of years. It belongs to one of the deepest rifts in Europe and the steep rock faces reach heights of up to 800 yards.

Northwest of the Verdon lies the beautiful, medieval village of Moustiers Sainte Marie, where we start our drive along the north side of the river. The D952 as it's called, does not start here, but more to the west in Saint Paul les Durance. From Moustiers onward signs will lead you to the Gorges du Verdon. The D952 starts to twist and

turn right away, and coming out of the woods you will spot the beautiful blue lake of Saint Croix on your right-hand side, into which the Verdon flows.

Many astonishing views, hairpins and fast corners await, and after a while you will arrive in the small village of La Palude sur Verdon, which is located halfway along the rift on the northern part. From there, an entertaining extra loop can be taken, called the Route des Cretes, also known as the D23. It's a narrow, twisting road with nonstop epic views of the south side of the rift and the blue Verdon river. If you are lucky enough, you can spot the vultures flying high in the skies in this area. Be warned, though, because this drive is not for the weak-hearted among us. The

guard rails, or guard walls so to say, are only about a foot high and the drops are dizzyingly high. Rock debris that falls down the mountain can be found around any corner, so keep a keen eye out for that. The D23 takes you back to the village of La Palude, and from there the journey down the D952 can be continued.

The route goes all the way up to Castellane, but we take the D955, which leads south to the small village of Trigance, and from there on to Comps sur Artuby, and Draguignan, bringing you closer to the Mediterranean Sea. You will not be disappointed if you go for this option, as about an hour's drive later you will arrive in the beautiful town of Saint Tropez from this area. It's pure driving heaven. **911**



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