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# Welcome



I'd just finished writing my initial welcome note for this very issue when I received news that Ferdinand Piëch had resigned from his position as Chairman of the Supervisory Board of the VW Group, Porsche AG's parent company. The announcement is as huge as it is surprising – so a last-minute redraft of this page was in order!

78-year-old Ferdinand Piëch is a powerhouse figure with a distinguished career in the automotive world. After joining Zuffenhausen to work with his grandfather, Ferdinand Porsche, in 1963, Piëch moved to Audi and later on to VW when it was weeks away from financial ruin. Piëch spearheaded its turnaround into one of the biggest and most successful auto conglomerates in the world, usurping GM in the process. As well as the eventual acquisition of Porsche in 2012, Piëch played central roles in bringing Lamborghini and Bentley under the umbrella of the VW super-group – which he and his family have a 51 per cent stake in, don't forget – while cars including the Porsche 917, Audi Quattro and Bugatti Veyron are all a direct product of Piëch's vision and drive.

**“The 917, Audi Quattro and Bugatti Veyron are a product of Piëch's vision”**

With that drive came a reputation as something of a bulldog who wasn't afraid to fire anyone who didn't match his lofty expectations, but it seems the fight with Volkswagen AG's CEO Martin Winterkorn was one too far.

The Board backed Winterkorn after internal power struggles spilled into the public domain, and with Piëch gone, this signals a new era for the VW Group. What this means for Zuffenhausen won't be clear for the coming months, but Porsche SE scrambled a statement together courtesy of Chairman (and cousin to Piëch) Wolfgang Porsche, offering its full support for the new direction of the VW Group. It read: “We have full confidence in the board of management of Volkswagen Group and we deeply regret the developments of the last few days. We thank Ferdinand Piëch for his decades of extraordinary and highly successful service to the Volkswagen Group. Our great loyalty to the Volkswagen Group and its 600,000 employees remains unchanged.”

Dr Wolfgang Porsche – and Total 911 – will watch the ensuing events unfold with interest.



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# 1911 Opening Shot

After a disappointing return to the top class of motor racing at Le Mans last year, the revised Porsche 919s are back to try and triumph at La Sarthe. It's been 17 years since the last overall victory, but can Weissach conquer again?

Photograph by **Porsche AG**









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“The GT2 has always been one of the most fearsome Porsche 911s ever made”





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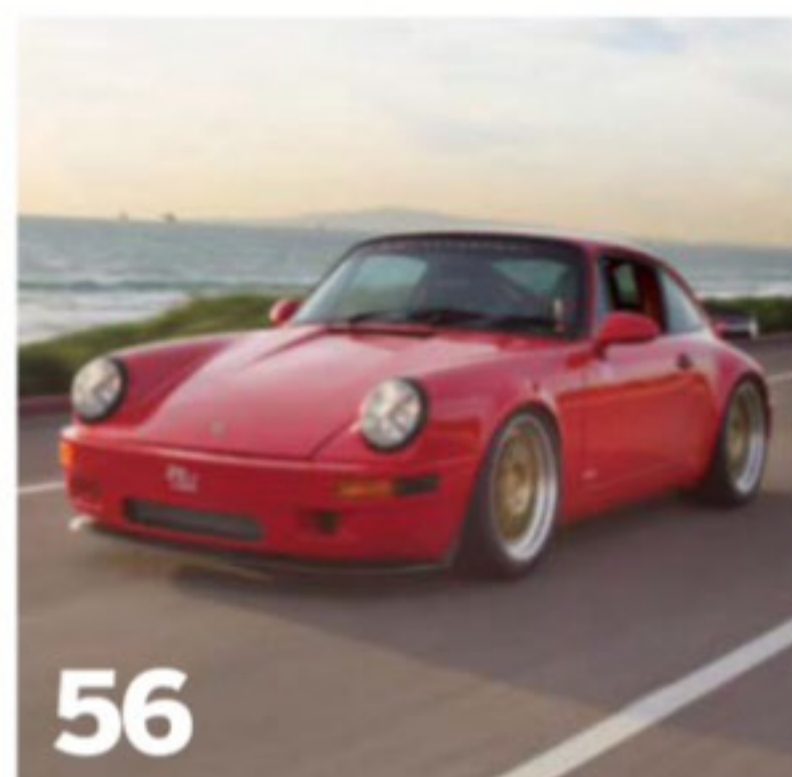
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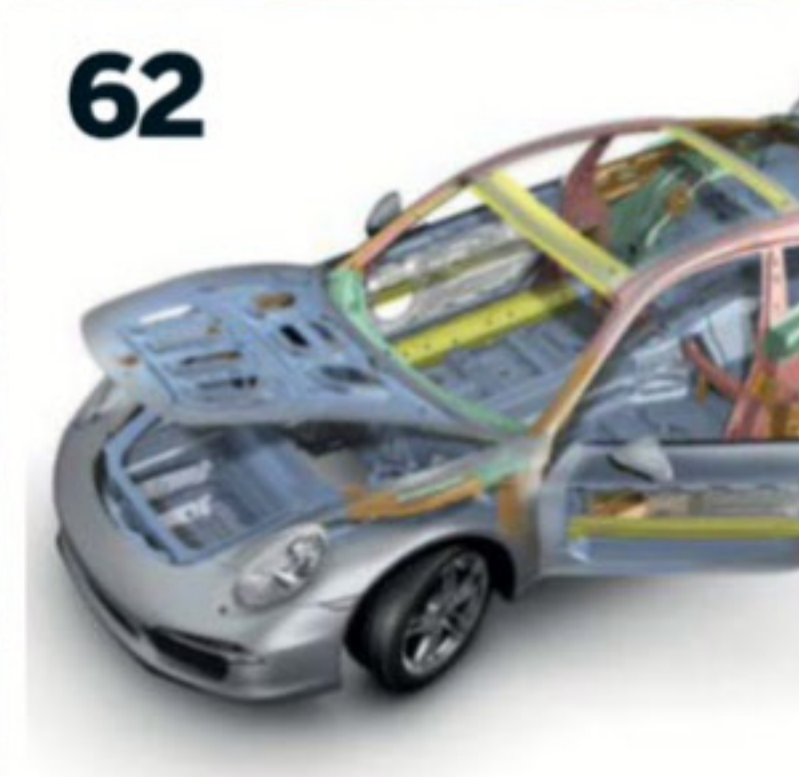
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# Update

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



## Testing continues for next-gen 911

2.7-litre and 3.0-litre turbocharged flat sixes set for next iterations of 911 Carrera

**T**he upcoming Porsche 991.2 has been spotted once again hacking around the Nürburgring Nordschleife during an industry test day, and **Total 911** can confirm that the next-generation 911 was running a turbocharged flat-six engine.

Rumours about the facelifted 911 Carrera's switch to turbocharging have been around since spy shots of the test mule were first spotted last August. At that time, it was speculated that the 991.2 Carrera would switch from its current 3.4-litre naturally aspirated power unit to a 2.9-litre turbocharged motor turning out around 400hp, a noticeable hike over the current car. Even more unbelievable was the mooted 530hp output of the 991.2 Carrera S, rumoured to use a 3.4-litre turbocharged flat six as part of Porsche's drive

to reduce emissions and improve fuel economy (an industry-wide initiative).

Recently though, after Walter Röhrl let slip at an event in Sweden, it has emerged that the 991.2 Carrera will feature a 2.7-litre turbocharged engine turning out 350hp, while the Carrera S will be given a 3.0-litre turbo unit turning 430hp. Contrary to some rumours, both engines will remain flat six in layout (though the next-gen Cayman/Boxster is set to feature a flat-four engine).

Judging by the latest spy shots, which show cooling vents on both sides of the rear bumper, the new engines will use a twin-turbo setup, in keeping with the turbocharging philosophy that Porsche has used since the 993 Turbo. According to our spies at the 'Ring, the turbocharged 991.2 Carreras retain a classic Porsche

911 soundtrack, although it is now accompanied by the stereotypical turbocharger 'whistle'.

We also got our first look at the 991.2's interior when a 911 Turbo test car was spied during cold-weather testing in Sweden. As expected, the next-gen model is set to get a Macan-style multi-function wheel, complete with 918-esque rotating dial switch (most likely for controlling the Sport and Sport Plus modes). The PCM screen appears larger, with a tablet-like design, and may include multimedia support – including a HDMI mode – if the new four-by-two button setup is to be believed.

The facelifted 991 generation is scheduled to be launched at the Frankfurt Motor Show this September, the traditional home for new 911 unveilings since the 901's reveal in 1963.



## More 991 GT3 woe amid rumours of delayed UK RSs

Delivery of right-hand drive cars delayed in the UK according to Total 911 sources

Right-hand drive versions of the latest Porsche 911 GT3 RS destined for UK shores are rumoured to be delayed. Dealers have apparently been informed that UK-bound 991 Rennsports will be not be delivered until October due to production issues with RHD cars.

According to **Total 911**'s sources, an official message was sent to OPCs in mid-April informing them. However, it is understood that some dealers are not expecting their quota

to arrive until November. GT3 RSs specced with the standard 918-style carbon bucket seats are rumoured to be subject to an additional four-week postponement, meaning that some customers may not take delivery of their car until Christmas.

Delivery of left-hand drive examples is unaffected, with 991 GT3 RSs already beginning to be spotted around Germany. Scuderia Systems are offering the car at €215,000 plus VAT (£154,000), just under £54,000 above Porsche's list price.



## What's on in 2015

May	June				
<b>RM Villa Erba</b> <b>23 May</b> RM Sotheby's head to Lake Como in Italy for another sale of delectable exotica	<b>Porsche Tour Backstage</b> <b>3-5 June</b> A tour of the Zuffenhausen and Leipzig factories with a drive between the two	<b>Wilton Classic &amp; Supercar Show</b> <b>6-7 June</b> Quickly becoming one of the UK's must-see cars shows, in the grounds of a stately home	<b>Le Mans @ Zuffenhausen</b> <b>13-14 June</b> The Porsche Museum will be open for the entire duration of the great race once again	<b>RMA Silverstone GP</b> <b>18 June</b> RMA Track Days hold the second of their events on the Silverstone GP circuit	<b>Goodwood Festival of Speed</b> <b>25-28 June</b> Lord March's annual celebration of all things automotive has the theme 'Flat-out and Fearless'



Tim Scott ©2015 Courtesy of RM Sotheby's

Tom Wood ©2015 Courtesy of RM Sotheby's

## 2.7RS looks to break world record at auction

911s continue to shine among auction results and in upcoming lots

The Techno Classica historic car extravaganza in Essen played host to one of Coys' annual sales last month. Porsche's star of the auction was a 1988 959 'Komfort', with the hammer falling at £904,500 (\$1,356,300/€1,262,000). Listed with no estimate, it had covered 46,600 miles, making its price even more impressive.

Also on offer at the Coys sale, a 1995 Porsche Carrera RS achieved £238,750 (€358,000/€333,080), £2,200 above its upper estimate, while a 2.2-litre, 1970 Porsche 911S fared less well, realising £76,014 (\$113,880/€106,000), just above its lower estimate. This compared to an £86,180 (\$129,212/€120,200) Porsche 911 2.2 S Targa from 1969 that beat its upper estimate by nearly £4,000.

Elsewhere, Silverstone Auction's sale at the 2015 Restoration Show at Birmingham's NEC saw two widowmakers steal the limelight. A black-on-black 2010 Porsche 997 GT2 RS sold for

£236,250 (\$354,500/€329,625), while a Porsche 996 GT2 from 2003 achieved £86,625 (\$130,000/€120,825), £11,625 over the car's upper estimate.

Looking ahead, Bonhams' gavel will return to action at their annual Spa Classic sale on 24 May, where a 1992 Porsche 964 Carrera RS will be offered for sale with an estimate of £130,000-170,000 (\$195,000-255,000/€185,000-235,000).

Not to be outdone, RM Sotheby's heads to Villa Erba on Lake Como on 23 May, where a second series 1973 Porsche 911 Carrera RS Lightweight will look to break the 2.7 RS world record. The M471 Rennsport, originally delivered to Italy, is expected to make between £680,000-967,500 (\$1,020,000-1,450,000/€950,000-1,350,000). It will be joined by a matching-numbers 1973 Porsche 911 2.4 S Targa with a modest estimate of €160,000-200,000.



## New HRE wheel series announced

Wheel manufacturer releases new 'Monoblok' alloys

HRE Performance Wheels has launched its latest range of 'Monoblok' one-piece alloys, based on the styling of their iconic three-piece wheels. The Series RS1M range debuts with six different designs, including the nine-spoke mesh R100M alloy (pictured). All wheels in the range are available in diameters from 19 to 22-inches, with eight to 13-inch widths offered.

"The RS1M is a perfect example of how in design, usually less is more," said HRE President Alan Peltier. "In an era when everyone, including HRE, is moving to more and more aggressive designs, sometimes the more difficult and rewarding challenge is simply finding out how to improve on an icon."

Forged from aerospace-grade 6061-T6 aluminium, the RS1M wheels are CNC machined and available in a range of finishes. Each set is created via special order to provide the perfect fitment for any application, with centre-lock versions of each design available to fit 911s such as the latest GT3 and Turbo S.

## In brief



### Autofarm storage

With prices seemingly ever rising, protecting classic 911s has become a major concern for many owners. Now, independent specialist Autofarm has made the move into car storage, providing a safe, secure environment to preserve your Porsche.

Based an hour from both Birmingham and London, Autofarm has years of experience in laying up cars and, with 24-hour security and the ability to have cars ready 'on the button', "cars can be ready for action whenever a customer needs it," according to co-owner, Steve Wood. For more information, call Autofarm on 01865 331234.



### Tarox brakes

Italian specialist Tarox has launched a new front brake disc designed for the Porsche 991 Carrera S. The new design consists of a two-piece billet steel and anodised alloy hub, which makes it a direct replacement for the original single-piece disc fitted to the 3.8-litre 911.

Compared to the factory disc, Tarox's unit saves a kilogram of unsprung mass per corner, benefitting the 991's steering response and cornering ability. By retaining the OE dimensions of 340x34mm, the Tarox disc also works with the standard Carrera S calipers. The new discs cost £950.40 per pair (including VAT). For more information, head to [www.tarox.co.uk](http://www.tarox.co.uk).



# 911 in Motorsport

The latest news and results from racing series around the globe



## Porsche settles for second at Silverstone

### Factory 911 RSR is runner-up to Ferrari at FIA WEC opener

Porsche Team Manthey came within ten seconds of victory in the 2015 FIA World Endurance Championship season opener, the Six Hours of Silverstone, after a late race charge saw the #91 Porsche 911 RSR of Richard Lietz and Michael Christensen narrowly lose out to the GTE-Pro-winning #51 Ferrari 458 of AF Corse.

Aston Martin Racing had dominated Saturday's proceedings with a 1-2-3 in qualifying as the works 911 RSRs struggled to fourth and sixth (split by the #51 Ferrari). However, come Sunday's race, Weissach saw its fortunes rapidly improve as Patrick Pilet in the #92 RSR hunted down the Aston Martin trio in the first hour to take the lead before handing over to Frédéric Makowiecki who consolidated his countryman's good work. Behind, the #91 moved into the podium positions

inside the first 90 minutes as the Aston Martins faded to the minor places and Ferrari took up the position as Porsche's closest challengers.

Just after half distance, though, when the #92 machine was looking comfortable out front, Pilet was forced to pit to fix a broken damper, losing two laps and eventually coming home in seventh. This left Lietz to uphold Weissach's honour, charging through into second during the fifth hour before handing the car over to Christensen.

The Dane battled bravely, cutting the lead Ferrari's advantage during the last 60 minutes. While the #51 Ferrari would ultimately triumph by a scant ten seconds, it was a solid start to the #91 RSR's season. "We did our best as a team and we were rewarded with second place. That's not bad for a start," Lietz pragmatically explained.



## Second at Silverstone for 919 Hybrid

Solid start to the FIA WEC season for Porsche's LMP1 assault

The Six Hours of Silverstone saw Porsche Team kick off its FIA WEC campaign with second place for the #18 919 Hybrid, while the #17 car suffered a terminal gearbox problem after 90 minutes.

Mark Webber and Brendon Hartley had taken pole in the #17 car before Webber sprinted into an early lead when the race got under way at midday on Sunday. But before Hartley or Timo Bernhard got a chance to drive, the gearbox packed up, leaving Marc Lieb, Romain Dumas and Neel Jani to fight on in the remaining Porsche.

In the third hour, Jani was engaged in a battle for the lead with the #7 Audi R18 driven by Marcel Fässler before the Porsche dropped to third during routine stops. The #18 919 was unable to double-stint its tyres like the Audi, as it had a formidable pace during the race's middle part.

Porsche was able to complete the six hours with just six stops, while the Audi was forced for a seventh with 15 minutes remaining. When the #7 car was then handed a stop-go penalty for track-limit offences, the #18 Porsche closed to 11 seconds. With a sniff of victory, Jani set about closing the gap, falling just 4.6 seconds short, securing a solid points haul at the start of what looks to be an incredibly competitive season.

## Podium for Porsche Juniors

### Sven Müller and Matteo Cairoli take second in N24 qualifying race

Porsche Junior Sven Müller teamed up with 2015 Supercup scholar Matteo Cairoli and Christoph Breuer to take second place in the now-traditional Nürburgring 24 Hour qualifying race.

Driving Manthey Racing's 911 GT3 Cup MR, the trio finished one lap behind the winning BMW Z4 GT3 car of Team Schubert. Third place went to the Black Falcon 911 GT3 Cup car driven by Philipp Eng, Hannes Piesse and Manuel Mezger.

The qualifying race, first held last year, gives teams planning on entering the Nürburgring 24 Hours a chance to dial in their setups. This year, it also marked the first event on the Nordschleife since a tragic accident in the first VLN race when a Nissan GT-R Nismo GT3 became airborne, landing over the barriers and killing one spectator. Since the incident, speed restrictions have been placed on various sections of the infamous 'Ring, increasing lap times by around 20 seconds.





## Motor racing in 2015

May	June
<b>Porsche Supercup Monaco 21-24 May</b> The most glamorous race on the Porsche Mobil 1 Supercup calendar	<b>24 Hours of Le Mans test day 31 May</b> Preparation for the 83rd running gets under way with the official test day
	<b>Carrera Cup GB Oulton Park 6-7 June</b> The third meeting of the UK series heads to the most picturesque track in the country
	<b>24 Hours of Le Mans qualifying 10-11 June</b> Two nights of qualifying will set the grid for the prestigious French endurance race
	<b>24 Hours of Le Mans 13-14 June</b> Porsche will aim for a 17th victory as Weissach enters three 919 Hybrids
	<b>Blancpain Endurance Series Paul Ricard 19-20 June</b> The last competitive endurance outing before July's 24 Hours of Spa

## Total 911's racing columnists



### Supercup superstar: Ben Barker

After two issues of effectively stalling, I can now officially confirm I will be racing in the 2015

Porsche Mobil 1 Supercup with MOMO-Megatron. I was originally going to contest the championship with a new team – as you read in issue 125. However, that deal fell through at the 11th hour for several reasons. Welcome to motorsport! Thankfully, I know Andreas – the team boss of MOMO-Megatron – quite well and he opened his arms to get me into the team at such a late stage. A lot of other teams wouldn't have been able to do the same for me as they had already locked in their driver line-ups.

For 2015 I've got my own engineer coming to the team with me. Frank Funke was part of my original plans as he's a really good engineer, so I'm glad he's on board this season. 911 Cup racing is all about the driver-engineer relationship, as well as having a good mechanic to put a set-up on the car. While it's not strictly a team within a team – you don't withhold information from the other cars – you act as a little unit of three within a larger outfit.

Ben has been waiting for one deal all winter, and then, like so often, two come along at once



I'm glad those around me are top-quality guys. Last year, MOMO's drivers struggled as they didn't have a full budget. This season, they've got me in the car and they're really going to do it properly. I'm ready for the challenge and I see no reason why we can't succeed

now we've got the right tools. I drove for the team for the first time at the official Supercup test in Barcelona where we ended up P3 after two days of running. We were only one-tenth away from the top spot, so it was a successful test with all the usual Supercup culprits – Giermaziak, Ammermüller, Eng – in attendance.

Everything's slotted into place and, despite Bathurst being a long time ago now, I'm not going to feel race rusty ahead of round one in Barcelona, as I've also signed a deal to race in the Carrera Cup Deutschland. I'll be driving alongside Porsche Junior Connor de Philippi for the Land Motorsport team. I did a test with them last month and it went so well that they wanted me for their third car. Again I'll be engineered by Frank, so I'm hopeful for more success.

One of the races takes place at the Nordschleife this year. I've only been there once before, when I was 14 in my mum's AC Schnitzer-ed E36 M3, so I'm doing lots of simulation work in order to learn the track. It'll be a mega experience, though, and by the time the Supercup gets to Monaco, I'll be really into the swing of racing a Cup car again.



### Carrera Cup champion: Josh Webster

After signing off last issue full of optimism, the final day of my pre-season testing at Spa-Francorchamps

brought me back to earth with a rather large bump. Things were going really well until I had a huge accident in the final few laps of the day after I ran slightly wide at Pouhon, the fast, double left-hander. Running on the Astroturf, I hit a bump at 120 miles per hour, launching the car into the barrier at 98 miles per hour.

I definitely felt the after-effects of the massive 44-g impact. My right arm was flung around inside the cockpit, tearing some muscles in my shoulder. Still, it was nothing reams of sports tape couldn't take care of. Of more concern was that the accident had written off my GT3 Cup car's shell. Team Parker Racing had to strip the car back to the bare shell, take it to Germany and pick up a brand-new one, all before arriving back on Wednesday at 1pm. From there, the guys had to build a completely new Cup car from scratch, wrap it in the usual full livery by Thursday afternoon, and then travel straight to the first race meeting ready to get going again.

After a great run of success last year, it's been a challenging start to the season for Josh...



I felt terrible that I had caused all that work and I was humbled by the unbelievably positive and enthusiastic way the guys tackled the challenge. It was amazing to see the new car looking perfect at Brands Hatch. The guys at Team Parker Racing are superheroes!

After shaking the car down in the two Friday practice sessions, the 991 felt really good. Qualifying on Saturday was a bit of a lottery. The conditions were changeable and we really needed a second set of wet tyres, which we unfortunately didn't have. Also, with

30 cars on such a short lap, traffic was always going to play a part and we qualified fourth for race one and seventh for race two.

In the first race I was running in second place when I was given a drive-through penalty for being incorrectly positioned on the grid. It dropped me from P2 to dead last and, with three safety-car periods, I couldn't get back up front, finishing 14th. I was absolutely gutted, as once you have served a drive-through penalty, there's nothing that can be done to reverse the decision.

On Sunday, I started seventh for the rolling start and finished on the podium in third. It was another crazy race with three safety cars and 911s spinning off all over the place! It wasn't the start to the season I'd hoped for as I only managed to score 18 points over the weekend. The penalty cost me 16 points, and with no drop-scores and very few points on offer, it's going to be tough to claw my way back up the points table.

However, the challenge just makes me even more fired up and determined to fight for wins at the next round where I return to Spa-Francorchamps to support the World Endurance Championship.





The factory driver:

# Nick Tandy

gives his views from beyond the pit wall



## Looking at the Le Mans 24-hours

Gearing up for a shot at victory, Nick looks ahead to racing the 919 Hybrid at La Sarthe

**W**hen we first started this year's test programme with the 919 Hybrid, the racing seemed a mile away. Now it has really crept up on us – in fact, by the time you read this, I will have already raced the LMP1 car for the first time at Spa. It's incredible to think how quickly I have gone from just getting used to driving the car to preparing in earnest to go racing at this year's 24 Hours of Le Mans.

By going to the highest energy recovery class, by the rules' very design, we should have the fastest car, if you can make the hybrid system work. By being the only car in that top 8MJ class, we theoretically have a lap time advantage that bore out at Silverstone where the Porsche was easily the fastest car. How it runs over a double, triple or even quadruple stint at Le Mans will be a different test, but we are very pleased with the car's base speed.

Last time Porsche won with the 911 GT1, the two cars qualified fourth and fifth. They weren't the fastest cars but they were reliable. Even last year's race proved Le Mans is still a reliability race; you still have to race twice around the clock. But

nowadays, endurance racing is a full-on sprint, so the car has to be fast if it's to stand any chance at all. We're inherently fast over a single lap – which is great – and reliability-wise we're as prepared as our competitors. Audi obviously has a lot of experience in the LMP1 class, but everyone has either got new technology or a new car for 2015. We've done a lot of 24-hour-plus endurance tests, and we'll need a bit of luck, but I'm very happy with the way we've prepared for the race.

Starting the FIA WEC season at Silverstone gave me the chance to qualify, start the race and do a few stints in the LMP2 car. As well as all the testing, where I've been able to do a lot of night-time running, and the race at Spa, it's the most prepared I've ever been for any race.

After it was announced that I would be driving, I've realised how many people are interested in (and excited by) a Brit racing a Porsche at Le Mans. I know there is a lot of history with British drivers and Porsche, but it wasn't something I'd appreciated until people started talking to me about "how good it was" and "how exciting it was." It's all well and good having a British car win – like the Bentley in 2003 – but the interest and the

heritage of British drivers at Porsche makes this year's race more special than I could ever imagine.

It's the biggest thing that could ever happen in my career – aside from actually winning the race. To do it now, even as I feel I'm still growing within the sport, is a huge honour. It really is *that* special, to have a chance at overall victory. There is nothing else like it in our sport. This is the reason Porsche has put so much effort into running three cars at the race. We don't want to downgrade the world championship – everyone wants to be a world champion – but there's a reason why Le Mans scores double points for the manufacturers. This is the big one.

There was talk of the third car that I will share with Earl and Nico running as a back-up car, but there will be no different approach across the three Porsches. Our car will be fast and all three entries are going there with equal opportunities. We'll go out and do our own race. There is no lead car and there is no third car, an approach that gives me a lot of confidence. If we have a really good run, without too many issues, we will be fighting for the podium at the end of the race. June is going to be one hell of a month.



# Porsche lifestyle

**Total 911** brings you six of the best road trip essentials for your summer motoring

## J Lindeberg gym bag £185

A true road trip requires at least one overnight stop. Therefore, you'll need to pack some necessary toiletries and a spare pair of clothes. This gym-style bag from J Lindeberg is the ideal travel partner; large enough for a long weekend away, yet small enough to stash behind the seats of a 911, its nylon construction makes it incredibly hard-wearing while there are numerous pockets (both inside and out) in which to store all your sundries.

[www.john-anthony.com](http://www.john-anthony.com)

## Swims loafers £105

When driving long distances, you'll appreciate a decent pair of shoes that help you work the pedals and look good outside of the car. So, step forward the Swims loafers. Designed in Norway, their lightweight construction makes them feel almost invisible when driving, yet the high-grip rubber sole (which rolls onto the heel) provides plenty of purchase on the pedals. The mesh upper section provides plenty of breathability for your feet too. Their futuristic style is a perfect blend of traditional design and modern functionality.

[www.john-anthony.com](http://www.john-anthony.com)

## Great Driving Roads digital edition £2.29

Wherever you are in the world, there are likely to be some incredible routes right on your doorstep. With this digital magazine, 69 of our great driving roads have been collated into a must-have directory. Featuring our usual stunning photography, as well as route distances and accommodation details, the Great Driving Roads digital edition is available to buy through the **Total 911** app, available via iTunes on Apple iPad and iPhone devices.

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

## GoPro Hero 3+ Silver Edition £249.99

Memories of an incredible road trip will last forever, especially if you film them. Here at **Total 911** we use a couple of GoPro Hero 3+ Silver Editions because of their superb video quality, range of mounts and tough build quality. Although the Hero 3+ has now been usurped by the Hero 4, the former still shoots 1080p video at up to 60fps. There are also a number of photo modes that will help you capture the awesome roads and stunning vistas you encounter.

[shop.gopro.com](http://shop.gopro.com)

## Wolsey pique polo £60

You've been driving for hours, with the sun beating through the windows, and your top is now starting to stick to you and your leather seats; we all know this feeling. However, this temperature regulating polo shirt from Wolsey – one of the UK's oldest textile companies – features a channelling surface that helps wick moisture away from your body when you're hot. What's more, the fibres have a hollow core, helping to insulate you during colder days.

[www.john-anthony.com](http://www.john-anthony.com)

## Road Angel Gem+ £159.99

If you're embarking on a road trip the chances are, at some point on your journey, you'll encounter a speed camera. To ensure that you don't get caught out, the Road Angel Gem+ features the UK's number one database of safety camera locations, alerting you to their presence. You can also add new locations to the database live via the device, helping to warn other motorists. Be warned though, if you're venturing into Europe, laser detection devices such as the Road Angel are illegal.

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





Views

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

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Star correspondence



Turbo Targa

Dear Sir,

I live in Horsham in the western region of the state of Victoria in Australia and I am a regular reader of **Total 911** magazine. I am a fan of all things 911, but the 930 would be, without doubt, my favourite Porsche of all. In your issue 123 feature you ask if we know that Porsche built a Targa version of the classic 911 Turbo. In my case, the answer is 'yes', even before reading the article.

At one stage, I was almost the owner of a very similar 1988 Guards red Turbo Targa. The dealer who was selling the car in question had owned this 930 as part of his personal collection for a number

of years and did mention that only a small number of right-hand-drive versions were built, though he told me 32 was the number (we now know this to be incorrect). The car was a five-speed G50 manual with limited-slip differential and Linen-coloured trim. The dealer told me the wheels were 964 Turbo Speedlines, although I don't believe this to be true either as they didn't look correct.

This particular 930 Turbo Targa was advertised over 12 months ago now on a local car sales website. It was located at Five Dock (a suburb close to the New South Wales capital city of Sydney) not far from where I grew up.

Unfortunately, in the end, I missed out on securing it. Thus far I am still not lucky enough to say I own, or have ever owned, a Porsche 911.

Keep up the good work on the magazine and all the very best for the future.

Jeff Sexton

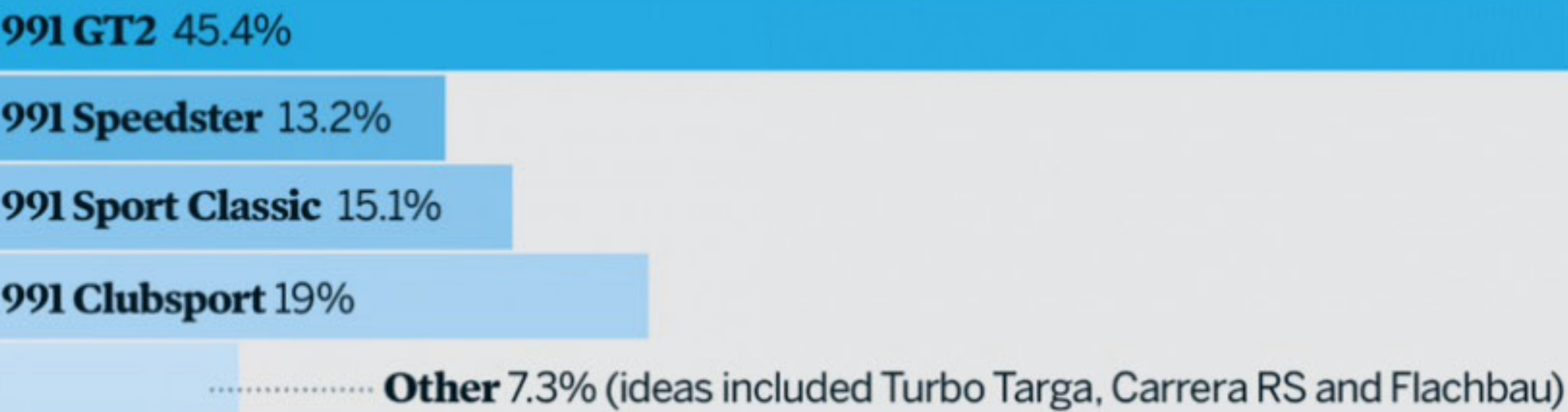
**They're certainly rare cars, especially in RHD form, so just to spot one is quite an achievement (we've only ever seen four in the flesh). We agree with the 'Speedline' alloys; they just don't look right.**

**We're very hopeful you will find your perfect Porsche soon, though.**

Total911.com Poll

What special edition 991 would you like to see Porsche build?

With naturally aspirated 991s set to cease production soon, we wanted to know what run-out model you'd like to see. Here are the results:



@Total911

The tweets that caught our attention this month:

- @CarreraCupGB:** #Onthisday (21/04) in 2003, the 1st ever #CarreraCupGB season kicked off @ Mondello\_Park. Here's some snaps from that year...
- @snapperali:** Snapping all the seniors lately for @Total911 covers. 991 GT3 & Turbo, 997 RS 4.0 and old friend GT3 RS. Top fun.
- @Total 911:** How would you care for your classic 911 – restore it, preserve it, or modify it?
- @margusholland:** You're missing the "Drive it" option.





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!



## PDK v manual continues

Dear Sir,

To add my two-pence to the PDK vs manual debate, I had a 360 Modena with a manual gate when most cars at the time were ordered with the Ferrari's F1-based paddles. So few were ordered as manual they lost money to offer the manual in addition.

If Porsche was to build a manual 991 GT3 or GT3 RS, the hardcore fanatics that would actually part with money to get what would be a cost option are, in reality, a tiny fraction of the people who actually buy these cars. Let the issue go, move on and drive a fast car even faster.

Scott Couper

## Route Napoléon

Dear Sir,

After reading your guide to Route Napoléon in your 'great roads' digital special issue, you can also let the fun begin before Digne, without having to drive through it.

Just after Mallemoisson, you can turn right onto the D17 to Mezel, and then follow it until the D907 at the entrance to Mezel – where you can then get back on the N85 near Châteauredon.



It's not as well surfaced and much tighter than the rest, but it's fun and scenic! Most of the sportier section follows the railroad of the little 'train des pignes' (pine railroad).

Another idea is make a nice circuit by heading southwest on the N85 from Castellane to St Vallier – where the driving fun ends, as from Grasse, you see the Mediterranean but you're stuck in traffic and road lights. Here you can turn left on the D5 at the beginning of the village, heading north through Caussols to the Col de before heading through Aiglun and La Penne. This would take you to Puget-Théniers, where you can drive back on broader roads to St Julien du Verdon via the nicest part of the N202 (Col de Toutes Aures), and back to Castellane along the Castillon Lake (D955).

Nico Pourriel

## Troubled OPC experience

Dear Sir,

I read with interest your recent head-to-head article on the 'OPC vs independent specialist' debate (issue 124). In light of this article, which gave credibility to both Porsche servicing bodies, I'd like to share my own experience of using a Porsche Centre (Porsche Mid Sussex) with you and your readers.

I originally bought a Porsche Approved 997 Turbo, paid for it in cash and also paid for Swiss wax treatment – a treatment the dealer principal later admitted was never actually applied. Then, after eventually driving the car home, the emergency warning light came on. It became apparent the car had radiators replaced before

re-sale and the radiator hoses had not been fitted properly.

After this nightmare start to Porsche 911 ownership, I was persuaded to part with another £7,500 for a swap for another 997 Turbo from the same OPC. That car had problems too, including unbalanced wheels I picked up on after bad vibrations on the motorway. The OPC fixed this, but I ask; why wasn't it perfect when I bought it? When cleaning the car, I also noticed the rear bumper was higher on one side. It turns out the car had obviously had a smart repair after an accident. This was later acknowledged by the dealer principal and an independent body shop where I live. I must also point out that all this goes against the terms of Porsche's own approved used car guarantees.

### Join the debate

Facebook /total911magazine Twitter @Total911 Web www.total911.com

@askgeez: Reading @Total911 magazine last month on the 4S has resulted in a very expensive shopping trip today #MyFirst911

@Total911: @askgeez glad to be of help! We'd like to know how you get on with your first 911.

@askgeez: Got it! Taking my chances on Gen1 C4S. 2 owner, impeccable history. EVERY extra less ceramics #happy

@Porsche911UK: #PorscheAwards picking up their #PorscheMagazine awards are @itsleesibley for @Total911, many congratulations.



### Total911.com hot topic:

## Porsche Exclusive to offer air-cooled 991 engines

For April Fool's Day, we tried to trick you into believing Zuffenhausen's skunkwerks had created a modern air-cooled engine. Here are the best of your responses:

SWEET! I cannot wait to buy a new air-cooled mill and shoehorn it into my '87 Targa.  
Scott Godwin

Argh! This caught us off guard. Very funny.  
@singervehicles

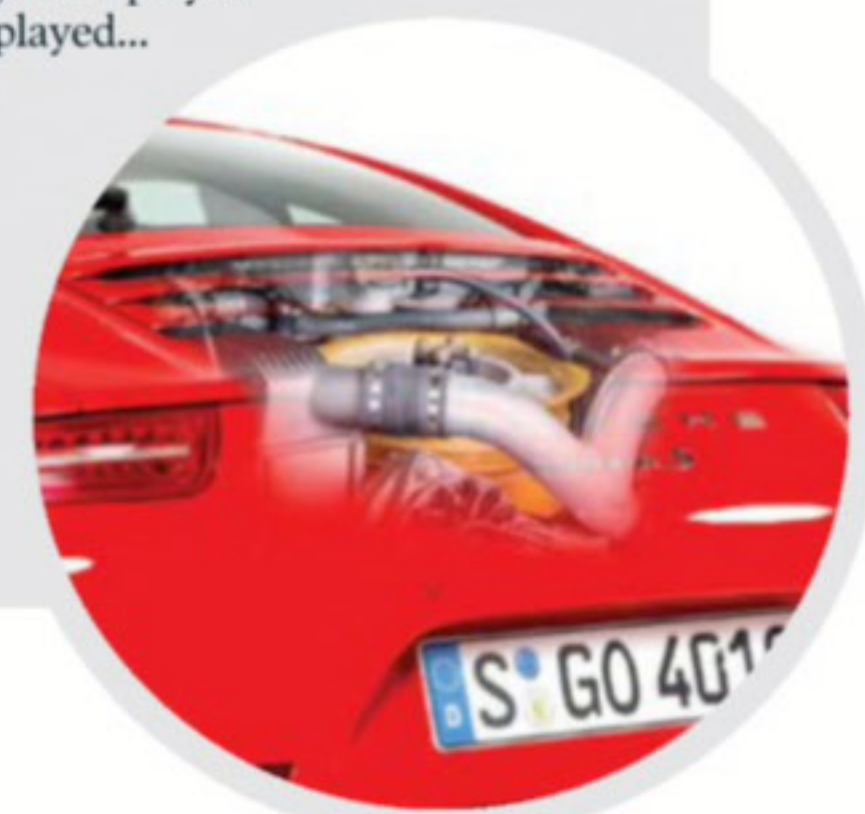
I was hoping the turbocharged 991.2 engines would turn out to be an April Fool  
Craig Adams

Don't you think that joke is a bit too cruel for April 1st?  
@Aldo7heApache

Very funny guys  
@joshjwebster

Ruckdatierung? Well played Total 911, well played...  
Walter Pucci

Ah one can but dream  
@fletchdale





## Contact Total 911

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editorial@total911.com

In total I was without the cars I bought for 23 days in only two months of ownership as they went back and forth to the dealer for repair after repair. I handed the second car back and walked away from the sorry mess. However, I'm left thinking how and why has this happened to me, and will I ever own a Porsche again?

**Matt Haynes**

We're saddened to hear of the horrendous time you've endured after two attempts at owning a Porsche Approved 997 Turbo. Owning a Porsche 911 of any description should be a deeply fulfilling experience in what is the realisation of a childhood dream for many. We hope your main dealer experience hasn't quashed your desire to bring a Porsche 911 to your stable in the future. We'd like to hear of any other reader experiences – good or bad – at the hands of both OPCs and the independent network.

## More 996 praise

Dear Sir,

Reading Lee Sibley's online piece, 'In praise of the Porsche 996 Carrera', I just wanted to say what a great article it is. Having owned a 996 Carrera 4 Cabriolet for about

a year now, it is one of my favourite cars. Not only that, it can be used all year round. How many high-end cars are capable or practical enough to be used as an everyday car? Not many.

The service I get from the main dealer is also excellent and, at 120,000 miles, it has just sailed through the MOT with no observations whatsoever. Stick to routine servicing, with people who know these cars, and they'll spot any issues way before they become your issue!

Perhaps at some point people will start to realise or appreciate this iconic model.

**Marcos Larkman**



## Spitfire correction

Dear Sir,

As a **Total 911** reader, a 911 addict and an aviation fan, I really liked Ray Chandler's contribution about his 911 and the Supermarine Spitfire in issue 125. But Ray made a mistake in his piece and I think it is only fair that a correction is allowed. Ray stated that one of RJ Mitchell's engineers (Shenstone) admitted he was influenced in the design of the Spitfire by the Heinkel 70's elliptical wing and smooth skin. This is not the case. BS Shenstone always denied the 1936 Spitfire's wing shape was copied from the basic symmetrical elliptical wing of the 1932 He 70, and the facts of aerodynamics and design prove that denial to be true. What Shenstone did admit to, was that the He 70's smooth skin finish inspired him to achieve the same finish for the Spitfire – but not using the same techniques as Heinkel.

How do I know I am correct about this? Because I wrote *Secrets Of The Spitfire*, the biography of Beverley Shenstone, the wing designer in question.

**Lance Cole**

It may not be strictly about a Porsche 911, but we love to learn something new. Thanks Lance.

## WIN! Win Signature plates from FourDot



The Porsche 911 world is known for its love of personalisation (just ask Magnus Walker). However, when it comes to number plates, there's not a lot that can be done here in the UK. This is a crying shame because our plates are some of the ugliest in the world.

Thankfully, FourDot is setting out to change that with their range of designer number plates, devised to improve the look of your Porsche. Teaming up with **Total 911**, they're offering a set of top-of-the-range 'Signature' number plates (worth over £145) to three lucky readers of this fine magazine.

All of FourDot's plates are 100% DVLA approved and come with a three-year warranty to avoid any hassle. The Signature range features the exclusive 'ZeroPlate', the smallest legal front number plate on the market, while the rear plate is custom-shaped to fit the recess in the rear bumper of your 911. The rear plate can also be customised to match your car or your style with a number of different backgrounds. Combined with laser-cut technology, the FourDot Signature plates are the high-end signature your Porsche deserves. Currently FourDot has the patterns to 996, 997 and 991 generations (although they could make a plate for any type of 911).

To be in with a chance of winning one set of FourDot Signature plates, simply answer the following question:

**What is the name of FourDot's front plate design?**

**ZeroPlate  
OnePlate  
TwoPlate**

Email your answer to **competitions@total911.com** with 'FourDot' 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 16 June 2015. Good luck!

# Total 911

THE PORSCHE MAGAZINE

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Fuel consumption for the 911 Carrera GTS in l/100km (mpg): urban 13.7-12.2 (20.6-23.2), extra urban 7.5-6.7 (37.7-42.2), combined 9.5-8.7 (29.7-32.5); CO<sub>2</sub> emissions: 223-202 g/km. The mpg and CO<sub>2</sub> figures quoted are sourced from official EU-regulated test results, are provided for comparability purposes and may not reflect your actual driving experience.



GT2  
LEGACY  
1995 to  
2009





# 996 GT2 THE NEW BEGINNING

With no racing pedigree, the 996 era marked a fresh start for the GT2. Despite this, the Widowmaker lost none of its hardcore DNA, as Total 911 found out...

Written by **Josh Barnett** Photography by **Malcolm Griffiths**

**L**ike the renowned 2.7 RS, the Porsche 993 GT2 was a homologation special: a racer for the road built so Weissach could go racing on the track. As is well documented from when we drove two 993 GT2s in issue 121 of **Total 911**, it was envisaged that the original GT2 would take the fight to the then-dominant McLaren F1 (an outright winner at Le Mans in 1995). That plan proved to be a step too far for Porsche's rear-engined sports car, necessitating the frankly bonkers mid-engined GT1 racer that would eventually take Weissach's 16th Le

Mans victory in 1998, the same year the 911 road car range would make the move to water-cooling.

By the turn of the 21st century, the 911s at the top of the motorsport tree were no longer turbocharged. The GT3 era had dawned; the GT2 was dead. The naturally aspirated Mezger engine was now the Porsche powerplant with sporting pretensions. There was no need for Porsche to launch a 996 GT2, but in 2001 Weissach did just that. "Thank goodness" is all I can say to that.

The 996 generation of 911 was certainly not the prettiest. However, the 996 GT2 is easily

the best-looking neunelfer that rolled out of Stuttgart between 1998 and 2004. Where the 993 was all tacked-on arches and huge wing, the 996 GT2 is a much subtler affair – especially in Basalt black – yet it doesn't lose any of its menacing appeal. From the twin radiator exit louvres and imposing rear-arch intercooler feeds to the fixed rear wing and gaping vents in the deep 'air dam' front bumper, the GT2's styling shows it means business. Along with the use of the Turbo's wide body shell – something neither the 996 GT3 nor GT3 RS benefitted from – the GT2







## “If Porsche needed a reminder of what a turbocharged 911 should sound like, it need look no further than the 996 GT2”

is certainly not found wanting when it comes to imposing itself visually.

The effect is compounded when the owner of this superb 11,000-mile example, Maurice O'Connor, twists the key in the ignition barrel for the first time. The 3.6-litre twin-turbocharged flat six (itself a derivative of Hans Mezger's famed design) booms into life. Like the aesthetics, it's not loud, but it still packs enough of a punch that my pulse starts to rise.

The last time I drove a 996 GT2, a combination of worn tyres, a leaden right foot and heavy rain caused an arse-clenchingly exciting ride down a diesel-soaked motorway entry ramp for myself and Editor Lee. Armed this time with a car in much finer fettle – as well as a glorious spring day in the Chilterns – I'm feeling much more confident as I clamber into the leather-and-carbon-clad Comfort-spec cockpit. Not that confidence is the perfect partner when driving a GT2. Despite many people's protestations, including Porsche's, the GT2 didn't earn its 'Widowmaker' moniker without reason. Thus, respect is the order of the day as I try to make myself comfortable in the 996's surroundings.

As the first water-cooled 911, it is easy to think the 996 marked a huge revolution in all areas, but in reality, the GT2's driving position is very classic. The three-spoke wheel sits low (almost on my knees) and I have to tuck my legs up under the short

dashboard, manoeuvring my body into something that resembled my favoured piloting posture. After a succession of pre-impact bumper cars in recent issues, it all feels bizarrely familiar.

Selecting first with the deliciously short throw of the six-speed gear lever, the limited-slip differential chatters away as I ease in the clutch. A few moments later the chuck-chuck-chuck of the diff has faded away, replaced by the gnashing melody of the flat six whirring around at 1,500 to 2,000rpm. At these speeds, the GT2 is no harder to drive than its four-wheel-drive Turbo cousin, with the boost levels from the twin KKK24 turbochargers only just starting to register on the digital gauge.

A large prod of the stiff throttle pedal, though, and there's only an instant's warning of forced-induction maelstrom that I've just unleashed. Over my shoulder, I can hear the turbos greedily start pumping air apace before, suddenly, the boost gauge starts spitting out numbers faster than it can compute: 0.3 bar, 0.5 bar, 0.6 bar, 0.7 bar. That final figure shows up as the central rev counter sweeps effortlessly past 3,500rpm.

This tsunami of air and fuel, charging into each of the six cylinders, propels my spine into the padding of the seat as my internal organs start to follow a similarly rearward trajectory. The GT2 is noticeably squatting on its gargantuan 315/30/R18-shod haunches; short of something straight out

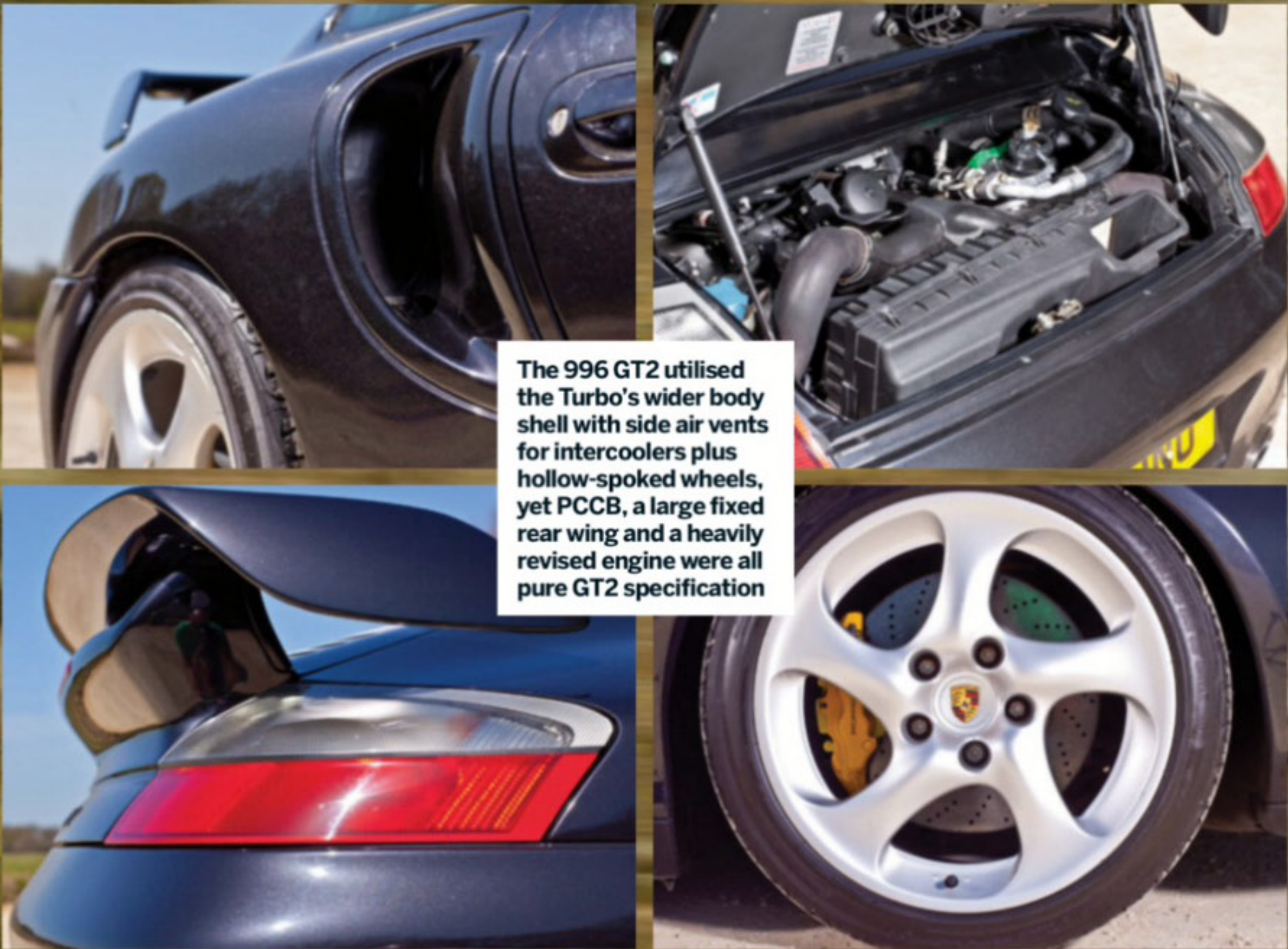
of NASA, surely there is nothing that could keep up with me right now? I keep my foot planted, only to find the boost rockets higher – to 0.9 bar – as the crankshaft spins past 5,000rpm. Combined with extra assistance from the VarioCam Plus system, the GT2 gets a second wind, showing a turn of pace that would make the Millennium Falcon blush.

Warp drive engaged, I snick through the gate, barely slowed by the slightly notchy movement. My velocity is rapidly increasing and although I've only just jumped into third gear; I need to watch my speed. Thankfully, the 996 GT2 was the first 911 to get the then-new carbon ceramic brakes, developed in partnership with Italian masters Brembo. Despite coming from the start of the PCCB development curve, the 350-millimetre discs, chomped by six-pot pistons at the front and four at the rear, remain impressive 14 years after their introduction.

Blipping back into second gear, the flat six emits that glorious Mezger machine-gun rattle on the overrun, only this time it is backed up by the slight whoosh of wastegates creating a forced-induction choir beyond the back axle. While it's still short of a GT3 or RS in terms of sheer volume, the aural delights of the GT2 are more keenly heard than in a 996 Turbo, despite the duo sharing a broadly similar exhaust design. Where the cossetting cockpit of the Turbo helps to muffle almost all of the rasping soundtrack, the GT2's stripped-back interior, bereft of rear seats, helps the flat six's symphony to permeate throughout the cabin. If Porsche needed any reminder of what a turbocharged 911 should sound like, it need look no further than the 996 GT2.

Of course, for all its ability in a straight line, a Porsche 911 wearing the now-fabled 'GT' badge ➡





The 996 GT2 utilised the Turbo's wider body shell with side air vents for intercoolers plus hollow-spoked wheels, yet PCCB, a large fixed rear wing and a heavily revised engine were all pure GT2 specification

Model Year	996 GT2 2001-2003
Engine Capacity	3,600cc
Compression ratio	9.4:1
Maximum power	462bhp @ 5,700rpm
Maximum torque	620Nm @ 3,500-4,500rpm
Transmission	Six speed manual, rear-wheel drive
Suspension	
Front	Independent; MacPherson strut; coil springs; anti-roll bar
Rear	Independent; multi-link with telescopic dampers; coil springs; anti-roll bar
Wheels & tyres	
Front	8x18-inch alloys; 235/40/R18 tyres
Rear	12x18-inch alloys; 315/30/R18 tyres
Dimensions	
Length	4,450mm
Width	1,830mm
Weight	1,440kg
Performance	
0-62mph	4.1 secs
Top speed	196mph



### The water-cooled GT2 in competition

While the Porsche 993 GT2 enjoyed a successful international motorsport career – including class victories at the 24 Hours of Le Mans in 1996 and 1997 – the 996 version was never intended for official competition use. However, while Weissach never chose to slap a number on the water-cooled GT2's door, a prominent Californian 911 enthusiast did just that in the Pikes Peak International Hill Climb.

Jeff Zwart – a name that may be familiar to many of you – entered a near-standard 996 GT2 in the 2002 running of the famous 'Race to the Clouds'. Over the 12.42-mile

course (of which only a mile was tarmacked) Zwart clocked a time of 12 minutes and 48.3 seconds, tackling 156 corners and gaining an incredible 4,720 feet in altitude. At an average speed of just under 60 miles per hour on a predominantly gravel course, Zwart's time gave him victory in the High Performance Showroom Stock class.

Convinced of the GT2's turbocharged potential, Zwart returned to Pikes Peak in 2010, this time in a 997 GT2 RS (right), clocking a new 2WD Time Attack course record of 11 minutes and 31.1 seconds on the now smooth-surfaced hill climb.





In Comfort guise the 996 GT2's cockpit remains very well appointed, with carbon trim adding a motorsport feel. Removal of the rear seats means the aural theatre provided by the flat six penetrates inside the cabin more







needs to be able to handle itself when the tarmac turns twisty. With nearly a ton and a half of mass to throw around, propelled by a peaky twin-turbo motor, and all fed to the rear wheels sans any form of driver aids, I'll admit I'm reticent.

The more I use them, the more I love the brakes. More so than any other 911 I've driven, the middle pedal acts more like a pressure pad than a lever. It feels like it's been taken straight out of a racing car. Rather than push the pedal further into the bulkhead, I simply have to just apply more force through my foot, allowing me to almost perfectly modulate my braking.

Over the bumps and cambers, the GT2 hunts around excitedly, its nose following every pitch and trough in the blacktop's braking zone. It's no different to a 996 GT3, but the aggressive geometry setup – especially the castor angle – combined with the wide front tyres means it's time to get my elbows out, wrestling the car over the undulations as the ABS just starts to chatter back through the pedal. The lack of compliance isn't helped by the fact that Porsche replaced many of the suspension bushes with rose joints on the 996 GT2. The spherical bearings add plenty of directness into the steering compared to a standard 996 Turbo, but the race-car character they also provide makes for a busy experience on the public roads.

The purist within me would call it involving, though, especially as the heavy, feelsome steering, combined with the wide front tyres – which put

more rubber on the road than the rears of a 930 3.3 – and perfectly balanced brakes allow me to push the GT2 into my favourite left-hand hairpin at a frankly ludicrous pace. A 1,440-kilogram car shouldn't be this eager to hunker itself down into a turn. Another piece of miracle working by the squad at Weissach. The adjustable anti-roll bars are doing an excellent job at keeping the car level through the turns, maximising the huge mechanical grip the GT cars' team has engineered into the chassis.

My extra entry speed allows me to stop the engine from going completely off boost. With 0.2 bar on the gauge, I've got the confidence to feed the throttle in firmly. Turbos whirling, flat six snarling, the GT2 squats onto its haunches again, firing me down a short chute toward a looming 90-degree right. Considering I've got enough torque to slow the rotation of the Earth, the traction is hugely impressive, especially as the rear suspension feels particularly stiff, almost skipping over the ruts in the road. It's a world away from my snaking entry to a wet M25 a few years ago. This GT2 feels eminently controllable – not that I want to get complacent.

While some claim the 996 GT2 is lag-free, it still takes a few moments to wind up and, through the right-hander, I let the revs drop too low. Rather than plant the loud pedal, I choose to gently feed the throttle back in, rather than push my luck. After all, my 'runoff area' is littered with trees, the mortal enemy of the Widowmaker.

The whole experience reminds me of driving a 930 3.3, another rear-wheel-drive, forced-induction 911. The GT2's reputation often precedes it, but from behind the wheel, it is more controllable than the stats on a piece of paper suggest. The 930 suffered from a similar rap thanks to its long gear ratios and epic turbo lag, but with a bit of common sense, both of these turbocharged titans can make incredibly swift, incredibly hair-raising progress through the countryside.

Where the 930 was designed to also act as an Autobahn cruiser, the 996 GT2's thoroughbred status is evident. The springing and damping means I step out at the end of my test feeling like I've gone a few rounds with Mike Tyson. While I admit my lifestyle has been particularly sedentary recently, the clutch pedal has left my left leg aching and my shoulders feel a little bit worse for wear after a day of tirelessly working the wheel. Yet, I don't really think this is to the detriment of the 996 GT2. Sure, it would be better on a smooth, purpose-built track where its legs could really be stretched, but even though it wasn't built with motorsport in mind, the first water-cooled GT2 has proved to me that modern turbocharged 911s don't have to be characterless continent crushers.

It may have been one of the first 21st-century 911s, but the 996 GT2 is a truly old-school driving experience wrapped up in a modern, reliable package. By the turn of the 997, though, the 911 GT2 evolved further still... **911**





**GT2  
LEGACY**  
1995 to  
2009



# 997 GT2 THE LAST WIDOWMAKER

Nobody knew it at the time but 2009 would see the final 911 GT2 roll off the production line – so how does it compare six years on?

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

**T**he words provoke an awkward shuffle in my seat. “This road is the most dangerous in the UK according to the Road Safety Foundation,” I’m told as I shoot along the A285, a fast yet twisty route from Petworth to Chichester. It’s not the thought of the ill-fated road that’s caused my buttocks to clench though. Despite tackling the sweeping bends while carrying good speed, it’s the vehicle I’m in that’s the source of mild worry.

The 997 GT2 is the last in a long line of fearsome turbocharged Porsche 911s, served according to the usual GT2 recipe of big power garnished with minimal traction assistance. It’s a 911 that only the bravest of drivers dare pilot at the best of times, let alone on what my passenger has declared a road that’s a magnet for trouble. I Best keep my wits about me as I suss out this potent Porsche, then.

Launched in 2007 as successor to the 996, the 997 GT2 is seemingly the last of its kind, throwing a

mighty 530 horses of brutal forced-induction power at the road via the rear wheels only. Mediators in this 911-shaped fracas are the six-speed G97/88 gearbox as found in the GT3 (albeit with different ratios), along with lenient stability and traction controls, both of which can be turned off separately or altogether.

As scintillating as it is terrifying, the very remit of the GT2 is decidedly against anything Porsche currently offers in the 991 generation, where ➞





## 993 GT2: Where the Widowmaker story began

As we discovered in our Clubsport and Evo test drives in issue 121, the first 911 GT2 was spawned as a homologated race car based on the 993 Turbo, but with substantial revisions that included rear-drive only, riveted plastic arch extensions housing wider rubber, and heavily revised aero at the front and rear. Developed with the help of Jurgen Barth and Roland Kussmaul, just 173 examples were built (100 were needed for FIA homologation for the then-new GT2 race class). This means the 993 GT2 is substantially rarer than the water-cooled 996 and 997 generations of the famous Widowmaker, which had 1,200 examples built apiece.

993 GT2 race cars were ready for the start of the 1994 season, though as we previously reported, 21 road cars were available – badged ‘911 GT’ – by April 1995 and boasted a whopping 430 horsepower. Prices of the 993 GT2 are currently sitting around the £750,000 mark.



all GT models use the admittedly magnificent PDK semi-automatic gearbox and active rear-wheel steering, while all-wheel drive is bestowed upon any blown variant. Such huge engineering revisions to the chassis and drivetrain of new GT models makes the 997 GT2 feel like a comparable classic already – and it's not yet a decade old, don't forget.

1,242 997 GT2s were built from 2007 to 2009, each costing £131,000 plus options. Despite a £30,000 levy over the Gen1 997 Turbo, the fire-breathing GT2 lured wallets from the pockets of many who found appeal in a 911 boasting elements of both Turbo and GT3 in its DNA.

The GT3 cues are obvious from the outset. While the feel of the soft Alcantara-lined steering wheel does justice to invoke visual connotations of its naturally aspirated GT sister, substance of the mechanicals between it and the wheels is provided by the time the first apex has been aimed at. The car's steering is exquisitely weighted and makes for a glorious ode to the merits of mechanical power assistance. The throw of the Alcantara-lined gear shifter is wonderfully short and direct (if a little clunky) between gates, and the ratios are superbly engineered to allow for more time on the gas despite the instant power surge. This is particularly satisfying as the clutch pedal is without doubt the heaviest I've ever had to push in a modern 911.

The ride is firm yet forgiving with PASM disabled (despite utilising motorsport-derived engine mounts stiffer than that of the Turbo), but

enable it and the difference is startling. Riding over mere incremental imperfections on the road's surface now induces a harsh, crashy sensation that at times provides an unwelcome bodily experience, tugging sharply at body fat I didn't even know I had prior to my test drive. Rolling tyre noise is noticeably loud thanks to the sheer girth and profile of the Michelin Pilot Sport Cup tyres (measuring a meaty 325mm at the rear), yet this is a small caveat for their sheer ability to dig hard into the asphalt and provide tremendous – and much-needed – grip to the GT2, once they have a bit of heat in them. The hallmarks of a fabulous 911 GT car are clearly evident then, yet I'm surprised to learn just how tame the GT2 can actually be. Certainly, there's no sign of a Widowmaker tag just yet.

However, everything changes with a dab of the throttle. There is a second or so where nothing happens, then all hell lets loose as the twin turbochargers kick in, thumping oodles of compressed air into the GT2's Mezger heart on intake. The 997 is catapulted forward with venomous pace and the steering lightens as the load of the car is thrown to the rear. Despite this, the back of the GT2 proves fidgety, and you can feel the differential wrestling to mitigate the sheer torque on offer under boost (which, incidentally, is higher than that of the Turbo). Bizarrely, it's not a situation that proves worrying though: Porsche have expertly dialled in a good blend of leeway in traction to offer flare and pizzazz to the 997 ➡





Model Year	<b>997 GT2</b> 2007-2009
Engine Capacity	3,600cc
Compression ratio	9.0:1
Maximum power	530hp @ 6,500rpm
Maximum torque	680Nm @ 2,200-4,500rpm
Any modifications	Quicksilver titanium exhaust; factory aftermarket bolt-in rollcage
Transmission	Six speed manual, rear-wheel drive
Suspension	
Front	MacPherson struts; coil springs & dampers; anti-roll bar; PASM
Rear	Multi-link; coil springs & dampers; anti-roll bar; PASM
Wheels & tyres	
Front	8.5x19-inch alloys; 235/35/ZR19 tyres
Rear	12x19-inch alloys; 325/30/ZR19 tyres
Dimensions	
Length	4,469mm
Width	1,852mm
Weight	1,440kg
Performance	
0-62mph	3.7 secs
Top speed	204mph

“Many found appeal in a 911 boasting elements of both Turbo and GT3 in its DNA”





## The fastest 911s

**1** 997 GT2 RS  
(205mph)



**2** 997 GT2  
(204mph)



**3** 991 Turbo S  
(197mph)



**4** 996 GT2  
(196mph)



**4** 991 GT3  
(196mph)



**6** 997 Turbo  
(195mph)



GT2 driving style without compromising its ability to stay clear of ditches or tyre walls. Despite my confidence in them, I'd be mad to turn the traction and stability controls off on a public road though...

Then there's the noise. If the gut-punch of acceleration or dancing rear end doesn't captivate you, I guarantee the concert of sounds overriding your ears will. This particular example is fitted with a titanium Quicksilver exhaust, which neatly amplifies the resonance offered by the factory item (which is also titanium), but this is a mere backing track to the spooling and hissing of the delightfully loud VTG twin turbochargers. There's also a beautiful induction noise to be had, largely thanks to those ram air scoops on the fixed rear wing and exposed panel filters beneath as they attempt to suck the entire atmosphere into the Porsche's flat six. Even at idle, the GT2 is more settled than a GT3, and those titanium tailpipes emit a deep, bassy note that's far more evocative than the vocals of any other forced induction 911 I've heard.

Typical of any Porsche GT car, the 997 GT2 is a brute that demands a bullish operating style from the driver. There is a sedate side to this sports car for sure, which makes it relatively tractable as a day-to-day 911, but press it hard in its intended environment of a track or fast road and you'll find that it'll respond in kind to offer a simply thrilling experience at the wheel. You simply won't want to park it up again.

It may have lost a degree of that sheer rawness in comparison to its 993 and 996 siblings, but the 997

GT2 is nevertheless a Porsche that demands your full attention and respect at all times. While there's less lag from the turbochargers than before, peak torque arrives at just 2,200rpm and is seemingly unrelenting for the majority of the journey round the tachometer to its redline at 6,800rpm. Boost builds at a startlingly quick rate too, so you have to be clever with pedal applications to not get caught with too much of it at the wrong time – a predicament that will almost certainly send the car spinning at a rate so fast that you'll simply have no time to catch it.

In terms of comparative performance, if the 993 is an outright hooligan of overwhelming magnitude and the 996 a devilishly deviant assailant, the 997 is the reformed associate, capable of outright annihilation but providing maturity and accomplishment where necessary to the GT2 package. For me, it's the perfect balance and perhaps the best of the entire lineup. That it is likely to be the last era of GT2 to leave the factory for the foreseeable future only makes this particular 911 even more special than it was at launch.

What's the ownership experience with the GT2 like? Custodian of this example, Paul, uses it as a weekend toy, ensuring its sensational performance is put to good use by attending many of the increasingly popular VMAX 200 events. Paul tells me quite frankly that he's had the car at 201mph and said it still had more to give, and I believe him. Paul promptly recalls one of his more memorable duels at VMAX against a GT2 RS,

where he claims there was nothing between the two cars until well after the 150mph mark, when the RS started to pull away. Nevertheless, for a GT car that currently costs around the same as a 991 Turbo S, that really does represent a staggeringly good Porsche performance package.

As I hand the GT2 back, I realise my drive in this special 997 shouldn't just be about celebrating a chapter of Porsche's ever-illustrious past. Far more purposeful than that, it also provides me with a great deal of confidence about the future.

You see, despite this being a year where the 911 is to switch to turbocharging for its entire model lineup, I am no longer worried. After all, the 997 GT2 is a timely reminder of what Porsche can do with a forced-induction 911, and that the company is adept – and have been for some time – at building sensational turbocharged models for us to enjoy. Absolutely, recent iterations of 911 Turbo have sacrificed a degree of involvement for a human being in the push for an invincible supercar experience, but the GT2 shows just what's possible with the setup – and thankfully, Porsche know exactly how to achieve it.

As for the future of the 997 GT2? Well, not surprisingly values of these are going up and still have room to climb, as we told you in issue 126. This is for good reason: even on the back of what we've seen from the expansive 991-generation thus far, the 997 GT2 is still one of the very best 911s ever built for sheer driver involvement and astonishing performance. It really is *that* good. **911**





Though rear seats remain elusive, the 997 cabin is far more refined than the 996, with PASM, traction control, stability control and Sport Chrono technology now at the mercy of the driver. Bolt-in roll cage is an optional extra





GT2  
LEGACY  
1995 to  
2009

# 991 GT2: WILL IT HAPPEN?

Porsche confirm there are no plans to develop a GT2 at present – but don't rule out ever seeing a successor to the 997 just yet...

Written by **Kyle Fortune** Photography by **CarPix & Porsche AG**

If it scares Walter Röhrl then you know the GT2 should be approached with caution. Eight years ago, Walter made an admission that shaving the last couple of seconds off the 997 GT2's Nürburgring lap time was a touch hairy. In 2010 we sat alongside him in the GT2 RS around that same track as he ran out a seven-minute 20, coincidentally what we're hearing the 991 GT3 RS will manage. So does the world – and Porsche – need another GT2? No, is the short answer, and it's not like the GT3 and GT3 RS won't be keeping Porsche's GT department busy.

Porsche GB's official line on a 991 GT2 is one of denial, telling us: "The usual look at our past to see what might come in the future doesn't apply to the GT2 this time." Some might not believe that, however. The GT3 RS may be the most extreme Porsche 911 currently builds, but history has proved there's always room for something a bit more radical. The Germans are a little less effusive in their rebuff, saying, "There aren't any plans for it yet," adding, "We'd need to evaluate it, but it's not dead." It's in the PR department's interests to keep quiet about such things, even if that AG line sounded more to our liking, so we asked a few others what chance that a two rather than a three be added to the back of a GT model in the future.

Matthias Müller, President and CEO of Porsche AG, grinned slightly at the suggestion of a new GT2. Again, he said it's not a priority, but also didn't deny the possibility of a GT2 joining the 911 line-up in the future.

With the rest of the 991 line-up soon to be featuring forced induction, a GT2 flagship could be



We thought these spy shots taken in 2013 were of a new GT2 but Prenuninger, Müller and Hatz all differ in their views of the car's future

## "While the current 991 series won't see a GT2, there's still scope for one in the future"

the natural range-topper, and a great riposte to those who think the 991 has softened in character. However, Porsche's R&D boss Wolfgang Hatz is on record as saying we might not see a GT2 version of the 991, as the GT3 RS's even more extreme nature caters for that audience. But then Röhrl admitted to us on the Macan launch when discussing the GT3 engine debacle that the GT department had been exploring turbocharging for the GT3, so some groundwork will have been done.

If GT department boss Andreas Prenuninger's comments regarding the pointlessness of chasing



lap times around the Nürburgring have credence, then the likelihood of a GT2 RS looks even less so. Likewise with a manual transmission, the re-engineering required being more substantial than you might expect. Though Prenuninger himself has said while the current 991 series won't see a GT2, there's still scope for one in the future. Don't start having nightmares quite yet then, but the return of Porsche's most fearsome model looks more likely than not – though think not before 2018 at the earliest. **911**





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# THE PEOPLE'S 911

They may not be the most expensive pre-impact bumper 911s, but the 911T is the most popular, especially in America. We test the first and last US versions...

Written by **Josh Barnett** Photography by **Daniel Pullen**











When three generations of Porsche 911S cars assembled for our issue 120 cover, their combined worth totalled, at that time, just over the £500,000 mark. Such is the value of those esteemed 'Super' 911s that for the price of just one, you could feasibly buy a 2.0, 2.2 and a 2.4-litre Porsche 911T. However, while the 911S was always destined to become an icon, the humble 911T is no less important to the legacy of Butzi Porsche's legendary flat-six sports car.

Between 1967 and 1973, Zuffenhausen – along with independent plant partner Karmann – produced 38,333 Porsche 911Ts, over double the number of any other 911 model during the same period. In fact, over those six years, the 911T outsold every other 911 variant combined. The proliferation

of 911Ts is no doubt the biggest factor in their current values. However, while the 'Touring' may not be destined to set any outright auction records any time soon, its sales success in the 1960s and '70s guarantees its place as one of the most popular classic 911s.

The T's journey starts in 1967 with the introduction of the 'A' Series of 911. Up until this point, the 911 range had been remarkably simple: one model developing 130 horsepower, later joined by the 160-horsepower 911S at the tail end of 1966. For the 1967 model year though, Porsche would expand the line-up to three cars. The '911' was replaced with the 911L, a car bookended by the S and the new 911T, a 110-horsepower foundation to the neunelfer range.

Based on the famous short-wheelbase platform, the 'A' Series 911T featured a down-tuned version of

the 911's 2.0-litre engine. To keep costs down, this 901/03 flat six utilised cast iron cylinders, lower compression pistons (yielding an 8.6:1 compression ratio) and a different crank design. The weight-bearing camshafts were revised to give less lift to the 42-millimetre intake and 38-millimetre exhaust valves while the twin Weber 40IDT3C carburettors featured a simpler design than the 40IDA and 40IDS units found on the 911L and 911S respectively.

Money was even saved on the ignition system, the T using the older Marelli system found on early cars, rather than the new Bosch unit fitted to the top-spec models. It all added up to a rather paltry 110 horsepower at 5,800rpm, some way short of the 130 horsepower at 6,100rpm produced by the original 1964 901.

Simplicity was not just the order of the day in the engine bay. The 'A' Series T got a four-speed gearbox as standard (though a five-speed was available as a popular option) and stopping was entrusted to four solid brake discs rather than vented items, which the 911S sported. Similarly, while Fuchs was gaining immediate popularity, the 911T got 5.5x15-inch steel wheels as standard and there were no anti-roll bars front or rear to try and keep them in contact with the road. Inside, the velour of other models was replaced with a felt-like 'Perlon' carpet, also found in the flat-four 912.

Across its two-year life, the 'A' Series 911T wasn't imported into the United States. This all changed with the introduction of the 'B' Series model in 1969. Retaining the 1,991cc flat six, the 911T now sat on the long-wheelbase chassis designed to improve the 911's tail-happy handling. The engine was also treated to a magnesium crankcase and, under the 901/16 designation, a set of 40IDTP3C Webers, making it emissions compliant in the States, ➡





911T  
1969

Engine

Capacity  
1,991cc

Compression ratio  
8.6:1

Maximum power  
110bhp @ 5,800rpm

Maximum torque  
156Nm @ 4,200rpm

Transmission  
901-type five-speed manual

Suspension

Front

Independent; MacPherson strut;  
telescopic damper; torsion bar

Rear

Independent; trailing arm; telescopic  
damper; torsion bar

Wheels & tyres

Front

5.5x15-inch Fuchs alloys; 185HR tyres

Rear

5.5x15-inch Fuchs alloys; 185HR tyres

Brakes

Front

282mm solid discs

Rear

285mm solid discs

Dimensions

Length

4,163mm

Width

1,610mm

Weight

1,020kg

Performance

0-60mph

8.8sec (estimate)

Top speed

124mph



911T  
1973

Engine

Capacity  
2,341cc

Compression ratio  
7.5:1

Maximum power  
140bhp @ 5,600rpm (US only)

Maximum torque  
197Nm @ 4,000rpm

Transmission  
915-type five-speed manual

Suspension

Front

Independent; MacPherson strut;  
telescopic damper; torsion bar

Rear

Independent; trailing arm; telescopic  
damper; torsion bar

Wheels & tyres

Front

5.5x15-inch ATS alloys; 185HR tyres

Rear

5.5x15-inch ATS alloys; 185HR tyres

Brakes

Front

282mm vented discs

Rear

290mm vented discs

Dimensions

Length

4,163mm

Width

1,610mm

Weight

1,077kg

Performance

0-60mph

7.6sec

Top speed

128mph







even though both the 911S and new 911E made the switch to mechanical fuel injection. The 901/03 motor continued in other markets, while the US and rest-of-world markets also got different gearbox ratios (901/12 for the former, 901/06 for the latter).

For the 1970 model year, like all 911s, the T found its engine capacity increase to 2.2 litres. The 'C' Series cars were even provided with the same ventilated discs as fitted to the E and S, while a five-speed 911-type transmission (with a 225-millimetre clutch) was now standard. Some cost-cutting measures remained, though.

There was still no switch to fuel injection, and the Weber carburettors were replaced entirely

by cheaper Zenith 40 TIN items. The 5.5x15-inch steel wheels remained standard equipment while the centre section of the front bumper, as well as the deck lid, were made from steel rather than aluminium. Despite this, a test by *Car And Driver* magazine in January 1970 featuring acclaimed US racer Mark Donohue (who would later race the 917/30 to Can-Am glory) concluded that the 2.2T trumped the S and E variants thanks to its low-down torque and smooth power delivery. Not bad for a car with only 125 horsepower.

The 'D' Series 911T of 1971 featured no major changes, although intriguingly, a few examples to pass out of Zuffenhausen were fitted with Weber

carbs again. The 2.2-litre T was also revised for US emissions regulations, proving popular in such specification; 3,476 cars were produced for the States compared to 2,517 for all other markets.

In 1972, the 911 range was again treated to a capacity increase with the 'E' Series revisions. In came a 2,341cc flat six – officially labelled as a 2.4-litre – with the 911T's version mated to a standard four-speed gearbox (now of the 915 type). The Zenith carburettors made another appearance, helping to yield a power output of 130 horsepower.

Alongside the 'F' Series cars of 1973, which apart from black horn grills and the S's front lip spoiler, were identical, the 911 2.4T was the last production Porsche 911 to feature carburettors. However, this was only seen in rest-of-world specification because, for the American market, 'E' and 'F' Series 911Ts became the first 911s to be fitted with the Bosch K-Jetronic electronic fuel injection system. In reality, the system was more closely related to the previous mechanical systems albeit with a number of electronic sensors. Known as a continuous injection system (CIS), these US cars actually put out an extra ten horsepower compared to the carburettor cars, while reducing emissions and improving fuel economy.

It is one of these groundbreaking CIS 911Ts that sits, back facing me, in Targa form on a jetty overlooking the River Thames estuary. Before I test out its intriguing fuel injection system, though, I must first warm up the 2.0-litre 'B' Series 911T, another US-spec car and the 2.4T's rival in this first-versus-last 911T head-to-head.



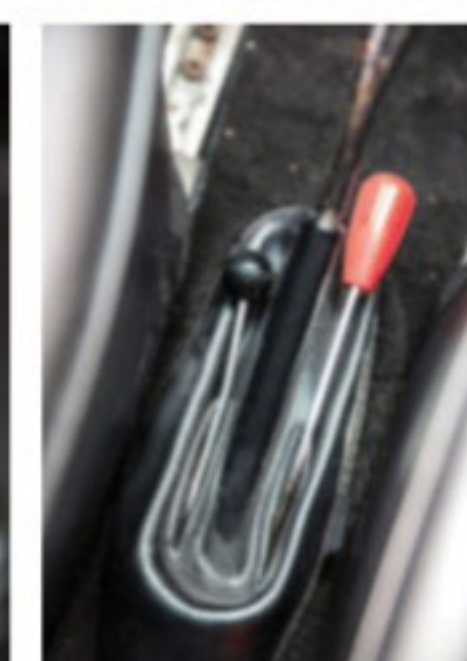




Despite a lack of heat through its air-cooled engine, the 1969 T is surprisingly willing to start up, barking into life in the way only a carburetted Porsche 911 can; all fizz and fuel and fire. The aural delights of its analogue flat six are emphasised by the aftermarket Bursch exhaust system, but I have no doubts that it would still prove tuneful to my ears with a standard OEM unit.

Out of the cobbled confines of the Essex seaside, the 2.0-litre 911T feels surprisingly sprightly, especially in the engine's mid range. Like all carburetted cars, it struggles to fuel cleanly at the bottom end, but from 2,000 to 4,000rpm the howling boxer is positively effervescent. I was expecting something meek and mild, but the first US 911T picks up its skirt amazingly well, scarpering through the countryside before cracking and popping on the overrun, the twin Webers massively overfuelling as I trail the throttle through each twist and turn.

Unlike the Koni-equipped 911Ss of the same period, it's fair to say the 2.0T certainly likes to live up to its Touring credentials through the sweepers. With no anti-roll bars at either end, the Coupe body shell is allowed to pitch through each apex unencumbered. While it helps to provide plenty of communication to my backside, it's not the fastest way to corner. But that is not what this car is truly about. Instead, the soft damping makes the 911T the consummate cruiser, although a lack of soundproofing highlights its lack of refinement. After all, this is a bottom-of-the-range 911. Still, the brakes – even with those solid discs – pull up ➡



**Above and right:** Simplicity is the order of the day inside both 911Ts, with the interiors feeling noticeably less plush than a comparable 'E' or 'S'

**Opposite bottom:** Thanks to its lack of sheer pace, the 2.4T suits the leisurely character of the Targa package



strongly thanks to the 'B' Series cars' lack of mass and the dogleg gearbox in this particular example is among the best classic 911 shifters I've had the joy of slotting between the gates.

Getting the right gear is crucial too, thanks to the flat six's noticeable lack of 'oomph' above 4,000rpm. It's not quite like a light being turned off, but the shove noticeably reduces as you reach the point of peak power. From 5,000rpm onward, the Weber carbs are struggling to breathe effectively, another reminder that while this makes all the right sounds – and still provides many of the same feelings – the 2.0-litre 911T is not as polished as its contemporary S variant.

Switching over to the 1973 911T, the K-Jetronic fuel injection system makes the throttle application markedly smoother. The 2.4-litre lump feels more willing to pick up at 1,000 to 1,500rpm but, despite an extra 30 horsepower, it doesn't feel as excitable from then on. The power delivery is almost too linear. While the 2,341cc engine is particularly kick-free compared to previous 911s (even in 'E' and 'S' guise), the 2.4T is lacking in punch. The 6,300rpm redline always seems like an age away, especially once you reach the final 500rpm of the needle's arc. At these upper reaches of the rev range, the engine's low state of tune leaves me wanting more,

especially with thoughts of last issue's 2.4E and 2.4S still fresh in my mind.

While I certainly prefer the more characterful 2.0-litre powerplant, the 2.4T's chassis wins out in the dynamic stakes, though it's hardly a fair fight. This particular car was ordered from new with both front and rear anti-roll bars, giving it much more poise than its elder 'B' Series brother. The damping also manages to maintain the compliancy of the '69 car but without feeling like the damper struts are made from gelatine. While a stiffer car naturally communicates fewer messages to the driver, the 2.4T feels more like the classic 911s I know and love, therefore making it more predictable when cornering.

This is not to say that I'd be clamouring for a chance behind its wheel on a race circuit. The 2.4T is still more suited to touring than track work and as such, I'm glad the Targa top has complemented the whole experience. Surprisingly, despite the stainless-steel roll hoop, wind noise has been minimal during my test drive, only rearing its head above 60 miles per hour. If anything, the aerodynamic refinement is greater than the latest 991 (Porsche's return to the traditional Targa design). With the added sensations imbued by alfresco motoring, the 911 2.4T in Targa form has

made an almost perfect companion for a sunny seaside jaunt.

Driving classic Porsche 911s is always an enjoyable experience thanks to their vivacious character, yet parking the two Ts back at their home, I feel like the day was missing that added spark you can so readily find in a 911E or 911S. While the 911T in both 2.0 and 2.4-litre guise offers the most affordable way into a pre-impact bumper Porsche, they also help to highlight just how accomplished the E and S are. The former seems undervalued when you consider that a nice 2.2 or 2.4-litre example could be had for £75,000-80,000.

Lee, my driving partner for the day, sums it up best: "If these pre-impact bumper cars were comparable to football teams, the 911S would be Chelsea (currently the best club in English football), the 911E being Manchester United, very nearly as good. The 911T is more like Sunderland (languishing near the foot of the table)." While I don't look down quite so harshly on the humble Touring 911, it's clear why so many 'rodders choose them as a build base. It provides a classic 911 foundation, but there's plenty of scope for improving it dynamically. Thanks to its contemporary popularity, there are certainly plenty of them around to tinker with. **911**



## Thanks

Thanks to Design 911 for providing the 911T variants in our photographs. For more information call +44(0)2085008811 or visit [www.design911.co.uk/pages/cars-for-sale.aspx](http://www.design911.co.uk/pages/cars-for-sale.aspx).



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## THE SC LINE-UP

Back when the SC was new, the 911 range was nowhere near as expansive as it is today, but there were some interesting variants available all the same. For example, UK buyers could choose the Sport package, which was fitted with a front chin spoiler and whaletail as standard. The interior got sports seats and the running gear was upgraded with Bilstein gas dampers and 16-inch wheels wearing the latest Pirelli P7 tyres. More exciting though was the SC RS (right), a road-going Touring version of the car developed for Group B rallying. Just 20 were made with the road car gaining a 250-horsepower version of the 3.0-litre unit, courtesy of forged pistons, a 10.3:1 compression ratio and mechanical fuel injection. But if you wanted luxury, the SC Ferry Porsche edition would have fit the bill. Celebrating the company's 50th anniversary, the 200 examples featured Meteor grey metallic paintwork and a burgundy leather interior. Fuchs wheels were standard and as well as extra equipment, each car had Ferry's signature displayed on the headrests.

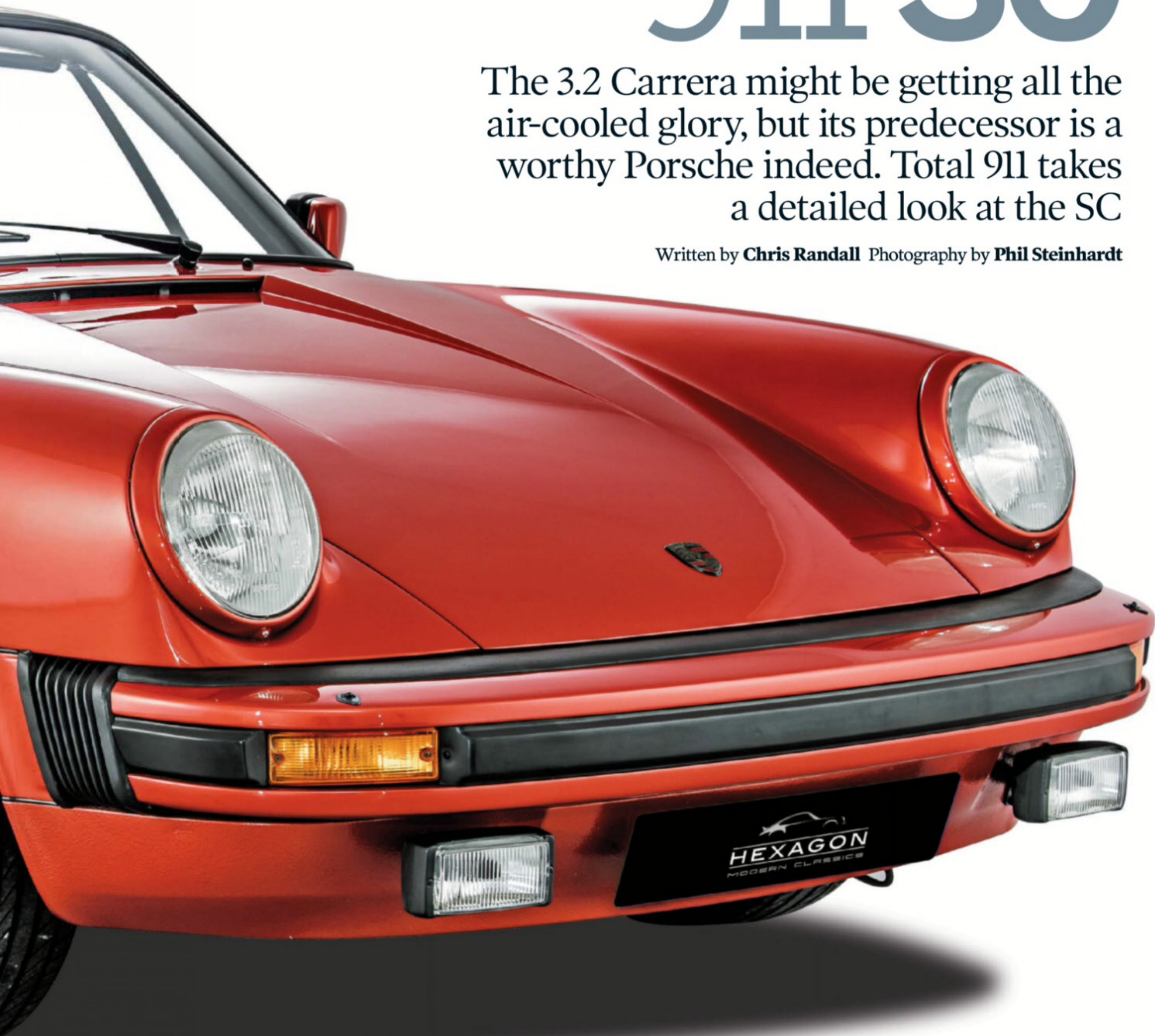




# 911 SC

The 3.2 Carrera might be getting all the air-cooled glory, but its predecessor is a worthy Porsche indeed. Total 911 takes a detailed look at the SC

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





**Y**ou don't need to spend long browsing the internet or flicking through the classic car publications to find commentators extolling the virtues of air-cooled 911s, and more specifically the early cars and the iconic 3.2 Carrera. They're not wrong, of course – both are sought after today – but there's one model that tends to get forgotten, and that's the car you see here. Between 1978 and 1983 the SC was the only normally aspirated 911 you could buy, its only company in the range being the legendary 3.3 Turbo. Therefore, if you wanted something less ballistic and less hardcore than the Turbo for use on a daily basis then it had to be the SC – and that's not a bad thing at all.

Not everyone was thrilled with the new arrival, though, and the main bone of contention was the

power output. The outgoing 3.0-litre model had managed a useful 200 horsepower or so, while the SC arrived on the market with a 180-horsepower version of the flat six, and frankly that wasn't the sort of progress most 911 buyers were looking for. However, it would benefit from power boosts in the following years, so for now let's concentrate on that original powerplant. The 930/03 unit that could trace its lineage back to the awesome 930 Turbo was constructed around a light alloy crankcase and Nikasil bored cylinders that were fashioned from aluminium rather than magnesium, and was fitted with a forged-steel crankshaft with eight main bearings. The 2,994cc capacity came courtesy of a 95-millimetre bore and 70.4-millimetre stroke and there was a single overhead camshaft per bank that operated two valves per cylinder. Also new for the SC was a duplex chain for the camshaft drive with

spring-loaded tensioners, although in an effort to improve reliability Porsche introduced a revised tensioner idler arm for 1980 – the hydraulic system adopted for the 3.2 Carrera would finally banish the problems for good. A dry sump system took care of lubrication and there was a tubular oil cooler while the company also took the opportunity to upgrade the ignition with a capacitive discharge system that did away with the contact breaker points. Fuelling was taken care of by Bosch K-Jetronic injection that Porsche commonly referred to as CIS, or Continuous Injection System. But while revised valve timing had released a little extra torque from the 3.0-litre unit – up by 10Nm to 265Nm for the new model – the company was coming under increasing pressure to improve the power output to more acceptable levels, and the first increase arrived for 1980. Minor tweaks, including ➔

“Equally familiar was the classic 911 outline, the compact all-steel body wearing gently flared rear wings”

Model Year	911 SC 1978-1983
Engine Capacity	2,994cc
Compression ratio	8.5:1/8.6:1/9.8:1
Maximum power	180/188/204bhp @ 5,500/5,500/5,900rpm
Maximum torque	265/265/267Nm @ 4,200/4,200/4,300rpm
Transmission	Five-speed manual, rear-wheel drive
Suspension	
Front	Struts with torsion bar springs and anti-roll bar
Rear	Semi-trailing arms with telescopic dampers, torsion bar springs, and anti-roll bar
Wheels & tyres	
Front	6x15in: 185/70/15
Rear	7x15in: 215/60/15
Dimensions	
Length	4,291mm
Width	1,626mm
Weight	1,160kg
Performance	
0-62mph	6.5/6.5/5.8sec
Top speed	141/141/146mph







Much of the SC's body was standard fare from the Carrera 3.0 it replaced, with 'flat backs' coming as standard. Late SCs were also available as the first ever 911 Cabriolet, as shown here



## IMPACT BUMPER TIMELINE

### 1974

3.0 RS aside, the 2.7 is the first 911 to be fitted with the controversial impact bumpers, adopted to meet strict US safety regulations.

### 1976

With the Carrera name to denote the range-topping model, the 3.0-litre gets an engine derived from the mighty 930 Turbo.

### 1978

The only option if you want a normally aspirated model, the SC doesn't stray far from the standard recipe, although it does introduce the convertible to the 911 range.

### 1984

The 3.2 Carrera had numerous small revisions in its five-year life, including trim options, bigger Fuchs wheels and even a new gearbox.

### 1989

Something of a game-changer, the 964 ushers the 911 into a new era. Construction is all-new, with buyers offered power steering, ABS brakes and four-wheel drive for the first time.





## “Not everyone was thrilled with the new arrival, though, and the main bone of contention was the power output”

a compression ratio raised from 8.5:1 to 8.6:1 and revisions to the ignition timing, liberated an extra eight horsepower. A year later and Porsche was at it again: with the compression ratio now upped to a significantly higher 9.8:1 and with revised valve timing, the SC produced a much healthier 204 horsepower. At the same time the Bosch injection was revised so that the cold start injector that now sprayed directly into the air intake rather than into the airbox, solving the problem of damaging backfires. In this more powerful incarnation, performance had improved markedly with a top speed of 146 miles per hour and a 0-60-miles-per-

hour sprint time slashed from 6.5 seconds to a far brisker 5.8.

Whichever power output you ended up with, though, the SC sent drive to the rear wheels via the 915 five-speed manual transmission, which now benefited from a lighter and stronger aluminium casing and a longer fifth-gear ratio for more relaxed cruising. The stronger differential was donated by the Turbo and there was the option of a limited-slip unit with a 40 per cent locking ratio, while Porsche also took the opportunity to revise the clutch mechanism by fitting a clutch disc with a rubber damper at its centre. Intended to reduce vibration

and chatter from the transmission, it wasn't entirely successful, as it had a tendency to disintegrate with expensive consequences, so it was replaced with a traditional steel-sprung item later on. And while we're on the subject of transmissions, buyers could still tick option M09 for the Sportomatic gearbox, although this increasingly unloved unit was dropped in 1979.

The rest of the running gear was pretty familiar 911 fare for the most part. Suspension was by telescopic dampers and torsion bar springs at all four corners, with semi-trailing arms at the rear and light alloy employed for various components, along with anti-roll bars front and rear in 20 and 18-millimetre diameters respectively. The rack-and-pinion steering was operated by a chunky three-spoke steering wheel of 380-millimetre diameter that was new for the SC, while the dual-circuit brakes featured ventilated discs at each corner that now benefited from the addition of a vacuum servo





Air vents were a notable addition to the SC's dashboard, while the trusted 915 gearbox remained between the front two seats. A greater variety of trim options were also available, though the Sport seats offered the most firm hold



for reduced pedal weight. Like the 3.0 Carrera that preceded it, the SC also used 15-inch alloy rims, pressure-cast items were wider at the front than at the rear with ATS cookie-cutter wheels a common fitment, although the classic 16-inch Fuchs would also prove incredibly popular.

Equally familiar was the classic 911 outline, the compact all-steel body wearing gently flared rear wings to accommodate the wider wheels and adopting the same impact bumpers as before, which were made from lightweight aluminium and incorporated shock absorbers that were designed to protect the bodywork in impacts of up to five miles per hour. The shell also benefited from a hot-dip galvanising process to arrest corrosion, along with a layer of Polymer underseal. Further reflecting the general conservatism of the period, other changes for the new model were of the detail variety rather than anything radical. Quartz halogen headlamps were standard with ➡





## BUYING TIPS

A relatively affordable air-cooled 911 it may be, but like any older model the condition is crucial if you're to avoid eye-watering restoration bills. With the youngest car over three decades old, it pays to be very careful before you commit – and a thorough check will be needed to ensure the car isn't rusting away well below the surface.

- **History:** An unloved example will be a money pit, so investigate its service history thoroughly. Poorly restored cars will be more trouble than they're worth.
- **Bodywork:** Despite the galvanised shell, there are plenty of places where corrosion can strike. Key areas include the front wings, the sills and kidney bowls, the 'B' pillars, and beneath screen rubbers. Don't take for granted that a car from a 'dry state' won't rust, either!
- **Engine:** Anything without a service history should be viewed with suspicion. Broken head studs can be an issue, and ask whether the timing tensioners have been changed or upgraded.
- **Running gear:** Suspension and brakes are straightforward and just need checking for condition. A complete overhaul will be pricey though, and make sure you're happy with any upgrades.
- **Interior:** Its simplicity makes checking the condition easy, but make sure any options such as air-conditioning and electric windows and sun roof are still working. Old wiring can cause problems too.

the option of washers, while the chrome exterior trim could be swapped for black instead, a subtler look that may have sat better with the typically '70s colour palette Porsche offered at the time. Choices including Continental orange, Apple green and Bitter chocolate. There were minor alterations in 1980 when the prominent headlamp washers were swapped for flush fitting items and the body gained a seven-year anti-corrosion warranty, while 1981 would see side repeaters added to the front wings – a good way of spotting a 204-horsepower model – and the option of the whaletail rear wing. Of the 60,000 or so SCs built, the Coupe would prove by far the most popular, especially in later 204-horsepower form with Porsche shifting over 16,000 examples – but buyers could also choose the popular Targa body style. With a matte black roll hoop and tinted rear glass it would account for just over 21,000 sales and proved that wind-in-the-hair motoring was as popular as ever with 911 devotees. It also made the introduction of the Cabriolet variant all the more significant. Announced at the 1982 Geneva Motor Show, it would be the first drop-top Porsche to be launched for the best part of 30 years – the 356 being the first – and prove an instant hit and an option that continues to this day. Based on the Targa body shell and fitted with the 204-horsepower engine, it featured a light

alloy frame covered by a three-layer hood and a detachable plastic rear screen. Manually operated at first, the roof gained electric assistance later on. Just over 4,000 examples would be sold in total.

Things were just as familiar on the inside, with the evocative five-dial instrument pack, a slightly illogical scattering of switches, and the addition of a simple centre console that housed controls for the heater blower and temperature setting. The rear seating was trimmed in vinyl at first with cloth used later on, while most buyers would find themselves sitting on seats covered in typically period tartan cloth. The choice of the somewhat psychedelic Pascha trim would come later, as would a rather smart Berber tweed. There was a lengthy options list, and many cars would leave the production line equipped with niceties such as electric windows and sun roof, air-conditioning, cruise control, the aural wonders of a digital radio/cassette player, and front fog lights, which unfortunately appeared something of an afterthought.

There was the potential to make your 911 very much a luxury sports car, but we shouldn't lose sight of the fact that the SC was still a driver's car at heart. It retained all the traditional appeal of early models, and the air-cooled engine was an absolute gem. With 3.2 Carrera prices heading skyward, that makes one of these very desirable indeed. **911**

“The choice of the psychedelic Pascha trim would come later, as would a smart Berber tweed”

## SPECIALIST VIEW

“The SC – if you can find a good one – is a real gem of a classic 911. It's still considered a very underrated car and therefore has superb investment potential. The SC also welcomed an important addition to the 911 line-up by offering a Cabriolet model, which was the first convertible Porsche sports car since the 356. Cabriolets like our example here were launched very late in the SC's life in 1982/83. It was very successful, selling over four thousand cars in the first year.”

**Jonathan Franklin, Hexagon**





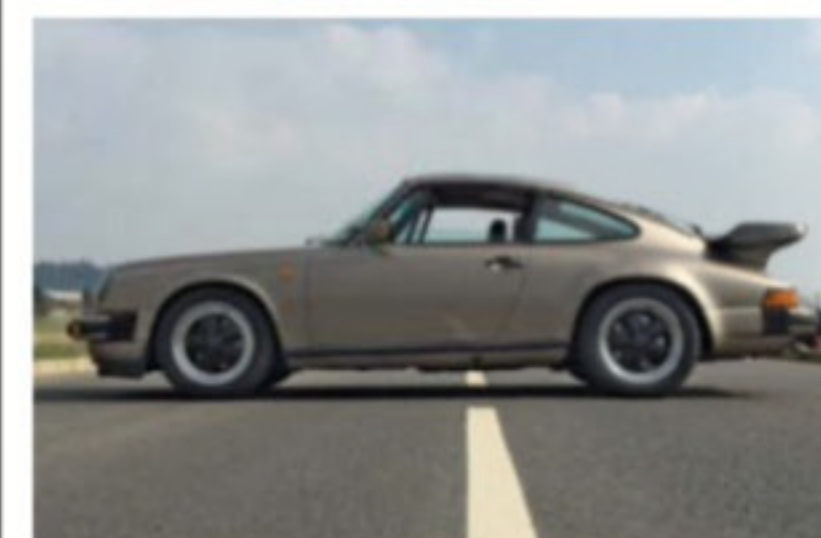


## OWNING A 911 SC

- **Price new:** £12,600 (Coupe, 1978)
- **Numbers built:** Circa 60,000
- **Service intervals:** 1 year/12,000 miles
- **Service costs minor:** £178.96
- **Service costs major:** £716.48  
(Figures are courtesy of RPM Technik)



## "I'VE GOT ONE"



"How would I describe my Porsche 911 SC? Light, agile and fizzy. Fast, as well. I love my SC; it's a simple, hidden gem of a 911. I love that it punches above its weight, I love that it's still (just) under the experts' radar, and I love its 915 gearbox. The revvy motor harks back to pre-impact bumper cars, yet the SC is tough enough for everyday use and enjoyment. It's the perfect classic 911."

**Gina Purcell**

## Thanks

This SC Cabriolet is available for immediate inspection at Hexagon Modern Classics' London showroom. For more information call Jonathan on +44(0)2072253388 or visit [hexagonmodernclassics.com](http://hexagonmodernclassics.com).







# THE BIG DEBATE MODIFYING YOUR 911

What's the attraction to a modified car? Does it devalue your 911? And how addictive is tuning? We meet four owners of modified 911s to discuss what makes them deviate from Zuffenhausen's finished article

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



**MARK LEONARD**  
**LIGHTWEIGHT EARLY**  
**3.2 CARRERA**

**Occupation:** A gentleman of leisure

**Time owned 911:** Eight years

**Approximate spend on modifications to date:** £8,000



**SUNDEEP NISCHAL**  
**TRACK-ORIENTED**  
**993 CARRERA 2**

**Occupation:** Programme manager

**Time owned 911:** Four years

**Approximate spend on modifications to date:** £12,000



**VINNY CANAKIAH**  
**SUPERCHARGED 996**  
**CARRERA**

**Occupation:** Retail manager

**Time owned 911:** Ten years

**Approximate spend on modifications to date:** £17,500



**IMRAN AHMAD**  
**BIG-POWER 997 TURBO**

**Occupation:** Investment banker

**Time owned 911:** Eight years

**Approximate spend on modifications to date:** £30,000

**T**he debate about modified Porsche 911s is not a new one. As soon as the 911 had gained traction in terms of popularity, small factions were at work claiming to make it even better. It started in the US, where individuals were transcending some of the hot-rod scene onto their 911s during the spirited days of the café racer. Later, in Europe, coach builders were putting Turbo arches on Carreras, and flatnoses in place of the iconic upright front fenders. Then, companies such as Gemballa and TechArt took tuning and customisation to its zenith, though in some cases taste arguably gave way to deep pockets and heinous overindulgence.

Today, big bodykits are largely consigned to the past – unless your name is Nakai San, whose popular

RWB Porsches are perhaps a case for their return – yet the lust for modified Porsches remains as strong as ever, as evidenced by the rise of the likes of new-era pioneers Singer, Sharkwerks and Magnus Walker, to name a few.

But just what is so good about the ownership experience of a non-standard Porsche 911? To find out, we arranged a meeting at London's famous Ace Café – a Mecca for modified car meets – with four owners fully committed to the cause of modifying their 911.

**Total 911: Gentlemen, what was it about the 911 that appealed to you in the first place?**

**Vinny Canakiah:** It was all about the 911 Turbo when I was a child, but I was eight years old so obviously

I couldn't drive one! By the time I could drive I was desperate to get into something, so I got a 1977 911. For me it defined the 911 shape and summed up the 1970s and 1980s. I did modify that, then went to an SC Cabriolet, which was modified heavily, before moving to my 996.

**Sundeep Nischal:** It sounds a bit like Miami Vice to me!

**Vinny:** We laugh, but when you watched things like that, which defined the era, there would be modified Gemballas everywhere, so it was all part of the culture for me. It had an appeal.

**Mark Leonard:** I was also fanatical from a young age. For me it was because the Porsche 911 was such an oddball in terms of the layout, as well as being air-cooled. Then there was Porsche's motorsport





They may all drive vastly different Porsches from across a variety of eras but 911uk forum members Mark, Sundeeep, Vinny and Imran all share a passion for modifying their coveted flat sixes



success on top of that, which was all with very recognisable cars – you could always see it was a 911.

With the 911, it would fit most things, do most things, all with great reliability. I decided to get an air-cooled car so I bought my 3.2 Carrera, as that's the 911 shape and look for me. It was also the last 911 that doesn't have too many electronics – and you can mend it with a hammer and a screwdriver. Part of my pleasure in owning the car is playing with it and fixing it, as well as driving it.

**Imran Ahmad:** I'm the same as these guys. I used in work in a garage when I was 13 and we serviced high-end cars, everything from Porsches to Ferraris and Lamborghinis, and what I noticed about the Porsches is that they never went wrong! They only ever came in for a service and then went out again. They had so much engineering integrity. When I was growing up, Porsche was head and shoulders above its competitors in terms of engineering excellence, so I've always stuck with the brand since I was 25. Now I have a Concours 964 Carrera and a late 3.2 Carrera with a short-shift gearbox and wider Turbo wheels, as well as my 997 Turbo.

**Sundeeep:** For me it came down to one film in 1981: *Condorman!* I said to my parents, "I want that car", and when my father got me a toy of the Condor car I said, "no, not that one, the Porsche!"

#### Why have you modified your 911?

**Mark:** With modifying I knew it didn't take much to make them a lot better. The standard 3.2 Carrera was more for Sunday cruising and the later '80s cars got a bit heavy, so I found you can feasibly strip out a lot of weight, modify the suspension and take it back to how the 911 was originally intended.

**Vinny:** That's the thing with the older cars; they're bulletproof. The newer stuff has issues with things like IMS, but the old cars just run and run and run, so it just comes down to small tweaks.

**Mark:** The one problem older cars have now is rust, though. They all have it, even ones that look perfect – unless they have been exceptionally well looked after. You must be so careful. The 911 was a daily driver and in the '80s people drove them out in the salt. Most other cars would then disappear after five years, but many of those 911s are still around now!

**Vinny:** Modifying can make you fall in love with your car again. We've all had that feeling when you think, "I'm bored of my car now", and you stop driving it as much. Then, after a quick refresh, the passion ignites again and you're back in the car all the time!

**Sundeeep:** That's a really good analogy. After having a car for years you do get bored of it – but cars are for driving! So, after making a few suspension changes and the like, you fall back in love with it.

**Imran:** The manufacturers are quite clever these days in terms of only offering you a little bit more with each new car they bring out. The second-generation version of my Turbo only had a 30-horsepower increase, then the 991 has given you another 30 horsepower on top of that. Don't forget, every time you're paying £150,000 for the changeover, so from my perspective I realised I can quite easily get to 700 horsepower – and Porsche are going to take years to get there! So I thought, why not just go for it now on a far more robust platform? It was an obvious choice.

**Sundeeep:** I've always been into modifying, especially after discovering the left-hand-drive market back in the '90s. I soon realised the cost benefit of left-hand-drive cars as the exchange rate was so beneficial, so I got into a 993 in 1999. It was a very ropey 1993 example and so I soon got another one, a 993 Targa, and modified that heavily – but I then realised I prefer track driving and the Targa was by no means a GT3. However, when the Gen2 996 GT3 came out I got one and drove it down to Manthey for tuning. In those days you could get change from £10,000 on such visits and I enjoyed many weekends at the Nürburgring as a result.

Why do it? You realise you can improve the braking, for example, and that's where the slippery slope starts. It happened with my current 993:





Sundeep (left) says utilising the latest tech is more important to him than preserving factory Porsche parts from years ago, a sentiment the whole group agrees with



I've kept it looking like that unsuspecting Q-car but underneath it's running a different suspension, it has a lot of GT3-esque aero and cooling. It's about being a little different, ensuring the car develops its own character. For me, that character is geared toward track driving, although I've got all the bits in the shed so if that day ever comes I can just slap them all back on again!

**Is it important to you then, to be able to put the 911 back to standard to protect its value?**

**Sundeep:** It's inconsequential – as I suspect squirrels have already got into my shed and chewed through heater boxes and my engine lid! To be honest, the car is more about what I want. There are lots of different Porsche owners: some who care for originality, and those who want to protect the value of their car, but as someone who's been modifying for the last 20 years, I want the car to be what I want – and if somebody wants to buy it like that, then I'm more than happy.

**Mark:** It's the same with mine. I got my 3.2 Carrera eight years ago when they were still reasonably priced, so I was making modifications and keeping hold of stock items and then it got to a stage where I thought, "am I really going to put it back?" It was plain to see that it had gone too far for that.

## "I found you can feasibly strip out a lot of weight, modify the suspension and take it back to how the 911 was intended"

**So what do you say to people who claim you've devalued your car?**

**Mark:** I would say "not to me I haven't". I have no intention of selling it and I do this to keep myself happy, nobody else. It's never been an investment and if I can afford to do something I want to do, then I'll do it.

**Vinny:** This question never used to exist as it was purely about the passion, but now it's like it needs to be a business investment all the time.

**Imran:** I don't know if I've devalued my car to be honest but I've never looked at it from that point of view. Nobody would be able to tell I've modified my 911 Turbo apart from a new set of wheels, as it's all under the skin.

**Mark:** I wonder if the newer cars are less likely to be devalued if they are the right sort of modification. You're more likely to devalue an older car as it's now a collector's car.

**Sundeep:** Somebody with a completely original 993 will have 17-year-old parts such as suspension, against a modified 993 that has new parts. So the modified car may not be completely original, but in a way you could argue the modified car has been restored to make it better. Porsche parts all have a certain life expectancy, and I very much believe in using the latest technology: you get better durability, better reliability and better longevity from these modifications, which helps continue the life of your car. That's a major plus to modifying for me.

**How do you feel the modifying world has changed over the years?**

**Vinny:** It's gone through stages. At one point modifying got a bit boy-racer, and now it's gone gentlemanly again.

**Sundeep:** Porsche has always been different, as Porsche doesn't do 'bling'. That said, the market











Intrigue and mutual respect meant our group of modifiers displayed a keen interest to learn about the story of their counterpart's projects – a pertinent signal perhaps that this faction is as much about the people as it is the cars



## “Nobody could tell I’ve modified my 911 apart from a new set of wheels”

is more subtle now; it’s all about what’s underneath the skin. With the modification market we’re simply improving the breed.

**Imran:** That’s one of the nice things about Porsche, they are Q-cars. There’s so many of them around now and someone who isn’t in the know won’t see the difference between what we’ve got and a Boxster.

### There’s a huge difference in modifying a 3.2 Carrera and a 997 Turbo, though...

**Imran:** With the older cars, it actually proves a lot more expensive to extract that extra 30 horsepower from them. For me therefore with the older cars I try to focus more on suspension upgrades – unless you’re sticking a 993 engine in a 964, for example – so that’s the best route of upping power on something that’s pre-ABS.

But on these 997.1 Turbos and 996 Turbos in particular, they’re so de-tuned compared to what you can run them at. And for similar money to gaining an extra 30 horsepower and tuning the

suspension on an air-cooled car, you can go from 480 horsepower in a 997 Turbo to 700 horsepower (with race fuel). So in terms of time spent on it and money invested, the Turbos are easiest to extract power from. These days you can even remap your PSM settings if you wanted to.

### What do you think the likes of Magnus Walker and Singer have brought to the modified Porsche community?

**Vinny:** It’s broadened it, as now you have business people who may not be interested in their cars all of a sudden wanting a modified Porsche 911 “because it’s a Singer”, so the modified community has been commercialised a little more.

**Imran:** Singer in particular has been really positive. I would have a Singer, without question!

**Sundeep:** But would you have a Singer or a 2.7 RS? As I’d rather have a 2.7 RS for that money.

**Imran:** Not really, as I could get the RS experience by just doing what Mark has done to his car. With Singer,

there’s so much attention to detail – you could say it’s almost freakish.

**Sundeep:** In fairness, Singer has actually created a whole new era of replicas. Whereas before the craze was all about creating RS evocations, now people are wanting to build cars that look like a Singer.

**Vinny:** Very true – now people are making a replica of what is essentially a replica!

### If Porsche created the car you turned up in today, exactly as it is, would you walk into a dealership and buy it?

**Imran:** Cars out of the factory are always compromised in some way as they’re made for world markets, so you’re never going to get exactly what you want anyway – unless you go through Special Wishes...

**Vinny:** It doesn’t matter what it is, I’ll always find something to change!

**Mark:** Technology moves very quickly, remember, so something that was perfect at the time will, after five years, be old – things move on.

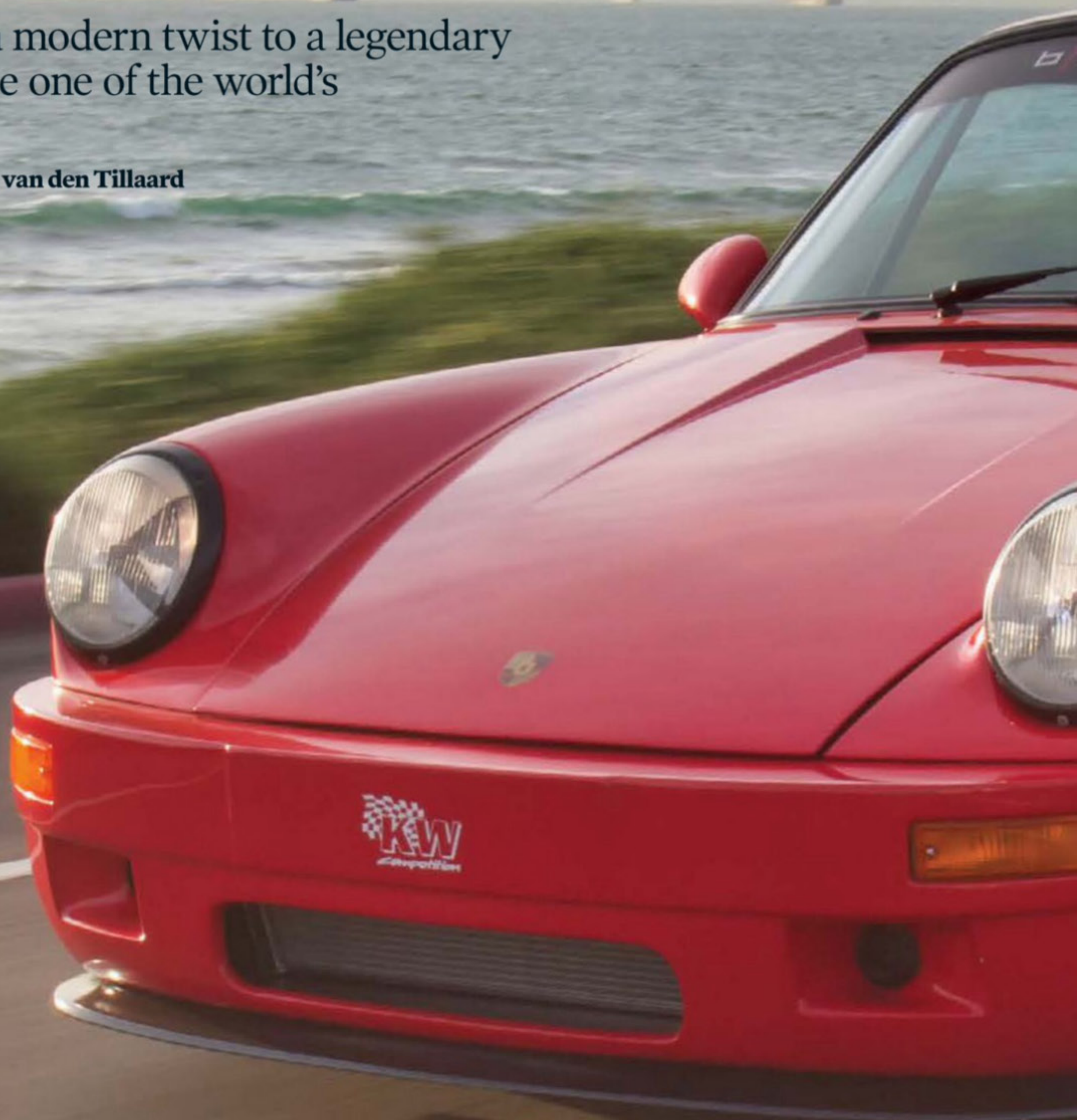
**Sundeep:** If I could buy my 993 then I would want to be the only person buying that car. And anyway, it may well have everything I need, but only for now. That’s why someone is always going to be tuning, always going to be modifying. **911**



# PROJECT NASTY

BBI Autosport gives a modern twist to a legendary Porsche 911 to produce one of the world's best 3.2 Carreras

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





**B**BI's infamous Project Nasty was widely introduced to the public at the SEMA Show in Las Vegas in 2014, but you might have seen a video of the earlier version on YouTube where */Tuned's* Matt Farah takes this bad-to-the-bone 911 for a spin in the mountains above Los Angeles. With so much hype around the car we had to make the trip to Huntington Beach, California, to give the builders of this ultimate street and track machine a visit.

BBi Autosport are well known for their water-cooled Porsche creations, such as their King Kong 996 Turbo, which boasts some 1,300bhp. Indeed, they mostly work with 996 and 997 Turbos, as well as GT3 RS models – among which is Jeff Zwart's Pikes Peak hillclimb car. That the team of BBi are also able to build a proper air-cooled 911 is shown

here on these pages, with this 1985 Carrera named 'Project Nasty'. And yes, nasty it is...

With the '80s Carreras becoming true classics in the meantime, they are also a much loved platform to build a hot rod 911. The car you see here still has its authentic 911 look, but underneath the Guards red-painted sheet metal a lot of high-end technology from later years is ready and waiting. 34-year-old owner Joey Seeley has been dealing with Porsches for a long time. In his late-teens he was often fiddling around on fast Volkswagens, but the real-deal European sports cars were the thing to have for Joey. One thing led to another and Joey met Betim Berisha, who was working at Fordal Motorsports in Oregon. To cut a long story short, it didn't take long for Joey to land a job there as well. Not much later, Joey signed a contract with

Petersen Motorsports / White Lightning Racing, where he got a chance to race in the American Le Mans series. They then made history by becoming only the second team to ever beat the Porsche factory team with one of their own cars. In the two years Joey drove for Petersen White Lightning they achieved two drivers' championship wins and two IMSA Cup wins in a row, and they also won the team championship once.

Betim went to work for Porsche Motorsport North America, but he kept in touch with Joey all the time. They kept telling each other that one day they would open their own business. In 2007, Betim's contract ended and he started on his own. Joey would often come over to Los Angeles to help him out and that got the ball rolling for the partnership. At the beginning of 2008 they





formed BBI Autosport and never looked back from that moment on.

Joey was driving Porsches in his spare time too. The first was a 944, but in January 2007 that changed as he acquired a 1985 3.2 Carrera. Joey and his friends installed a 3.6-litre engine into it from a wrecked RS America four and a half years ago, and that was the beginning of Project Nasty. They were supposed to reseal and repair a boss on the engine to make it run properly again, but things got out of hand when it got torn apart. Joey, Betim and their engine builder Jared got carried away, so now Joey is running around with 305 horsepower at the rear wheels. The engine, equipped with a GT3 Cup crank and oil pump, initially had titanium GT3 Cup rods as well. These were reverse-engineered and swapped for BBI-specced Carillo rods, which were only two grams heavier. The pistons come from CP and are custom designed for the engine. Joey explains that the GT3 rods are longer, improving the piston dwell time, which is the moment where the piston sits in the top dead centre area and transitions from the upward to downward stroke. Improved dwell time makes for better flow of compressed gases and exhaust gases. The piston pin is also mounted higher in the piston, which is better for side loads and – according to BBI's engine builder – also for piston dwell time. These kind of tricks produce part of the extra torque this engine makes. When the guys at BBI weighed out the parts, they found they saved six pounds in total off the

rotating assembly. Custom-made 292 duration cams are combined with cylinder heads, which according to Joey are basically the same as 993 RSR heads.

Joey explains: "Project Nasty has big duration cams, high-compression pistons, high-rev springs, lots of GT3 Cup car goodies and it now has a stronger and lighter bottom end than a 993 RSR."

The exhaust headers and muffler were both built in-house at BBI. The idea to have the exhausts coming out through the rear bumper was something the guys had in their minds for a while, so this proved the chance to make it reality. It's a nice move that adds to the clean look of the 3.2.

Joey recently took the car out on a track day and was excited to drive on a closed course again. "I had not driven the car on a track in over a year. This time around I got more of the finishing touches done on the 911, certain things that always bothered me. We really place a huge emphasis on that final ten per cent and that's one of the things that makes us and this car different from other tuners. That and our huge focus on engineering," he says.

"The track day was going to be at least a good shakedown. The car had only been lightly road driven thus far. I was giggling in my helmet in the beginning: the torque out of the corners and the power on the straights is incredible. 305 horsepower and 2,150 pound-feet is quite the combination."

Joey sometimes wishes he had installed a G50 gearbox with the hydraulic clutch, but he left the 915 in the car. "You saw me double-clutch one time,

it's a gearbox with finesse. And I like the fact that it is super small and light compared to the G50."

The 915 gearbox has been rebuilt with a limited-slip differential, slightly taller gears, an upgraded bearing retainer plate and a WeVo short-shifter.

Looking further under the car we find 18-inch BBS-style wheels. Joey says they are basically replica BBS RS wheels, manufactured locally in Orange County. They are forged, two-piece alloys that are really strong and still very light, wrapped in Pirelli Trofeo R tyres in sizes 235/40 up front and 265/35 in the rear. Joey is really excited about this setup because all his customers are raving about the Pirelli Trofeos.

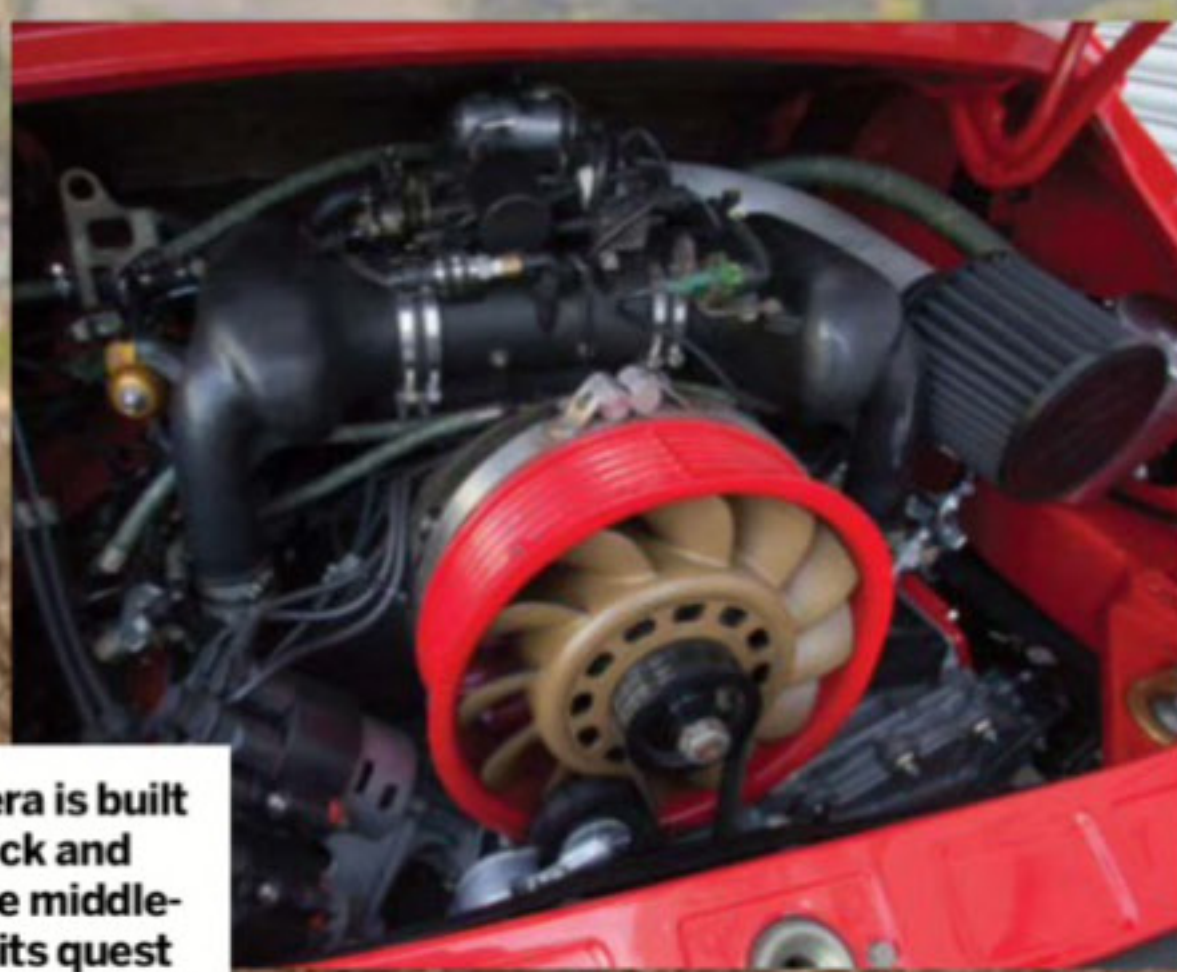
Joey was also able to get his hands on a set of professional KW Competition motorsport shocks. These are the three-way adjustable types and have been re-valved by Joey himself. He also dropped the spring rates slightly and tells me that these are the same shocks as used in the 996 GT3 Cup car he won the championship with.

Joey opted for Elephant's camber plates with Monoball cartridges and an adjustable Tarett swaybar up front. In the rear we find Elephant's 935-style springplates and another Tarett adjustable swaybar. All the control arm bearings are of the solid spherical bearing type to obtain that super-tight feeling.

"The second-most noticeable thing during the track day was the chassis," Joey says. "The newly valved KW Competition three-ways are out of this



This Carrera is built for the track and offers little middle-ground in its quest for performance, as demonstrated by the spartan interior





world. I only made one compression change to the front and one rear rebound change and I had all the platform I needed to shake the cobwebs out.”

One thing Joey was still working on during our interview is the oil system, as he explains: “The whole process of building the oil system and cooling ducts was huge but I managed to shave off about 50 pounds compared to the original system.” The plumbing consists mostly of ultra-lightweight XRP HS-79 hoses and fittings. Joey swapped the two oil coolers he used to have, which vented under the car, straight down after the oil coolers, for one big cooler. This single oil cooler vents into the wheel arches and apparently it was a huge process to construct this system. Ducting, plumbing and cutting it was extremely time-consuming, but at the time of our visit it was mostly done except for the inner duct, which is located in the trunk area.

The ducting before the oil cooler is made of aluminium, combined with an aluminium floor and a shroud behind the splitter, which goes all the way to the fender arches. Joey tells me there are aluminium sections under the headlights that let the air exit in the fender arches, where Kevlar fender liners can be found.

According to Joey, the bumper is usually just a skin. “At around 120 to 130 miles per hour, you’d notice the car beginning to feel very light because there was zero aerodynamics. Now with the splitter and the aerodynamics under the car, it’s very stable at high speeds”, he says.

As you can see, Joey believes in form following function. He was not going for big Turbo power or anything like that, but wanted to build everything lighter, just like the 996 Cup cars he used to race in: nice and narrow, and screaming fast. The lightweight theme was further set out in the stripped interior. Only the bare essentials were left alone. “This car is like going camping”, he laughs. “There’s no heat, no air-conditioning, no radio, no carpet, combined with uncomfortable solid suspension bushings.”

Even a headliner is nowhere to be found. The sunroof was also removed to shave off another 50 pounds, and instead of a full cage, Joey makes use of a roll bar inside the car. The seats are super-light carbon-fibre Recaro Profi SPAs equipped with Sabelt five-point harnesses and a fire extinguisher in between the seats. The floorboards were swapped for lightweight CNC’d aluminium footrests, and to save even more weight the air vents were removed. There is no radio, no climate control, no heater, no power steering and no insulation or sound deadening. With the last necessary interior part left being the Momo Prototipo steering wheel with a quick-release hub, the car weighs under 2,200 pounds wet.

As you can tell this car was built with one purpose in mind and that is going fast. “People like the old character of this car, and that it is indeed surprisingly fast”, says Joey. To make it look as fast as it is, the guys at BBI worked on a



Model Year	Project Nasty 1985
Engine Capacity	3,600cc
Compression ratio	8.5:1
Maximum power	305bhp at the wheels
Maximum torque	285Nm
Engine modifications	964 RSA engine; GT2-spec heads; GT3 Cup crank; Carillo Rods; CP pistons; GT3 oil pump
Transmission	915 gearbox; limited-slip differential
Suspension	
Front	KW Competition three-way coilovers with dampers
Rear	KW Competition three-way coilovers with dampers
Wheels & tyres	
Front	8x18in BBS-style alloys; 235/40/18 Pirellis
Rear	10x18in BBS-style alloys; 265/35/18 Pirellis
Dimensions	
Length	4,291mm
Width	1,650mm
Weight	1,210kg
Performance	
0-62mph	Not tested
Top speed	Not tested





number of subtle details on the outside of the car too. Starting at the front, it is hard to look past the RUF Yellowbird replica bumper. Not too modern, but not too classic, this was the right touch to keep it in the style of Porsche's original design. In the rear a replica of a 1974 RS bumper was used, which was made a little wider to blend in with the wider fender flares. The fenders themselves were slightly massaged to take care of wheel clearance under the high compression of the shocks. Previously Joey made use of 18-inch white HRE wheels and for the SEMA show the car stood on 1552 Urban Outlaw wheels. Both looked spectacular, but to keep it all in Porsche's racing spirit, Joey sticks with the RS-style wheels for now. The rear wing comes from a 1976 Turbo and is equipped with a Carrera 3.0 rubber trim, which Joey reshaped to make fit, though he has recently been in touch with Porsche-building wizard Rod Emory to make a carbon-fibre trim piece. Both men are very enthusiastic and like-minded and Rod was very excited to help out.

When I asked Joey if the car will be finished after the wing modification, he laughs before saying: "A project like this one is never done. It's a labour of love. The first round was tough as it was my daily driver. A lot was rushed, and then a lot was pushed

to the back burner. This time around I got into it. It was no longer going to be my daily driver. It was now going to be solely for fun. I didn't want to compromise any more and planned to build a true BBI-spec car."

"I've never really had any direction with the build," he continues. "It has always been about bringing new school flavour to the old school without losing touch with the original character. I wanted to be tasteful. She isn't just a pretty show car though. She's a 'go' car. It really turns heads on the track and can keep up with 997 GT3s."

The last but perhaps best part of Project Nasty's exterior is its incredible stance. It is hard to miss and just looks tough from every angle. In my eyes, Joey and the guys at BBI really nailed it here and to be honest I cannot wait for BBI to build another air-cooled 911.

"Nasty is a head turner for sure, but it really turns heads when she fires up", says Joey with a smile on his face. "It's all lumpy and cranky. Then when leaning on her on track, it brings you back to what it might have been like back in the '80s Supercup cars. She really is like an air-cooled Cup car. Not only in sound, but if there was such a thing in the '80s this would be it. The car was built to get hammered, it is

robust and rewards you while exploring the limit... wherever that might be."

And it seems the limit is set very high indeed. Even our ride down the infamous Pacific Coast Highway with a couple of crafty traffic-light sprints gave me a smile from ear to ear. From the moment Joey cranked up the engine, Iggy Pop's song *Raw Power* kept popping up in my head.

This car means business and is not for the weak of heart. It's noisy, it smells, it creates lots of G-force on your body, and beyond all of that, it has tons of fun. In Joey's own words, "The suspension, power and brakes are really the focus and the only other elements besides the driver that matter. It's you, the car and the track. It's so visceral. It rewards a heavy foot. It rewards fast hands. It rewards giant cojones! Anything else and she is not really in her sweet spot."

At some point while flying low above the Orange County asphalt I spotted the phrase "Objects in mirror are losing" on the mirror. Most of you will know what it usually says on an American automotive mirror and yes, I can imagine that many other cars will have a hard time keeping up with Project Nasty, whether on the track or on Southern California's open roads. **911**







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**PORSCHE**



# BENEATH THE SKIN

Total 911 explores how the 991 body shell uses a variety of materials and joining processes in the quest for ultimate safety and durability

Written by **Ray Chandler** Photography by **Porsche AG**







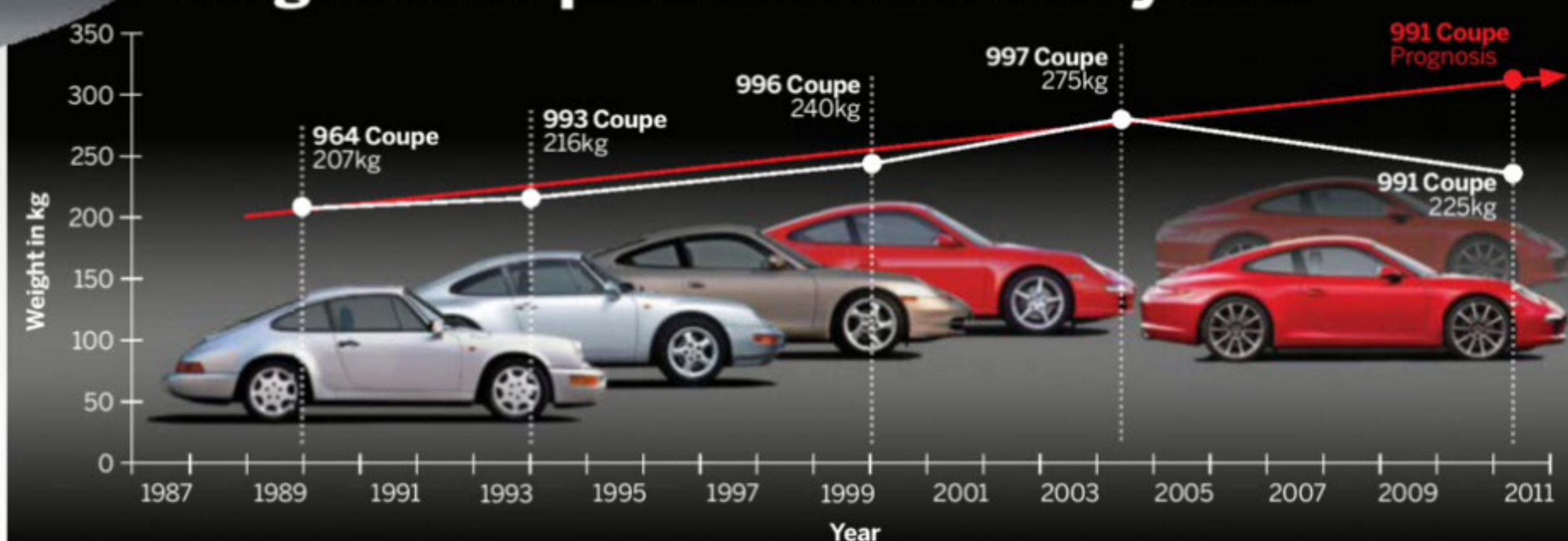
Porsche is well aware of the spiralling weight of the 911 through every generation since its inception in 1963. However, the 911's continual increase in mass through the decades has been for good reason, chiefly generated by the company's own demands for exceptional quality in performance, comfort and safety. Like any other car on the road, the 911 has also had to adhere to increasingly strict environmental parameters led by national and international legislation.

It seems that for the most part, any sizeable step forward in performance or safety carries a weight penalty as a caveat. For example, improvements in performance brings bigger, uprated brakes as well as more complex suspension and drivetrain components, and even a larger fuel tank. Similarly, improvements to safety by way of body rigidity and crash protection add weight too, and it's in this department where the 911 has ballooned, with a 964 body weighing 207 kilograms, compared to 270 kilograms for the first-generation 997.

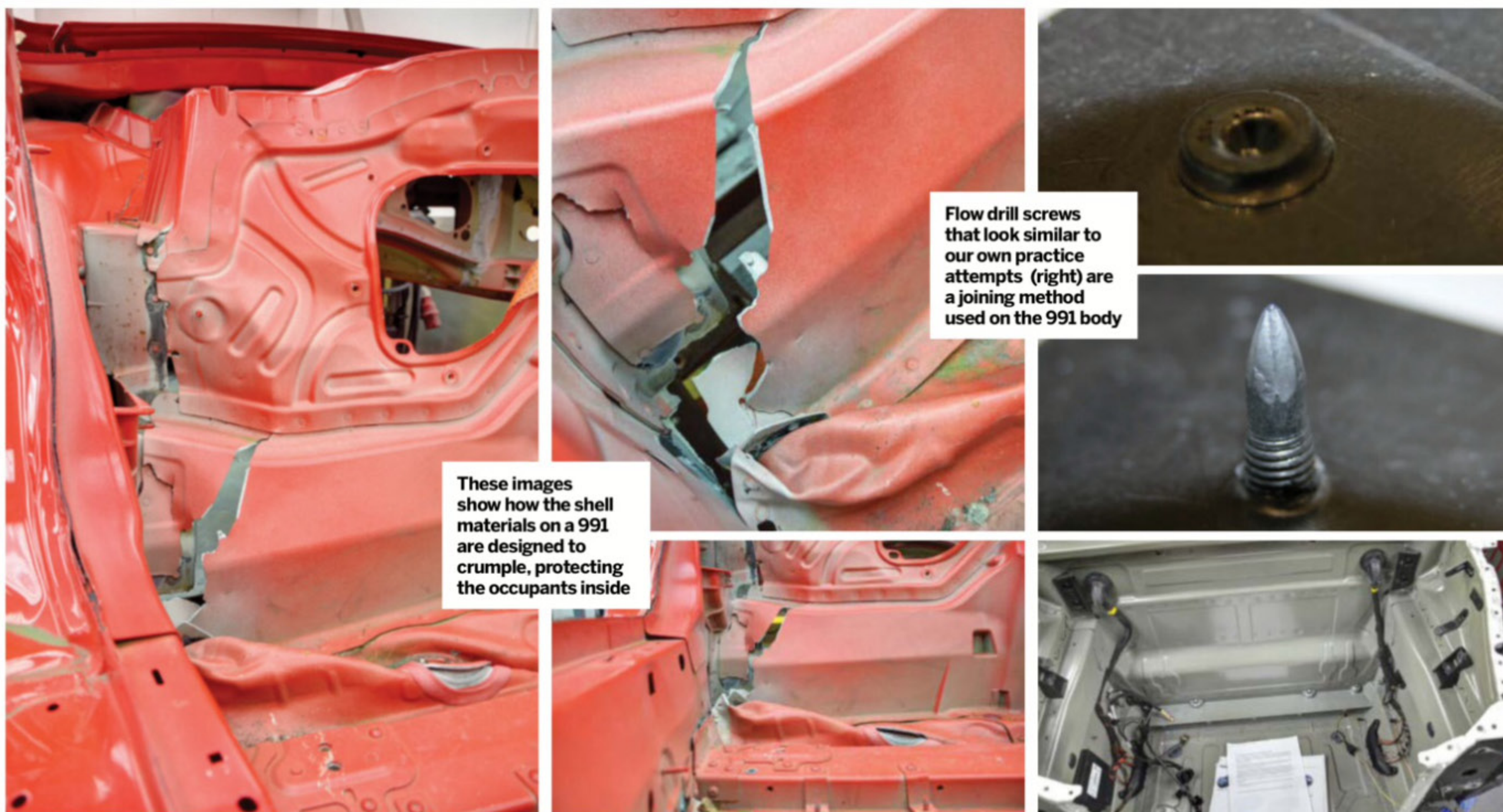
This incremental increase in body mass through each generation since the 964 has been fairly linear, though if Zuffenhausen had continued to follow this trend the 991 body alone would have weighed a mighty 330 kilograms. The 991 needed to go on a diet, then, and improvements to body weight by use of a plethora of new materials means the 991 shell is actually the lightest of any water-cooled 911.

Doors were now aluminium, saving 14.5 kilograms over the Gen2 997, and the body itself became an amalgamation of steels, aluminium and magnesium, saving 48 kilograms. The 991's requirements alone are many and complex: some sections need a material with the property to allow it to be pressed into a complex shape without splitting (where deep drawing steels are utilised), some need to be super-light but strong (magnesium), while others need to be tough enough to resist deformation (boron alloyed steels). When correctly fastened together, these materials give ➡

### Weight development of the 911 body shell







the ultimate in strength, stiffness and low weight, as well as good resistance to impact deformation, boosted by the ability to absorb energy and deform in a prescribed manner if so called upon – and all with corrosion resistance too.

To achieve this on the 991, Porsche uses sheet steel, sheet aluminium, cast aluminium, magnesium, dual-phase steels and ultra high-strength steel (UHSS). This steel is fitted to the front scuttle and along the roof edges, the B and C pillars and across the floor pan. UHSS has a small percentage of the element boron added to it, making the steel reach its maximum possible hardness deep below the surface, which is great for impact areas.

High-strength multi-phase steels are used for the doorsills and front/rear roof bracing. These steels have been specially developed for use in the car industry as aside from weight saving, they combine strength with the ability to stretch before breaking; desirable for a body shell and achieved through a microstructure containing both hard and soft areas.

Aluminium, in sheet form, is used in many areas on the 991, such as the doors, bonnet, engine cowling, front tub and front wings. In cast form it is used as part of the footwell and under-floor, rising to form the top of the front struts and similarly at the rear, too. Magnesium is used for the 991's dash and console superstructure, being about a third less dense than aluminium, very malleable when heated and a material that protects itself from corrosion by forming a thin protective coating over itself.

Last, we have sheet steel; some of it is of the dead mild steel variety, which has either been cold pressed or hot pressed, each method having its

advantages. This steel will have a carbon content of between 0.05 and 0.15 per cent, which gives not hardness but ductility, aiding its properties of being easily formed.

So here we have a complex mix of materials, all of which need to be joined to one another on both the production line and in the event of a repair. However, it is not such an easy process when joining dissimilar metals. If you attempt the traditional MIG (metal inert gas) welding on steel to aluminium, a very brittle compound is formed and the heat of the welding can change the properties of both metals significantly, so specialist coating or bi-metallic insert techniques need to be used. And when joining aluminium to steel there is the inherent corrosion problem, caused by galvanic action, to overcome.

To combat this, Porsche uses a range of specialist techniques to join the separate parts of the 991, one of which is by adhesive bonding. This is relatively heat free and being the insulating membrane layer between dissimilar metals, this method alleviates corrosion problems.

It is not just a case of 'gluing' the 991 together; the materials are often mechanically joined too, by use

of clinching, roller hemming, riveting or flow-drill screws. Clinching is very secure, is heat free and uses a punch-and-die system to physically push the two metal parts together. Roller hemming is where the edges of two sheets of metal are physically bent over and around one another with adhesive bonding applied between them to provide extra bonded strength as well as corrosion protection.

Riveting is of the punch variety, requiring specially shaped punch-and-die sets. It has many advantages, being liquid and gas tight, able to join panels of different thicknesses and materials, and is happy to accept a layer of adhesive coating between the two metal surfaces being riveted together. Flow drill screws have the advantage of being applied from just one side only, unlike punch riveting, and the process can be automated.

A new 911 is a complex mix of materials and joining processes and if it ever needs to be dismantled for repair, there's only one place it should be entrusted to – and that's an official Porsche repair centre.

\*Thanks to Ian Wallis of PPS Farnham (an Official Porsche Bodywork Repair Centre) for the technical advice. **911**

### Adhesive bonding on the 991

Front end	Rear end	Side section	Rear lid	Front lid	Door
997: 0	997: 800	997: 9,900	997: 1,700	997: 2,800	997: 3,800
991: 18,000	991: 3,080	991: 18,400	991: 2,600	991: 7,500	991: 3,800

This table illustrates how many millimetres of bonding is used on the current 991 body shell compared to the 997



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# THE U.S. CARRERA RS

The factory 2.7 RS may have been banned in the US upon its release in 1973, but Peter Gregg combined with Porsche's Helmut Bott to offer Brumos customers a Rennsport-inspired special, as Total 911 investigates...

Written & photographed by **Sean Smith**





**P**eter Gregg was born in New York City on 4 May 1940. He attended the elite Deerfield Academy and in 1957 he moved on to Harvard University studying for a degree in English. He was gradually drawn to car racing in his spare time, competing in gymkhanas, hillclimbs and ice races, before temporarily moving to Europe and attending the Centro Sud Driving School.

By 1964 he was behind the wheel of a very serious Porsche (a 904) and by 1965 he had bought himself a Porsche dealership – and not just any dealership; the famous Brumos Porsche. Gregg had purchased the shop after the death of its founder and fellow Porsche racer Hubert Brundage (Brumos was a cable address abbreviation of Brundage Motors).

As a race-car driver, Gregg was an SCCA Southeast Division champion by 1967 in two classes and had wins at both Daytona and Sebring. The next year he entered into SCCA competition in the under two-litre class of the Trans-Am Series, winning six races and the title in 1969, at the same

time taking the SCCA B Sedan title. Incidentally, a young chap in a street-legal Corvette beat Gregg and his factory Porsche in autocross that same year. That young man was Hurley Haywood. Racing history would be made from that meeting.

Mean while in Zuffenhausen, by 1973 Porsche was building the RS Carrera in large enough numbers to satisfy FIA's Group 4 regulations, but because of emission standards there was no way these cars were going to be imported into the United States. Gregg saw the opportunity for compromise between Porsche, its fanatical Stateside customers loyal to Brumos, and US regulators, so a series of special-order Porsche 911s were soon created.

The 'Peter Gregg edition' 911s were a co-operative effort: Peter Gregg and Dr Helmut Bott of Porsche AG Research and Development were the co-creators. Bott had worked closely with Gregg on his competition cars and so making suggestions on the modifications to these road-going specials proved the perfect partnership. Similarly, Gregg

was faithful to Porsche, so all parts that were used for the modifications had to be Porsche factory parts, and all work had to be approved by Porsche.

Hurley Haywood remembers these cars well. Peter wanted to celebrate and commemorate their overall win at Daytona with a special road-going 911. "Five cars were built", Hurley recalls to us, before continuing: "We have one in our museum. Peter was very particular about who got one of these cars. He didn't want someone getting in over their head. He wanted the prospective buyer to have training before we'd hand over the keys." 911-330-0922 was the first such car to be built and soon became Peter's daily driver and demonstrator. And drive it he did, for the next 5,000 miles.

To start with, a 911S was shipped from the factory in white with a black leather interior. The first task was to have steel flares added to the car. ➡







At the time, the 911S did not come from the factory in this style. The car was then dispatched to a body shop to have the work carried out. Unfortunately, the first example was promptly stolen from the body shop, later turning up as a burned-out shell. Another car was quickly ordered but there was not a white 911S to be had, so a silver equivalent arrived from Stuttgart instead. Again the car was fitted with the steel flares. The standard 911 steering wheel was swapped for a smaller-diameter 914/6 wheel, which Gregg felt was more comfortable.

Gregg's previous racing experience told him he had to upgrade the headlights, so a pair of Cibie quartz iodines replaced the original equipment units. A ducktail and modified front spoiler were

added, with the overrides removed front and back, along with Euro-spec brake and parking lenses. Sway bars and dampers were brought up to RS specification, and the uprated Porsche was then endowed with the well-known Brumos red and blue road stripes. This was the only road car painted this way from new.

Peter knew how to set up a race car, and all that knowledge went into making a wonderful-handling road car without the high-strung tendencies of a race car. Proof of how special this car was came when it was sold to its first registered owner, Dr Bernard Morgan, in 1974. Its value was twice that of a normal 911S. Dr Morgan traded the only 916 in the country back to Brumos for Gregg's modified 911,

such was the clout of this US 'Carrera RS'. Morgan put over 45,000 miles on the car before selling it on to Dr James Simpson.

Dr Simpson then added over 80,000 miles to the car's odometer while he was moved around the country by the US Army. However, in 1986 Simpson was in a minor shunt with the Porsche and instead of repairing the car, he negotiated with Brumos to buy the car back. They were happy to comply. 911-330-0922 returned to the dealership to be restored and have the motor brought up to 2.7 RS specification. It then became Brumos president Bob Snodgrass' personal car.

Snodgrass kept the car for a couple of years before passing it on to Vincent Di Umberto, 🔄

## Porsche in the US

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

**Total 911** looks at Porsche's history in its largest market and how American influence shaped its cars

One of the surprises of the 1948 Geneva Show was an open two-seater from Porsche, previously known only as an automotive engineer. Viennese Max Hoffman, a former motorcycle racer and now a New York car dealer, saw the potential for this neat sports car in America. In 1950 he imported three Coupes. With new distributors in Belgium

and France and a growing reputation as purveyor of competitive road

racers, Ferry Porsche was happy simply to have an outlet in the US. But

Hoffman was much more ambitious.

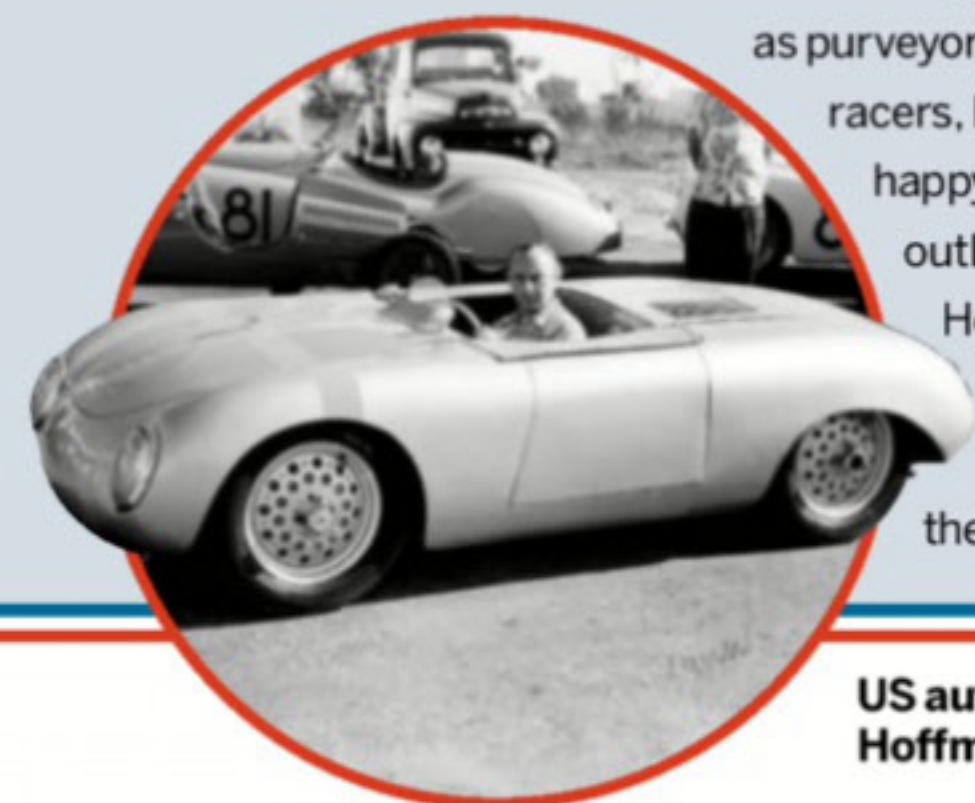
The 30 cars sold in the USA in 1951 became

600 in 1952, and Hoffman had no hesitation in telling Ferry what his cars needed to appeal to Americans, hence the rapid development of the 1.5-litre engine from the original – and to American eyes, ridiculously small – 1,131cc unit. Hoffman understood US taste – he had Porsche redesign the dash with a prominent rev counter and at his suggestion Ferry sketched what would become that great Porsche identity symbol, the Porsche crest. Pressure from Hoffman led to the 1954 Speedster, a minimal-equipment roadster that sold 5,000 examples in four years. Another Viennese expatriate, John von Neumann, did for the West Coast what Hoffman achieved on the East. Van Neumann was also a racer and sold

the 1500 RS, which Hoffman told Ferry to brand a 'Spyder' – more enticing than a set of figures. Richie Ginther cut his teeth on a van Neumann car and other racers improved the output of the flat fours. Chevrolet engineer Zora Arkus Duntov, who raced the works 1500 RS at Le Mans in 1954 and '55, persuaded Porsche of the virtues of anti-roll bars and to create a skid pan, which would lead to the establishment

of Weissach. By 1959, the US was taking 40 per cent of all Porsches – Germany came next with 23 per cent – and the company set up its US subsidiary, Porsche of America Corporation.

If in the Fifties Porsche learned to understand American preferences,



US automobile importer Max Hoffman in a 'Glöckler-Porsche'



The 1953 America Roadster was an early sales success





New bumpers and wider Fuchs helped give this 911 the RS look, but it wasn't until years later that the motor itself was brought up to RS specification



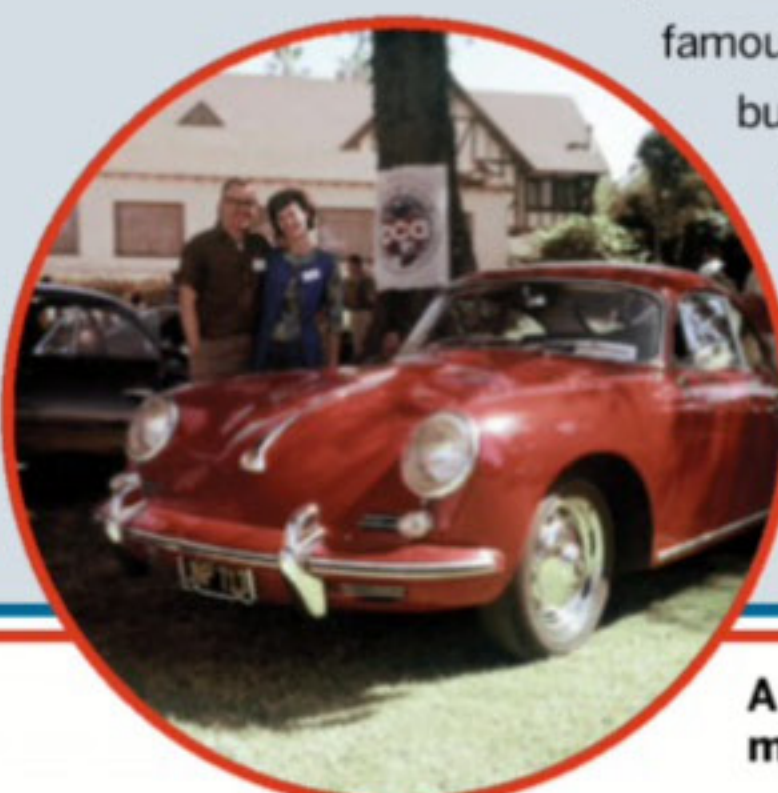
as the 911 took over from the 356C in the Sixties, a bigger challenge was posed by federal regulators. Following Ralph Nader's infamous 'unsafe at any speed' quote, it appeared that open cars could be banned; in the climate of uncertainty, Porsche designed the famous Targa top, creating an enduring and successful 911 derivative; Porsche introduced the Sportomatic transmission for the US only to find take-up in Europe was greater. North American requirements would lead to the creation of two types of 911: the US version and the Rest of World (RoW) model.

Initially the differences were detail, like the famous US eyebrow headlamps, but became more complex when catalytic converters became mandatory. For 30 years, harsher emissions controls would deprive Americans of a succession of the

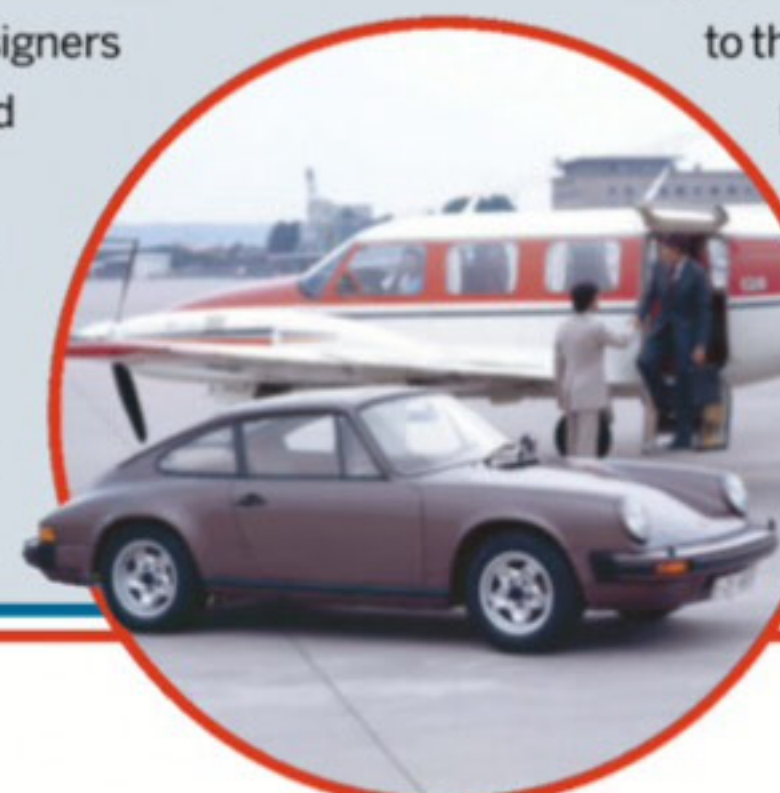
fastest Porsches, beginning with the 2.7 RS, built only as a RoW car. Otherwise Porsche engineers coped successfully with federal exhaust-pipe legislation, which asphyxiated the American 'muscle' cars; meanwhile the controversial impact bumpers designed to meet US five-mile-per-hour crash regulations quickly became part of the 911's character. However, concerns over the rear-engined 911's continued acceptability in the US threatened its long-term existence, and Porsche's first non-family CEO, Ernst Fuhrmann, believed the company should make a classic front-engined rear-drive sports car. To build this 'better Chevrolet Corvette', Porsche turned to its two designers who had worked at GM, Tony Lapine and Wolfgang Möbius. The result was the futuristic 928, a car that from any other manufacturer might have been an unqualified success, but because it came from a Porsche rooted in its rear-mounted air-cooled flat-six tradition,

caused divisions both within the firm and among its fans. By the time the 928 came to market, the external threat to the 911 had evaporated, but internally, an increasingly isolated Fuhrmann had terminated 911 development.

This scenario changed rapidly under the new CEO. American Berlin-born Peter Schutz brought his Cummins diesel engine salesman's talents to bear, particularly in the US, and presided over an upswing in Porsche's fortunes, which saw a much-needed 911 Cabrio join the Coupe and Targa. Schutz talked about buying a Porsche as buying into a lifestyle, where affluent owners drove their Porsches to the local airfield and took off in their private plane powered by an aviation version of the flat six. It was a very Stateside vision that never quite made it into reality, for while attempting to break into the closed US aviation market was one challenge, sustaining US sales – which by 1985 had increased fourfold in four



A Porsche Club of America meet in Del Mar, USA, 1963



The move to impact bumpers was to cater for new US crash regulations





Far more than a mere RS replica, this 'Peter Gregg 911' was concocted using genuine factory parts – including for iconic items such as the 2.7 RS ducktail



whose time with the 911 was brief before it became the pride of Michael Meade of Dallas Texas. Meade was not happy with the bodywork, so he stripped the car down and redid the fender flares before putting another 50,000 miles on the silver 911.

That's when the 911 came onto the radar of Frank Allocca. Allocca had been a Porsche dealer at the same time as Gregg and realised the car's significance. While driving the Porsche a few years after purchase, Frank had a run-in with another car, so it was time for repairs and some more refreshing.

The 911 was sent off to Automobile Associates of Canton in Connecticut where it was given a

thorough going-over. The body, suspension and transmission were all redone, as well as all hoses and bushings. When the engine was taken apart, the 2.7 RS modifications were all still intact.

Even now, with close to 200,000 miles on the clock and a few restorations under its ducktail, 911-330-0922 is a time capsule harking back to a significant period in Porsche history. Sitting in the driver's seat, it has the familiarity of all early 911s but there is a unique aura to this machine. I'm not so sure if it's the stripes or smaller-diameter steering wheel, but it somehow still holds the memory of Peter Gregg in its DNA.

The car is delightfully responsive and balanced to drive. It provides you with all the power you need to have fun with the classic 911 setup, and gives you the confidence to go searching for its limits. When you're not pushing on, you can also cover many happy miles in this special 911 with little or no wear to yourself, as evidenced by its previous owners. Pleasingly, this is a well-appointed road car from a racing lineage, just like every 911 crafted straight from the factory. Not many could rise to the level of racing excellence Peter Gregg attained, but this uncommon 911 can give you a place to dream about it. **911**

years – was quite another. The dollar began to plummet and with it Porsche's US profits to the point where by 1990, the company was on the brink of bankruptcy and rumours of a takeover abounded. Porsche's US woes seemed unending: Schutz's reorganisation of the dealer network had caused acrimony, as did Porsche's withdrawal from the CART; the refusal of US customs to allow import of the 959 for which clients had paid a hefty deposit was a further humiliating setback and contributed to that model's premature and costly termination.

Wendelin Wiedeking's return to Porsche in 1991 would begin a slow upturn. After being deprived of the Turbo until 1987, US customers were once again disappointed not to be able to get their hands on the 964 RS or 993 RS, as neither was US-crash tested. However, a specific US-only 911, the RS America, was created, thanks partly to Vic Elford, doing much to boost 964

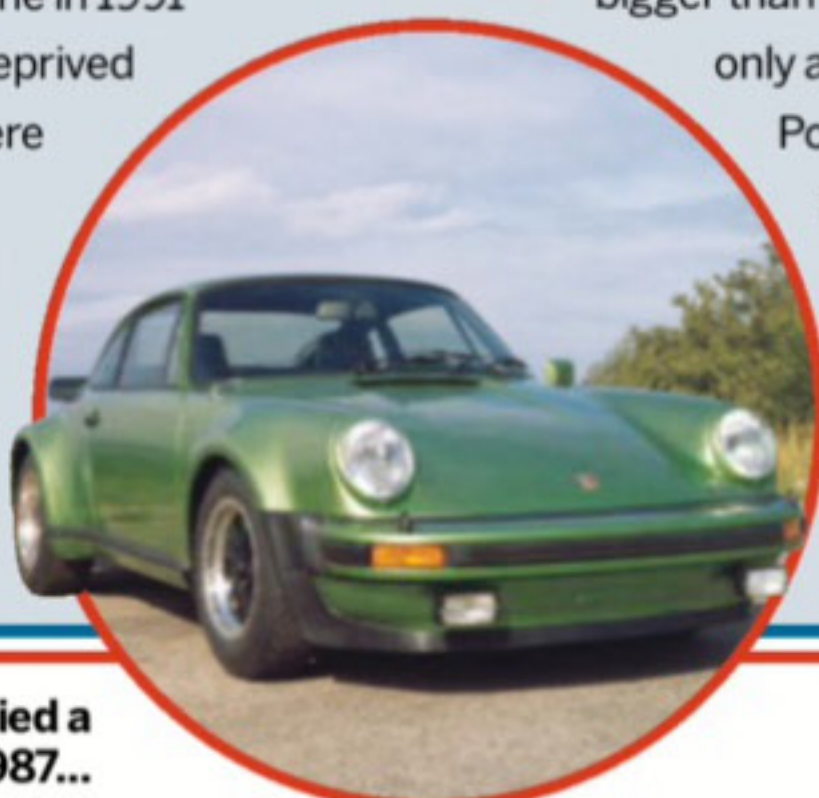
sales. In a market where 40 per cent of Porsche sales were open cars, the 1996 Boxster was acclaimed and held the fort until Cabrio and Targa 996s appeared. By now Porsche was homologating models for over 70 markets, so the old RoW/US distinctions had lost relevance. Nevertheless, US enthusiasts could not import the 996 GT3 until 2004 – the last time Porsche's most important market would be deprived of a 911 derivative.

The commercial decision to build the Cayenne – Porsche needed to diversify and the SUV market was eight times bigger than the sports car market – went ahead only after wholesale support in the US for the Porsche 4x4 was confirmed. Strong sales there (the Cayenne outsells the 911 by three to one) assured the continuity of Porsche's sports cars. The 2009 introduction of PDK did not prove more popular with US enthusiasts than Sportomatic and sustained US

demand (25 per cent of orders) for the manual 'box justified its continuity and the development of the seven-speed.

After 50 years as Porsche's main outlet, some years taking up to 55 per cent of production, the US may well yield to China in 2015 as Porsche's largest market. Here demand is prestige-led, the concept of the sports car is still undeveloped and it is no coincidence that 40 per cent of Panameras find homes in China. For 40 years, Porsche's US sales were crucial in allowing Porsche to continue to develop the 911 and later the mid-engined cars, and provided the basis for its 21st-century diversification.

Without that, Porsche is unlikely to have survived as an independent concern; in today's global market, it is hard to imagine China or any other country would ever wield such an influence again.



Americans were denied a Turbo until 1987...



...and had to make do with the 964 RSA instead of a bona-fide RS



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Produced in August 1976, matching numbers with 58,752 on the odometer. Black with black sport seats and black interior. Has Bosch fog lights and air conditioning. Highly sought after, as early 930 Turbos are getting harder to find. Don't miss your opportunity to own this classic car.

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**1960 Porsche 356B Roadster**  
Matching numbers, shown here in burgundy with black interior. Lots of potential for restoration.  
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**1965 Porsche 356C Cabriolet**  
Original slate grey with black interior, a very desirable color combination. Same owner for many years. Highly sought after and collectible. ....\$69,500



**1965 Porsche 356SC Coupe**  
Original signal red with black interior. Period-correct SC engine and Becker Europa radio. Last and most desirable year of the SC. ....\$48,500



**1965 Porsche 356C Coupe**  
Silver with ox blood leather interior. Very presentable paint and interior. Last and most desirable year of the 356C  
.....\$47,500



**1962 Porsche 356B Sunroof**  
Matching numbers in original slate grey with black interior. Very rare factory electric sunroof. Excellent candidate for restoration. ....\$44,500



**1997 Porsche 993 Sunroof Coupe**  
White with grey interior, this car comes equipped with an automatic transmission, sunroof, power seats, power windows, as well as air conditioning. ....\$31,500



**1989 Porsche 911 Carrera 4 Coupe**  
Matching numbers in red with tan interior. Manual transmission, sunroof, and air conditioning. Excellent car at a great price.  
.....\$29,950



**1973.5 Porsche 911T Targa**  
Original light yellow with black interior. Equipped with a manual transmission and Fuchs wheels. Excellent candidate for restoration. ....\$29,500



**1979 Porsche 911SC Targa**  
Red with black interior. Solid floor pan and battery box. Could use some minor cosmetics, same owner for many years, mechanically sound. ....\$22,750



**1966 Porsche 912 Coupe**  
Silver with black interior, manual transmission and Fuchs wheels. A very presentable car with the same owner for many years. ....\$21,750



**1978 Porsche 911SC Targa**  
Original oak green metallic with black interior and plaid inserts. 74,967 miles. Could use some minor cosmetics but is mechanically sound. ....\$19,950



**1973 Porsche 914**  
Red with brown interior. This car comes with a rear luggage rack and has had the same owner for many years. An excellent car at a great price. ....\$5,950

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# HOW PORSCHE CAN WIN LE MANS

It's been 17 long years since an outright Porsche victory at Le Mans. Here are five reasons why that could all change come 14 June 2015

Written by **Neill Watson** Photography by **Porsche AG**

**T**he World Endurance Championship has not been this competitive for years. With some of the planet's largest car manufacturers – backed by a rich heritage of racing – now committing to a long-term involvement in the series, it's quite possibly never been harder to win at the season's main event of Le Mans.

Porsche itself may have a huge history of success at La Sarthe but that counts for nothing. Today, the reliability, technology and sheer speed of modern machinery around a circuit means the big race is not just a test of endurance, it's now a 24-hour sprint. You're no longer driving to preserve the car for 22 hours; this is now 24 hours of flat-out racing that could well be won by a few car lengths.

However, if you're a historical Porsche endurance racing fan being tempted back by the prospect of a Porsche victory, you may have good reason for optimism. Here's a five-point guide to the Porsche challenge and how it fits into the modern World Endurance Championship framework – as well as why a 17th Le Mans victory for Weissach could be a real possibility.



“Reliability is key, but there’s no doubt the 919 has the ability to outgun its rivals around a track”

## 1 THE PORSCHE 919 MOMENTUM IS GROWING

In the top-level LMP1 class, Porsche is into year two of racing a car designed from a programme that began back in 2011 with the announcement of its WEC return. After a disappointing Le Mans debut last year, the Porsche 919 finished 2014 strongly. Over the winter the hybrid racer was heavily revised with improved combustion efficiency, twin exhausts for the V4 engine and better rigidity at the point where the engine meets the monocoque. Crucially, Porsche now has a third 919 running in the race, which is vital when fellow LMP1 challengers Audi and Toyota each have three-car teams. There is still cause for concern, though: the first round of the 2015 championship at Silverstone saw Mark Webber take pole during qualifying then eking out a comfortable lead during the six-hour race, before a transmission failure lead to an early retirement. Reliability is key, then, to the success of the most complex Porsche ever built, but there's no doubt the 919 has the pace to outgun its rivals on track.





## 2 IN GTE PRO, THE 991 RSR IS EVER-CHALLENGING

In previous seasons, the 997-based GT3 RSR has had its work cut out to stay competitive. Once a highly competitive car, it was in the twilight of its career when the Ferrari 458 arrived to outgun the Porsche. With three GTE titles behind it, that Ferrari remains popular on the entry list, especially in the GTE AM category. However, the new 991-based RSR is at the beginning of its life cycle and has been competitive since its debut in 2013.

The endurance-racing season started early in the United States, where in the Tudor United Sports car Championship, the Porsche North America 991 RSR qualified on the front row and led for most of the race. The small improvements made to the chassis for 2015 are obvious gains and Porsche is learning fast with that car.

Add in the fact that in Europe, Porsche AG has owned a majority share in the massively experienced Manthey Racing since 2013 and you have some pretty formidable people fighting the GTE Pro class against the Corvettes, Astons and Ferraris. GTE is just as hard to win as LMP1, but Olaf Manthey has over 40 years' experience of endurance racing. You'd be foolish to discount them.

## 3 THE PRIVATEERS HAVE TALENT AND EXPERIENCE

GTE AM class is reserved for privateer teams with a minimum of one Bronze-level driver. The competing car must either be at least one year old, or comply with the previous year's specification.

Porsche attracts privateers to their race programme like no other works team. Historically, we've seen famous teams such as Flying Lizard and Falken deploy wildcard entries for Le Mans, though this year they are absent. However, Patrick Dempsey's team Dempsey Proton Racing is in its first full year in WEC GTE AM and it has to be said the American actor's pace is right up there, just missing out on podiums last year. The Dempsey Proton Racing team has added skill and experience from Porsche works driver Patrick Long for Le Mans, too.



## 4 THE WORKS DRIVERS ARE SOME OF THE BEST ON THE ENTIRE GRID

If you were picking your fantasy World Endurance Team, the Porsche squad would probably make up your dream lineup. An 18-man squad with a deeply experienced combination covering everyone from Formula One drivers to multiple Porsche Cup and GT championship winners, between them they have versatility and a level of experience that gives a psychological advantage when things get tough at 3am. **Total 911** columnist Nick Tandy steps up from the GTE 911 RSR to drive the LMP1 919, partnering Formula One driver Nico Hulkenberg, plus the sheer speed and aggression of Mark Webber in traffic is forever impressive. Not since the days of Bell, Redman and Stuck have we seen such a squad.



## 5 PORSCHE'S AFFINITY WITH LE MANS WILL SPUR THE TEAM ON

Everyone knows it takes time to win Le Mans. Okay, so last year was not 'The Return' we were all hoping for, but Weissach has learned valuable lessons and will return to Le Mans with one target: to win. Anything less will be a failure.

Porsche works drivers need not look anywhere else for inspiration when it comes to success at the world's most famous 24-hour race. While history doesn't guarantee

success, remember the drivers will – like you and I – have vivid memories of Derek Bell crossing the line in a battle-scarred 962, or Richard Attwood in a howling 917. It's all the galvanising you need, whether you're at the wheel of a Weissach racer or watching from behind the Armco. And if you're feeling inspired, you may wish to dig out that old Rothmans jacket and head to France, for you may well be witnessing another page of Porsche history being written come Sunday afternoon local time. **911**



# Living the Legend

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



## 1967 912



**Sean Parr**  
Harpenden, UK

**Date acquired:**  
November 2014

**W**hat a month! I have been spoiled rotten by Porsche friends, first I was incredibly fortunate to be invited by Jonathan Stevenson (Jonno on DDK) to come with him to the 73rd Goodwood Members' Meeting. Jonno and I met last year over some old classic car magazines and have hit it off like a ton of bricks ever since, and what a day it was.

Goodwood is always fantastic, but the Members' Meeting is like the Revival was 15 years ago; no crowds, just phenomenal racing and a fabulous atmosphere. I could bang on all day about all the cars and the racing, but the highlight (obviously) was the John Aldington Trophy for pre-1967 Porsche 911s. Oh. My. God. Amazing, these cars five years ago would have won concours events; they were so superbly turned out, you could have eaten your dinner off them. A couple of the cars I had seen at Jaz, who prepared

a perfect white car with orange and black stripes, and a red car, both of which were like utter perfection. Stunning. But the car of the day had to be the recently refurbished Historika 901, which was perfect in every area and then was driven unbelievably well by Andrew Jordan who trounced the rest of the field by a country mile. Jonno and I were at Madgwick Corner and every car had the tail out and were laying big stripes of rubber, but Jordan made it look so very easy. Absolutely the best race I have ever seen up close, 30-odd 50-year-old Porsches on their door handles. Love it.

I also had a chance this month to meet with a large number of our like-minded Porscheophile brethren at the Ace Café, which fellow **Total 911** Living the Legend contributor Magnus Walker graced with his presence. It was like being in the company of a rock star; in fact there was one of them as well, with Liam Howlett from The Prodigy

who turned up in Magnus's old 1968 911S, which looked glorious sitting beside the most bizarre Land Rover-bodied, massively slammed 911. It looked like something from *Mad Max*, pretty cool.

Magnus was a real gent, giving generously of his time to everyone who came and wanted a photo, including myself. We got a couple of photos, though a more coarse example was really a warm wish that Lee Sibley of this parish was with us in the rain and freezing temperature, though I don't expect that one to be printed! Magnus shook a million hands, signed cars and hats and shirts, had his picture taken with every person there. I felt like I'd gone to a lot of effort to get my little 912 down from Hertfordshire in the hammering rain to North London when I met a chap called Gary; he'd come in for the evening... from Berlin! He'd met Magnus at the Nürburgring and wanted to come and show him photos



## 1979 930 3.3



**Richard Klevenhusen**  
Rio de Janeiro, Brazil

**Date acquired:**  
May 2012



of that meeting. What can I say, distance for Porsche guys is an arbitrary thing if they want to have a certain outcome!

It was a great night, a huge turnout (particularly from the 964 crew – I was wishing I still had mine, I felt a bit out of it, they are certainly the car of the moment) on a very wet, very cold evening. The cars were wide ranging in condition and style; a yellow RSR replica sat opposite a 924, with a stunning blutorange 912, and a very nice Irish green one as well, there were loads of the aforementioned 964s and pretty much every type of Porsche imaginable, although not too much really old stuff. And The Ace Café is still a fantastic venue if you like cars. The last time I was there was probably ten years ago when I had an RSP Cooper S and had a great night then as well. You can get a fry up, dinner, mug of tea or a pint, whatever you fancy, and everyone there is a car or a bike nut. Always a good thing in my mind.



**O**n a beautiful sunny Sunday, on 11 April, we held another meeting of the Rio de Janeiro Porsche Club, on the banks of Lagoa Rodrigo de Freitas in a place known as Lagoon. We had the participation of 30 cars. The event was a success and the new location was duly approved by the participants.

The Rio de Janeiro Porsche Club has been growing every meeting since its founding.

For this meeting we took the opportunity to launch a new app and deliver the new shirts for members. The app is very sophisticated and allows us, for example, to inform the owner of a car about when maintenance is needed for it. Recently we have also created the new logo of the club.

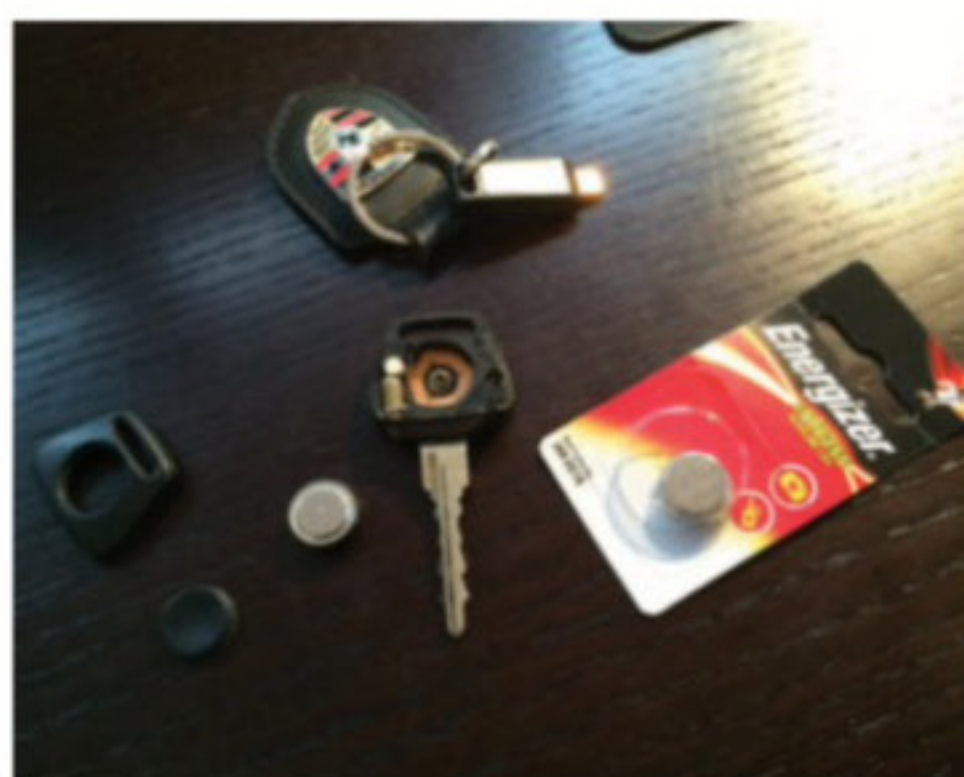
I hope you enjoy the pictures of our last monthly meeting. It's a pleasure for us to share them with all **Total 911** readers.

## 1994 993 Carrera 2



**Kyle Fortune**  
Warwickshire, UK

**Date acquired:**  
December 2014



**A**fter last month's proclamation that cars need using, the 993's been rather quiet. Work, busy weekends and the need to carry both the kids around a fair bit have seen it idle, but while it's been out of sight, it's not been out of mind.

Ebay's a dangerous place, my most recent acquisition being a 1/87-scale 993 Bburago keyring, which cost me £40. That makes me wish I'd had the foresight to buy a boxload of them when I last saw them on sale about 25 years ago for just a couple of quid. I've a 959 one and a Ferrari F40 from then, but couldn't resist the 993, despite the rather silly price. Other bits and pieces include a CTEK MXS smart trickle charger for £70 to keep the battery tip-top, and a tiny battery for the key torch, which I replaced simply because I hate it when things don't work. I've witnessed

brighter blackouts than the light that tiny bulb delivers.

This next month's equally busy, though I've a few journeys in the diary where the intent is to unplug the trickle charger for a while and get out in the 993. I'm genuinely looking forward to them too, which given I'm lucky enough to drive all sorts of new metal as part of the day job really speaks volumes about just how enjoyable it is to drive.

Ah – and I nearly forgot, again. Big thanks is in order to trusted **Total 911** photographer, Ali Cusick, who took the original photos for Autofarm prior to them selling the car to me. I cheekily used a couple (with permission) in my first Living the Legend report. I doubt you'll ever see another shot of it looking as good as it does in those images – as long as I'm taking the pics, that is.



**2011 997.2  
GT3 RS &  
2015 991 GT3**



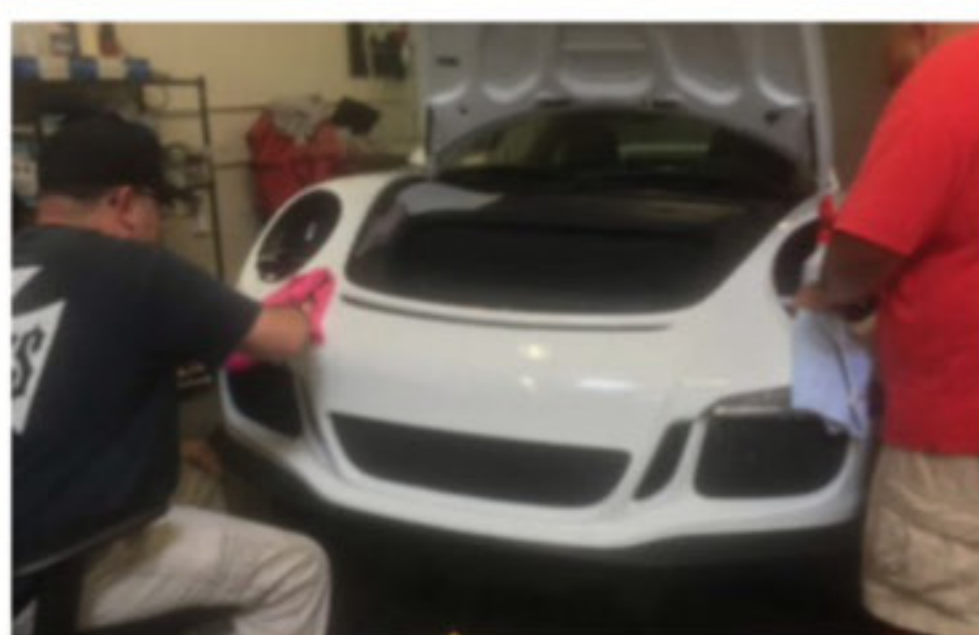
**Tony McGuinness**  
San Diego, USA

**Dates acquired:**  
February 2011 &  
December 2014

One of the big concerns about owning any 911 is of course paint chips and damage to the front of the car from stones and shrapnel kicked up from cars and trucks. It is a significant problem on Southern Californian roads, which is why I always have a clear bra installed on my 911s. I have only ever used one company to install clear bras and they are Clear Pro in Murrieta, California. Whether it is installing a clear bra on the front of a 911 or wrapping the entire car, they are quite simply the experts in paint-protection clear film.

At a head-to-head challenge in 2010, Clear Pro owner Lance Pugh beat competition from all over the world when he won XPEL's international installer competition. Using industry leading XPEL film, Lance and his team recently began the meticulous process of installing a clear bra on my GT3.

Incorporating computers and state-of-the-art technology, the film was cut and installed while I watched. The headlights of the GT3 were removed so the film could be installed without showing a visible seam. However, the headlights themselves were not covered. Unlike the 997 headlights, it is not recommended film be installed over 991 headlights. Using a solution that included baby shampoo, two highly trained installers under Lance's supervision painstakingly applied the XPEL paint-protection film. Each section of the front of the 911 including the bonnet, fenders and side mirrors were covered. Using small knives and squeegees, the installers skilfully made adjustments and ensured any visible bubbles were eliminated.



After about three to four hours, the Clear Pro team completed the installation. The quality of the finished product was so perfect and nearly invisible, it made me question whether a clear bra had been installed. The quality of the films has improved so much over the years that yellowing of film with age is a thing of the past. Lance installed the clear bra on my GT3 RS over four years ago and it still looks like new!

The new XPEL film, Xpel Ultimate, which is durable and can withstand impact from a small stone travelling at 70 miles per hour, is

the first self-healing film and has a ten-year warranty. Cleaning the bra has evolved and is not as restrictive in the types of materials as was once required.

If you own a 911 and want to protect the paint, I highly recommend you consider having one installed by a reputable company. If you live in the USA, particularly Southern California, you need to call Clear Pro to protect your prized 911; they can be found at [www.clear-pro.com](http://www.clear-pro.com). If you are not in Southern California check out the dealer locator on XPEL's website, [www.xpel.com](http://www.xpel.com).

**1982 SC &  
1989 964  
Carrera 4**



**Gina Purcell**  
Oxford, UK

**Date acquired:**  
September 2004 &  
April 2014

Last month, you saw the flat engine lid I'm having restored for Steffi the SC. It arrived back with Robin Dalwood from media blasting resembling something akin to a used teabag. They say, 'Always have an exceptional plan B', so I duly bought the as-new lid from a Carrera 3.2 Robin had lying around. It's complete, only needing repainting and an SC badge.

The 'future' has arrived in my sleepy village in the shape of a neighbour's BMW i3, and it's made me think. It's a shock to see the wall-mounted charging unit on a 300-year old cottage, but change, for better or worse, is unstoppable. Though I'm an 'air-cooled luddite', there's a part of me that revels in the speed of automotive development. When it comes, can you imagine the heat that 'forum warriors' will generate about electric motors in 911s? It'll make the switch to water-cooling look like a minor disagreement over what to



have for dinner. Motoring chat will be full of questions like, "dude, who did your motor rewind?" But we'll get used to it.

What concerns me more in the present is the way car design is changing. Hypercars, SUVs, even delivery vans, all have a 'face' like the Motörhead *War Pig* emblem, but sucking a lemon. Brutality

has usurped elegance, legislation or not, and even Porsche is guilty.

However, this highlights the disarmingly friendly 'faces' of old 911s. The more time passes, brighter burns the flame of pure simplicity in the air-cooled models, but adding a funky hybrid/electric runabout to the fleet could be an exceptional plan B.



## 1965 911



**Magnus Walker**  
Los Angeles, USA

**Date acquired:**  
2008



**I often have people stop by to visit me when they pass through LA. Last month I had Jack Pegoraro from the London 964 owners' club stop by.**

At the time it was just another fun meeting with a fellow Porsche enthusiast, although he did ask quite a few questions about my thoughts on the 964. Apparently these 964 owners take this stuff seriously!

A few weeks later I happened to be in London, so naturally I dropped Jack an email and suggested a meet-up with the L964 gang – as luck would have it, almost 30 of them were up for a London meet-up.

On a cold and rainy Monday night at least 100 Porsche cars arrived at the Ace Café. My old 68R-inspired car was in attendance, and



quite a few folks travelled from afar – one guy came all the way from Germany – and my buddy Norm rolled down from Liverpool in his 964. The Lemass auto crew was in attendance with an array of colourful 964s and Jim Willows from Porsche GB brought his 991 safety car fresh from Silverstone.

All in all, a few hundred people were there, and after a few hours of Porsche talk and a burger 'n' fries it was time for our drive down to Waterloo Bridge. I was able to snag a drive down in one of the L964 Rubystone red cars down to the famous bridge. All in all, it was a truly memorable night that started out by a chance visit in LA and became something quite special in London. The great thing about Porsche is the people you meet.

## 2005 997.1 Carrera S



**Chris Wallbank**  
Leeds, UK

**Date acquired:**  
November 2012



**T**he last Sunday of March was the first in the season of the Leeds Supercar meets (LSM). I heard there was going to be strong Porsche presence, so what better excuse for a long drive out in the 997? It was definitely a shock to the system getting up at 6am on a Sunday morning, but was worth it when I turned up to find all kinds of marques and models already at the meeting point, including Ferrari, Maserati, Aston Martin and even a BMW i8! True to form the Porsches were the strong favourite though, making up nine of the 16 cars that turned up!

The destination for the drive was announced on the day by club founder Jason, and this time it was the coastal town of Whitby. I was more than happy with that plan, as it's a route I'm familiar with and a great driving road. It was particularly fun following my friend Richard's brand-new



Riviera blue 991 GT3 through the tight twists and turns along the way – and that unmistakable GT3 roar was just a pleasure to hear as always!

Once we arrived, it was time for a full English at a famous seafront restaurant reserved especially for the club. It was great chatting to such a mixture of different Porsche owners and hearing each of their ownership experiences, from the 996 C4S to the 997 GTS and even the 981 Cayman S. A great bunch of people for sure and many of which were **Total 911** readers, I was pleased to hear!

If you live in the Yorkshire area and are interested in attending one of the Leeds Supercar meets, simply visit [www.leedssupercarmeet.co.uk](http://www.leedssupercarmeet.co.uk) or [Facebook.com/leedssupercarmeet](https://www.facebook.com/leedssupercarmeet). It is a non-profit event and no membership fees apply! Thanks to Jason for inviting me along to the first of the season.



## 1999 996 Carrera 4

**Rob Clarke**  
Bristol, UK

**Date acquired:**  
February 2014

**M**y euphoria of thinking my front tyres would last a few more months was short lived, as the health check identified my tyres were over six years old so I'll have to get a new set. A few years ago I would have ignored this, but I have recently understood the importance of the age of tyres. So after a bit of negotiating with the OPC (Dick Lovett Porsche Bristol), I'll get a pair of tyres delivered and they fitted them for me. This was cheaper than my search on the internet, so it was a fantastic result.

The rest of the service went as expected, with a whole list of things to worry me! The items at the top of the list are corroded brake lines, which I will be getting sorted ASAP, but won't go for upgraded braided stainless-steel lines. I will be getting my friendly mechanic at AVM to sort this out. AVM recently did the gearbox oil change and paid meticulous detail to their workmanship; they even painted the new sump pan to make it easier to spot any oil leaks and add an extra layer of protection against corrosion. They may not be Porsche-trained technicians, but they seem to know their stuff and have a background in preparing cars for motorsport, so I think my car will be in safe hands.

Back to the visit to the OPC, this did cost me more than I was expecting, but as ever the service was exceptional. Even though it is normally an expensive affair when I go there, it never feels quite as bad as you feel that they value your custom. Apart from the brake lines, they also identified the oil filler pipe and engine mounts needed attention. Let's hope next month is a bit cheaper, but on the plus side a large proportion of the expenditure are long-term items, which shouldn't need attention again for a few more years.





### 1984 3.2 Carrera

**Maurice van den Tillaard**  
The Netherlands

**Date acquired:**  
October 2014

**I**t looks like spring kicked in harder than ever. The sun is out and we are driving our 911s like mad men. I had the car MOT inspected last month since we have to do that every two years, and it came through without any trouble.

The Fuchs wheels are put in storage and are for sale if anyone is interested. I am now running seven and nine-inch BBS RS rims I found in Germany, and I have to say it looks pretty awesome along with the stance we set. I drove the car to the Techno Classica show in Germany, also enjoying a whopping 24°C sunshine! As always the show had many, many 911s on display. Anything air-cooled was there, but I have also seen some water-cooled examples on display. And the prices? Yes, they are all going upward. Last night, after the show, Onassis Porsche Agency put on an event where we did a run around Essen after he supplied burgers and fries, and we were able to meet up with more fellow Porsche enthusiasts to talk some more on Porsches. Next up is another run to Spa Francorchamps and probably a drive to the German Eifel.



### 2003 996 Turbo



**Joel Newman**  
London, UK

**Date acquired:**  
April 2014



**N**umber plates are not something I've given much thought to, but while thumbing through an issue of *Total 911* I stumbled across an ad for the company Four Dot ([www.fourdotdesignerplates.co.uk](http://www.fourdotdesignerplates.co.uk)), which makes road-legal designer number plates.

What's interesting is that virtually every car carries a plate recess on the rear bumper, and each of these is different. What Four Dot has done is unique; by laser scanning a variety of 911s (and thousands of other vehicles), it has compiled a library of blueprints, so it can make number plates that precisely fit the size, shape and even curvature of any vehicle's recess.

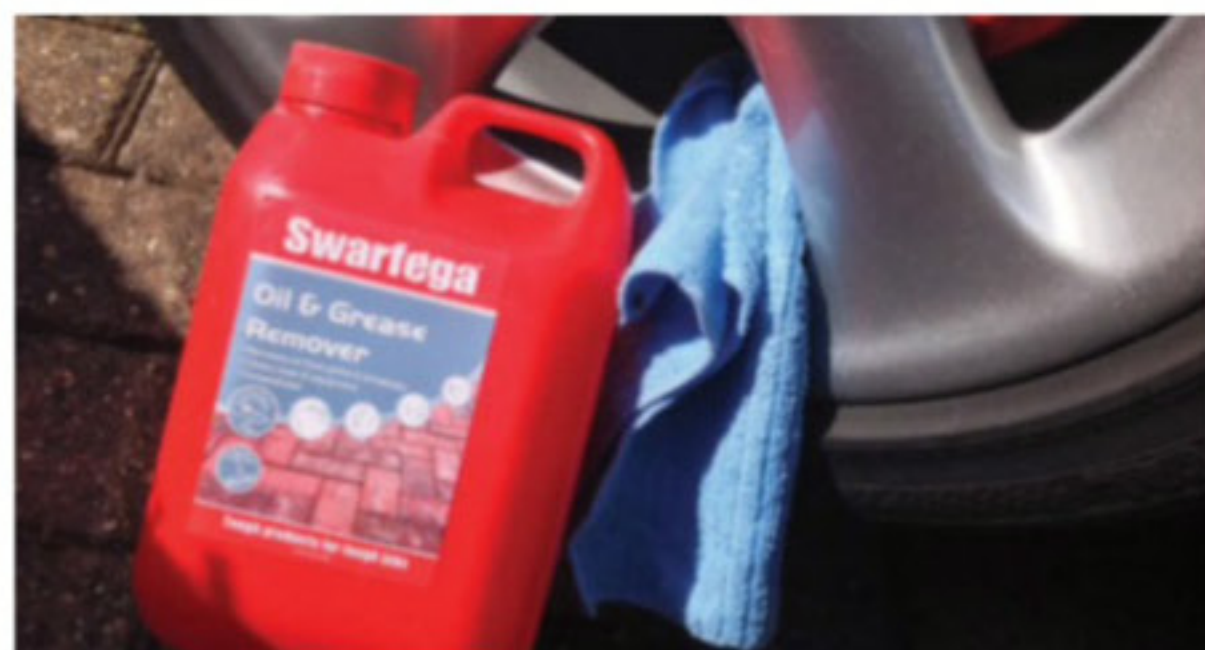
Four Dot also allows you to add your own designs to the plate face itself. You can

colour code the outer and inner trim, add a personal graphic, logo, nicknames, quotes, you name it – they do it.

With the firm's online plate creator and a few clicks and pins stripes later, I'd created a plate I felt would add something to the rear of my Turbo. With the exterior trim coded to the paint, it would also look a lot less intrusive and, with a red pinstripe, a lot more unique.

Four Dot also supplies what's called a Zero Plate for the front, which is the smallest legal number plate you can get. Cars always look better without any front plates, so this is the best compromise I've heard of.

One thing led to another and before I knew it a beautiful and highly over-engineered package arrived. The plates are top quality and distinctive. I really rather like them.



### 2003 996 Turbo



**Ray Chandler**  
Surrey, UK

**Date acquired:**  
August 2011

**A**fter every run my 996 Turbo gets washed. At a visit to a Porsche repair centre, I was told to avoid acid-based wheel cleaners and use a degreaser instead. I came across a liquid version of what has been cleaning the hands of motor technicians for years; Swarfega.

I thought I'd give that a try on the inner wheel rims and was astounded how quickly it removed the brake dust. I tried it with the brush in my carwash kit and the results were patchy as

the Swarfega spent more time running down into the bristles than cleaning the alloys. So I then used an old microfibre cloth; instant success. Any downside? Yes – don't put your hands on the bodywork as the Swarfega does a great job of removing the car's body wax as well!



### 1978 911 SC



**Wilhelm Lutjeharms**  
Cape Town,  
South Africa

**Date acquired:**  
January 2015

**I**'ve bought the first two parts for the SC. Since I only drive it a few times a month, I got a CTEK battery charger. I've asked collectors for advice and noticed CTEK supplies Porsche and Ferrari dealers with chargers. I decided on an MXS 3.8.

I also bought an owner's manual for the SC from Porsche. I first browsed online, only to find a single example, together with a service book, on ebay for more than ten times what Porsche charged (£46)!

Back to the car: every time I drive it, I discover a new feature I like. I also spot another part that will need to be replaced or repaired. I think the gearbox and suspension need the most attention, but as you read this, the SC will already have been at Porsche, so I'll await their verdict.



## 2007 997.1 GT3



**Ben Przekop**  
Georgia, USA

**Date acquired:**  
July 2012

I love the sweet scent of springtime in Atlanta: the fragrant blossoms of the cherry trees; the clean freshness in the air after an April shower; and best of all, the exotic, pulse-quickening aroma of new tyres in my garage! Yes, there is no sweeter smell to a track junkie than a new set of Michelin Pilot Sport Cup 2 tyres ready to be installed on his GT3!

I am really looking forward to trying this latest version of the Sport Cup tyre from Michelin, which was developed for the new 991 GT3, and has had rave reviews. It looks like my first such opportunity will be the DE at Road Atlanta the last weekend in May. As for the rest of my 2015 track schedule, I always try to visit at least one or two new tracks every year, and in 2015 I am already 'one up' since I ran at Carolina Motorsports Park in early March (issue 126). A couple of other tracks I am considering are Lime Rock Park in Connecticut, Carolina Motor Speedway near Charlotte and Indianapolis Motor Speedway. Yes, you read that right, INDY! The Mid-Ohio Region is planning the first-ever PCA DE there in August, and I am seriously thinking of making the long journey (over 500 miles, gee, that sounds familiar)



to the fabled brickyard. Along with those new venues, I will do my customary one or two events at Road Atlanta, my home track, and Barber Motorsports Park in Alabama. But the track I am most looking forward to visiting is one where I will not be driving myself: Laguna Seca. That is because it is the site of Rennsport Reunion V in September,

and I will be enjoying that event (my third) together with Her Ladyship, along with son Geoffrey and his wife Linda. Seeing historical Porsche race cars and legendary drivers up close and personal, while staying with loved ones at a fabulous hotel in Carmel by the Sea, well, it just doesn't get much better than that. Sweet stuff indeed!

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## Data file

Full specs & data of every 911, including both iterations of water-cooled GT2, can be found beginning on **page 86**



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# QUICKSILVER EXHAUSTS

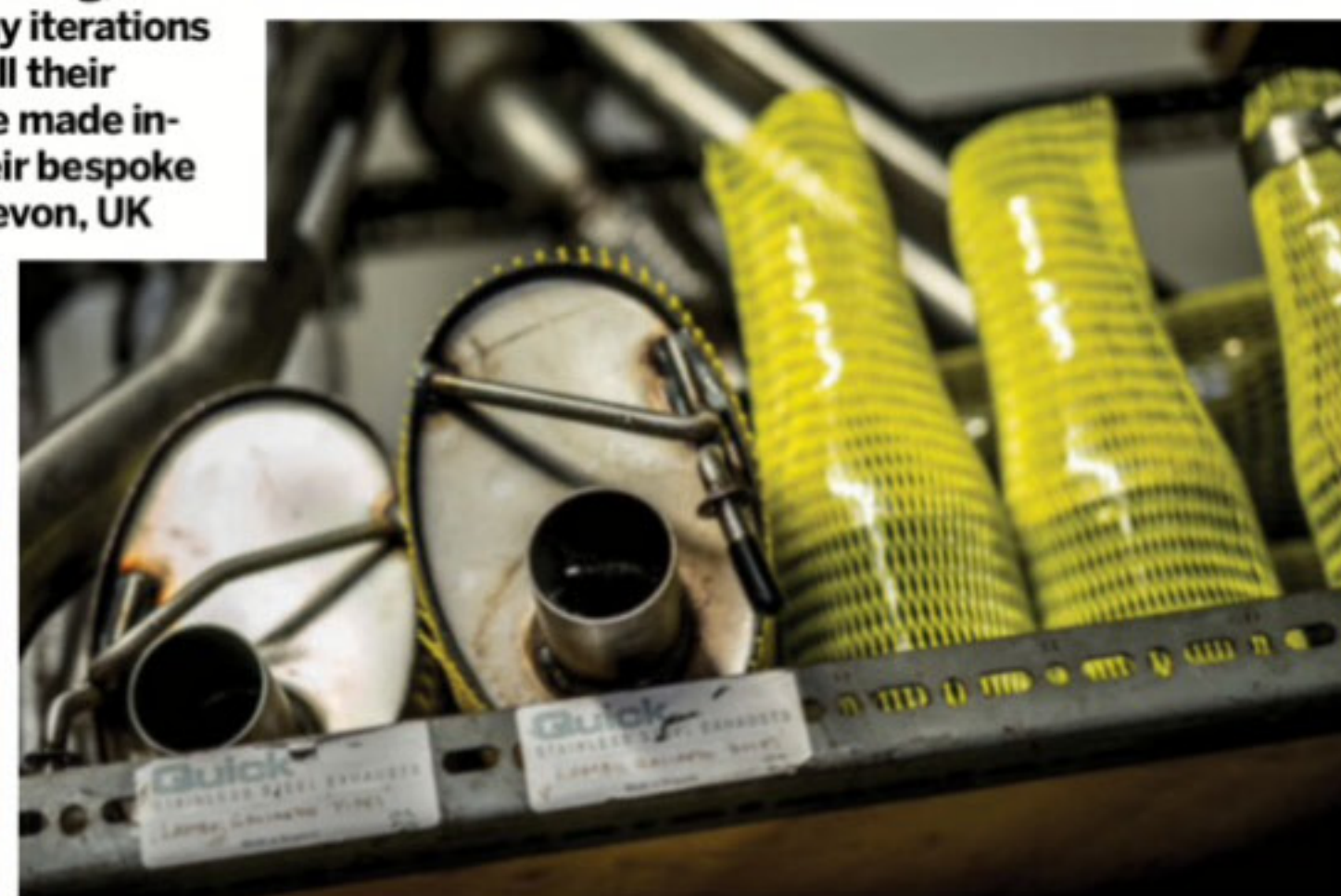
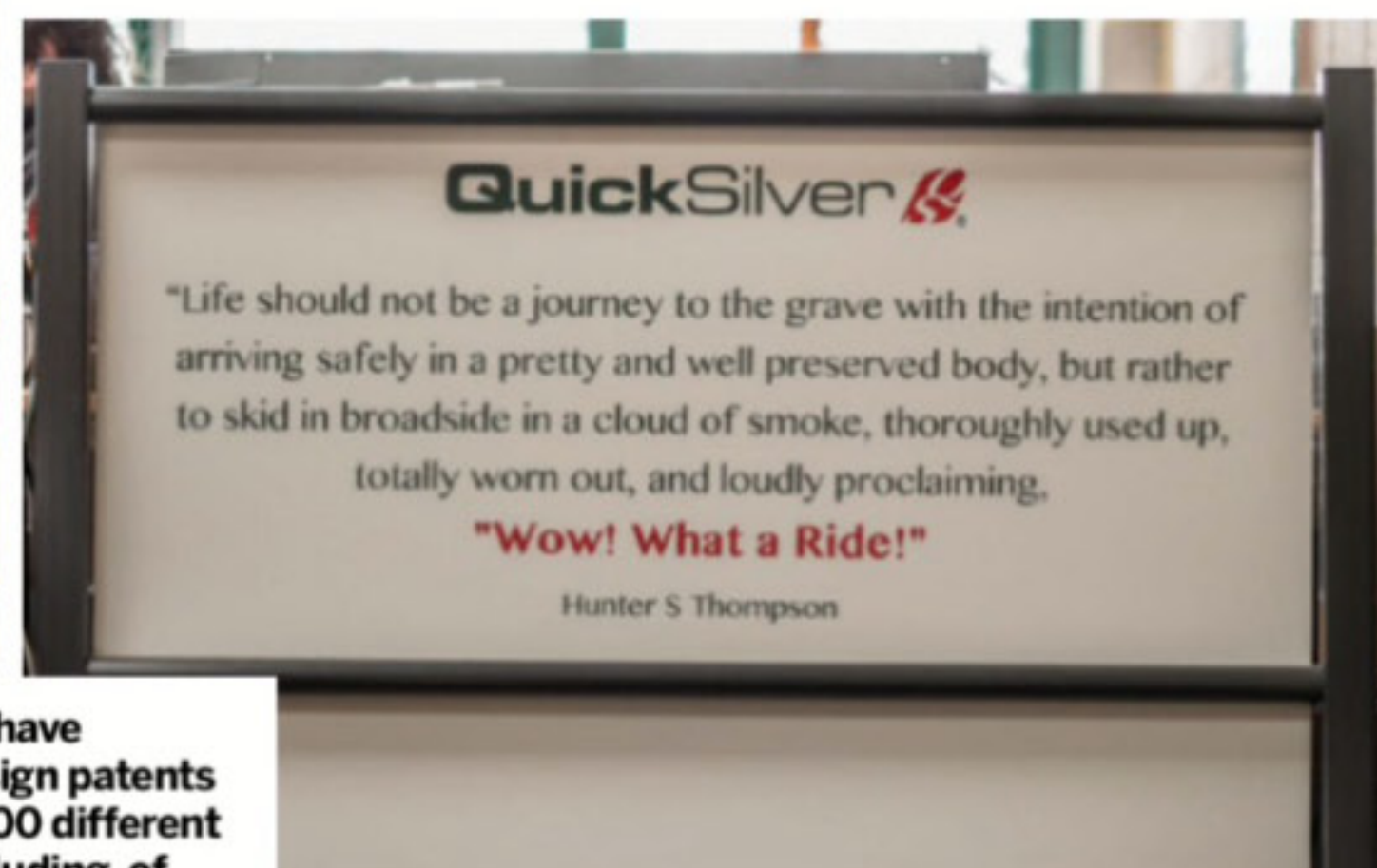
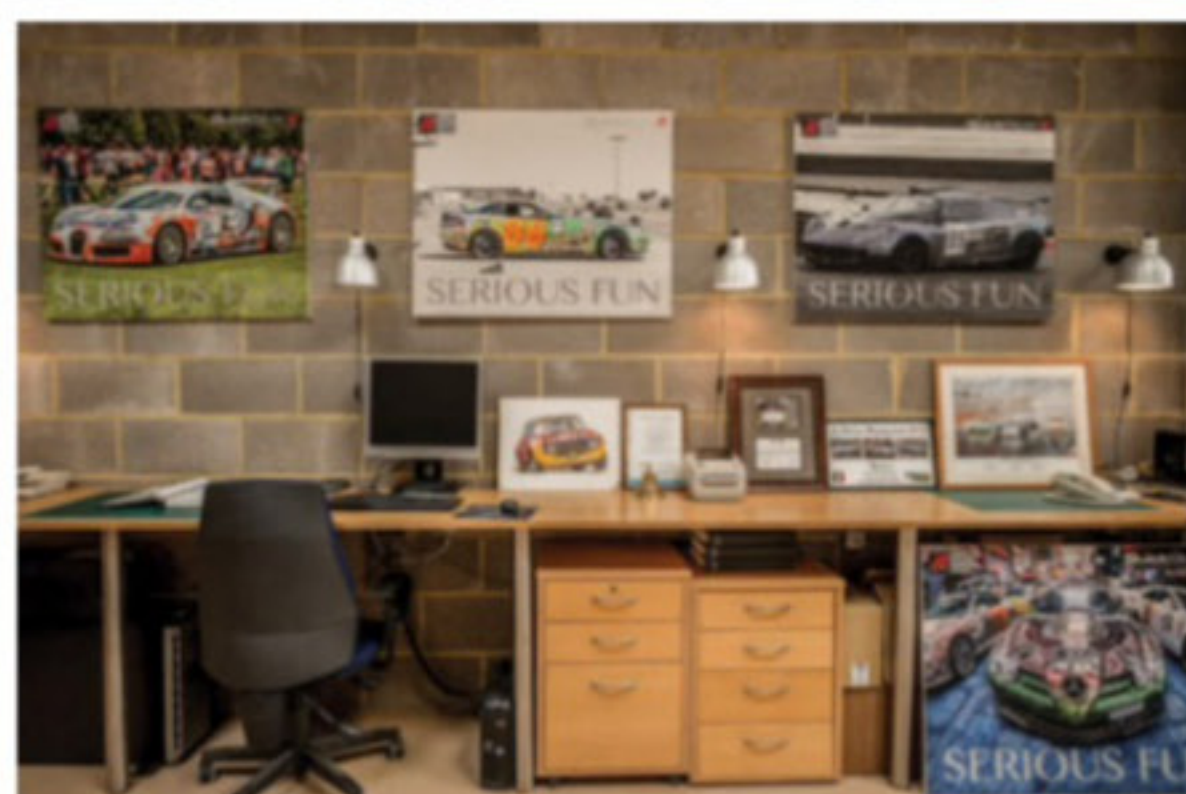
If you want your 911 to pack a stronger aural punch – and shed a bit of weight in the meantime – a trip to Quicksilver Exhausts may well be in order

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





Quicksilver have exhaust design patents for over 3,300 different vehicles including, of course, many iterations of the 911. All their exhausts are made in-house at their bespoke factory in Devon, UK



Nobody reading this needs any reminding of what a great car the 911 is, but that hasn't stopped a whole host of companies looking for ways to make it that little bit different. Personalisation is big business in the automotive world, and one way that you can make your car stand out from the crowd is by making it sound better. That's where Quicksilver comes in. If aural enjoyment matters to you, then the products stacked within the neat industrial unit located among the rolling hills of Surrey may well provide your perfect flat-six soundtrack.

The company was founded by Doug Goddard back in 1973 – the same year the legendary Carrera RS arrived – and is now run by his son, Paul. His knowledge and enthusiasm is immediately obvious, but we've been despatched here to find out more about the company. As Paul tells me, it was a very different business back in the beginning: "Our first premises were in Esher, Surrey and we started out as a fast-fit exhaust replacement operation. Exhaust systems weren't expected to last more than about 18 months in those days, so business was booming, and we soon expanded to 14 sites across the south

of England. But it was during the late 1970s that we started to explore the benefits of longer-lasting, stainless-steel systems and we've never looked back." A move to London followed in the 1980s, first the Old Kent Road – "not a great site", says Paul – and then Battersea, before Quicksilver moved into their purpose-built current location. The systems themselves are actually manufactured at the company's facility in Devon, which 18 months ago saw the addition of a new development unit that features state-of-the-art laser measuring equipment. With dimensional data sent direct to the computer-controlled pipe bending tools, this is the art of automotive exhausts on a high-tech scale. Also, following the traditional family firm ethos, this part of the business is run by Paul's brother.

Quicksilver actually makes bespoke systems for a wide range of luxury vehicles – we spotted names including Aston Martin, Lotus and Lamborghini on the boxes in storage – and names a selection of current Formula One teams among their client list. This is part of Quicksilver's strong racing pedigree, tasting success in global motorsport including the SCCA, the Dubai 24 Hour Race and the British Touring Car Championship. We're here

to talk Porsches, though, and Paul has plenty of form here: "I used to own a narrowbody 911 Targa, plus a 930 Turbo that we treated to a number of unique upgrades previously featured in Total 911. I currently drive a 997 GT2 that I bought three years ago from the OPC in Exeter, and the performance is simply amazing. It's a very quick car indeed." Although it was around the year 2000 when the company actively began to develop and promote its own products, it wasn't until 2008 that the 911 became the focus of its attentions, something that came about after working with 2008 Carrera ➡







Quicksilver have state of the art CNC and welding machinery and even dyno testing facilities on site. For a new exhaust, the process from completed concept in the design studio to finished product on your 911 usually takes around four weeks



## “For our customers, personalisation is an important aspect of Porsche 911 ownership, and one way to do that is to make it sound special”

Cup champions Trackspeed. “They’d asked us to develop a racing system of catalysts and manifolds for their 996 GT3, but after they decided not to pursue the marketing side themselves, we took the project on and haven’t looked back. And with the 997 exhaust being relatively similar it was a natural progression to continue the work”, Paul says.

Quicksilver can now supply a bespoke system for any 911, old or new – with a setup for the latest 991 GT3 currently under development – but what really stands out is the sheer quality of the design and workmanship. Take the sports system for the 997 GT3, for example. Constructed from T304 stainless steel, it does away with the need for the original and very bulky silencers but retains the factory manifolds and primary catalysts. The secondary catalysts and silencer are housed within one super-neat and beautifully welded unit, one that not only sounds superb but also weighs somewhere in the region of 30 kilograms less than the factory system. That’s a lot of weight not to have hanging around

the rear bumper of your 911. Apart from the sonic enhancement, it’s another benefit of going down the bespoke route, and all for the entirely reasonable price of under £1,500. Manufacture takes around four weeks although the systems are usually available from stock, and if you have deeper pockets or want to save even more weight, there’s a growing demand for systems made from lightweight and long-lasting titanium.

The company stays away from making claims about improvements to the power output, so bar-room braggarts may be better off looking elsewhere. As Paul explains, “buyers can expect some improvement but it’s weight-saving that is the most satisfying way to improving performance. The gains are in efficiency, response and driveability, especially with the turbocharged engines, and that’s where our systems really make a difference. And being direct replacements for the Porsche system, there are no issues with emissions or with the warranty.” So if it’s not the specific

## Company profile

- **Owner:** Paul Goddard
- **Founded:** 1973
- **Location:** Wormley, Surrey, United Kingdom
- **Most popular 911 project:** 997 Carrera
- **Rarest 911 project:** 934 design system for 930 Turbo – big reduction in lag!
- **Interesting fact about the business:** We have the most expensive aftermarket exhaust in the world at £32,112 for the Bugatti Vitesse.

## Contact

- **Website:** [www.quicksilverexhausts.com](http://www.quicksilverexhausts.com)
- **Telephone:** +44 1428 687 722



upping of horsepower that customers are looking for, what is it? “For our customers, personalisation is an important aspect of car ownership, and one way to do that is to make it sound special. Weight saving also matters to some people but by no means all and neither are many interested in the longevity of the system, as they probably won’t keep the car long enough for that to matter.”

What they all have in common, though, is a desire to own a 911 that on just about any day and any road, will make a noise that lives in the memory for years. So if that excites you as much as it does us, well, you know who to call. **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 Sept 2015. The last was for June '15.

### Ratings: ★★★★★

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

### Sales debate:

Do classic open-top 911s make sensible investments?



For years, when it came to investing in a classic Porsche 911, the ideal specification was simple: it had to be a manual, and it had to be a Coupe.

However, prices for open-top 911s have strengthened recently, especially at the prestige automotive auctions. Does this now make them sensible investments? "It depends if you're referring to Targas or Cabriolets," explains Alan Drayson, proprietor of Canford Classics and a man better qualified to talk about the classic Porsche market than most.

Right-hand drive Targas are "now quite sought after," Drayson says, partially thanks to their rarity. "The resurgence of the 991 Targa seems to have really opened the possibilities of what can be achieved, specifically the values." By comparison, he points out that "Cabriolet values – the later SCs and the 3.2s – are still a little bit less as people are still swaying toward the Coupe."

Price-wise, the earlier cars – the soft-window Targas – are doing especially well, "but then you've entered into left-hand drive territory," Drayson explains. "It's a slightly different market and, if you look in Europe (especially Germany) it's a stronger market there than it is here for Targas. It

was definitely the UK that had a stronger sense of swaying away from the Targa."

While it goes without saying that interest in Targas – and all 911s, for that matter – picks up heading into summer, Canford Classics has experienced a noticeable rise in customers searching specifically for open-top cars: "It was also seen as the weaker younger brother – 'I'll have one if that's all that's going' – but we're certainly seeing people approaching us, looking particularly for a Targa," says Drayson.

A potentially more significant marker that the open-top market is strengthening, though, is that Canford is restoring more Targas than ever before: "We've got a '76 Targa S that's in for a full restoration. That's never been known of before. It's a sign of what values are doing and what people think are the values of the cars. If he's willing to invest £50,000 in his car, by no means does it mean it's worth £50,000 plus the value of the car, but he still sees it fit to invest that money."

As Drayson points out, most classic Coupes aren't used all year round so, with the added sensory experiences of the 911 Targa, now is definitely the time to start exploring your alfresco options.

### (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: 123  
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: 120  
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:** 127  
**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: 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 (including 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:** 127  
**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:** 1.680mm  
**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 whale-tail 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:** 121  
**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:** 125  
**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, whale-tail 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:** 116  
**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:** 127  
**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: 116  
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: 126  
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: 298mm discs; Rear: 299mm discs  
Wheels & tyres: Front: 6x16-inch; 205/55/ZR16; Rear: 8x16-inch; 225/50/ZR16  
Length: 4,250mm  
Width: 1,652mm  
Weight: 1,450kg



### 964 Turbo S 1992-93



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

Production numbers: 81  
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 bodyside, 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

Top 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



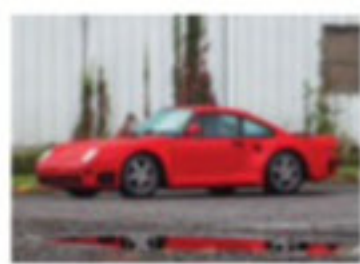
Slantnosed and based on 935 race cars, with pop-up headlamps. Front spoiler made deeper to accommodate extra oil cooler, rear intakes fed air to brakes.

**Production numbers:** 50 (UK only)  
**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/VR17  
Rear: 9x17-inch;  
255/40/VR17  
**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:** 124  
**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 slantnose front, the LE had the same engine, front spoiler, sill extensions and rear air intakes. One made for every OPC of the time.

**Production numbers:** 50  
**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:** 119  
**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/VR16  
Rear: 8x16-inch;  
225/50/VR16  
**Length:** 4,250mm  
**Width:** 1,652mm  
**Weight:** 1,350kg

★★★★★

## 964 Turbo 1991-92



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

**Production numbers:** 3,660  
**Issue featured:** 116  
**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/VR17  
Rear: 9x17-inch;  
255/40/VR17  
**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/VR16  
Rear: 9x16-inch;  
245/55/VR16  
**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 uprated, 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/VR17  
Rear: 9x17-inch;  
255/40/VR17  
**Length:** 4,250mm  
**Width:** 1,650mm  
**Weight:** 1,230kg (Sport)

★★★★★

## 964 C2 Speedster 1993-94



Combined the 964 bodysell with the hood and windscreen of the Carrera 3.2 Speedster, plus RS interior. It is thought 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/VR17  
Rear: 9x17-inch;  
255/40/VR17  
**Length:** 4,250mm  
**Width:** 1,652mm  
**Weight:** 1,340kg

★★★★★

## 964 Turbo 3.6 1993-94



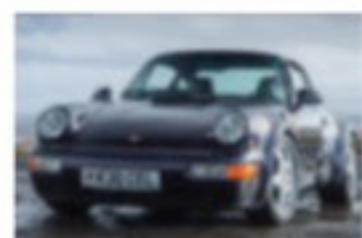
Engine based on modified 3.6-litre 964 unit. Distinctive 18-inch split-rim Speedline wheels covered the big-red brake callipers. Suspension lowered by 20mm.

**Production numbers:** 1,437  
**Issue featured:** 120  
**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/VR18  
Rear: 10x18-inch;  
265/35/VR18  
**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/VR17  
Rear: 9x17-inch;  
255/40/VR17  
**Length:** 4,250mm  
**Width:** 1,775mm  
**Weight:** 1,470kg

★★★★★

## 964 RS America 1993-94



Offered in five colours, fixed whaletail wing 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/VR17  
Rear: 8x17-inch;  
255/40/VR17  
**Length:** 4,250mm  
**Width:** 1,650mm  
**Weight:** 1,340kg

★★★★★

## 993 Carrera 4S 1995-96



The 4S was effectively a C4 with a Turbo wide bodysell, albeit lacking a fixed rear wing. 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/VR18  
Rear: 10x18-inch;  
285/30/VR18  
**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:** 119  
**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,  
225/40/VR18  
Rear: 18x10J,  
265/35/VR18  
**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 wings and bolt-on arch extensions.

**Production numbers:** 173  
**Issue featured:** 121  
**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/VR18  
Rear: 11x18-inch;  
285/35/VR18  
**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/VR18  
Rear: 10x18-inch;  
285/30/VR18  
**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 used 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 bodysheet, 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:** 124  
**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:** 127  
**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;  
265/40/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:** 117  
**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:** 117  
**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 bodysheet 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:** 127  
**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/R19  
Rear: 12x19-inch;  
325/30/R19  
**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:** 117  
**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 wing, plus part-fixed, part-retractable rear wing. 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;  
 295/30/R18  
**Length:** 4,435mm  
**Width:** 1,830mm  
**Weight:** 1,540kg



## 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 wings. Suspension lowered and upgraded, 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:** 111  
**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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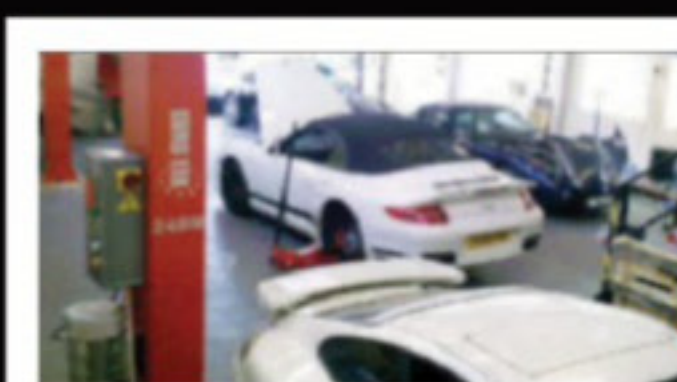
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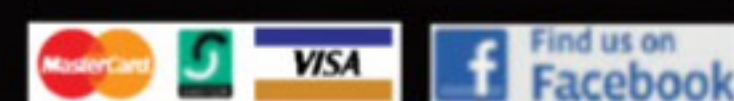
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### Gen2 997 C4 2008-12



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 wing 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: 125  
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 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: 123  
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



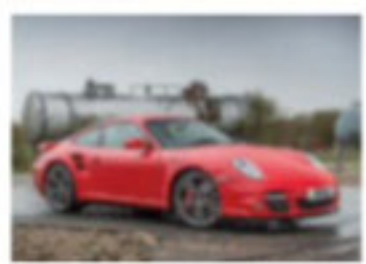
Updated as per the Carrera, but with a unique front and rear wing, revised PASM, centre-lock wheels and better brakes. 2010 MY GT3s recalled to fix rear hubs.

**Production numbers:** 2,200  
**Issue featured:** 117  
**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:** 116  
**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



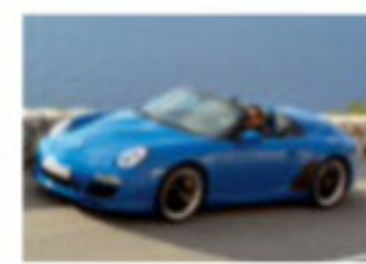
Wider front arches and a larger wing. Dynamic engine mounts and PASM are standard. Air-con is optional, with no door handles, wheel brace or sound proofing.

**Production numbers:** 1,500  
**Issue featured:** 125  
**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/ZR19  
Rear: 11x19-inch;  
305/30/ZR19  
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:** 125  
**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 tail 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:**  
Front: 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:** 124  
**Engine capacity:** 3,800cc  
**Compression ratio:** 12.9:1  
**Maximum power:** 475hp @ 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-



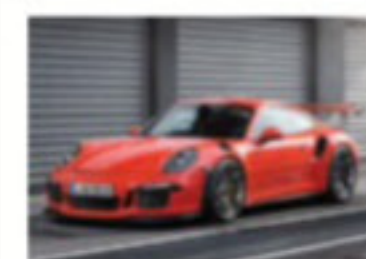
Almost the same as the C2 GTS, but with additional traction offered by four-wheel drive. As a result, performance times are altered slightly over its rear-driven variant.

**Production numbers:** Unknown  
**Issue featured:** 125  
**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

★★★★★





## 1995 PORSCHE 993 GT2 STRASSE - LHD

Metallic Polar with Navy full leather interior. Only one previous owner. Upgrades include, hard back sport seats, graduated tinted windscreen. Excellent condition throughout. Probably the best Porsche to date. Only 8,750 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.



1996 PORSCHE 993 3.6 TURBO - RHD  
Solid Primrose. Black Full leather interior. Upgrades - X50 PACK (Dealer Fit). Four wheel-drive. Only 31,400 miles.



1993 PORSCHE 964 3.6 TURBO - RHD  
Metallic Midnight. Black full leather interior. One of only 159 RHD cars. Many upgrades. FSH. Super rare. Only 22,300 miles.



1988 PORSCHE 930 TURBO 3.3 CABRIOLET - RHD  
A very rare opportunity - this car has covered a mere 24,200 miles! Metallic Marine. White full leather interior. Upgrades.



1989 PORSCHE 911 SPEEDSTER FH COUPE - RHD  
Solid Guards Red. Black full leather interior. Upgrades - CR-31 Radio. LOW LOW mileage, only 9,000 miles. Excellent condition.



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.



1990 PORSCHE 928 5.0 GT - RHD  
Metallic Velvet. White full leather interior. Full dealership history. One of only a few 928 GT manual cars left. 25,800 miles.



1970 PORSCHE 911 S 2.2 - LHD  
Black. Upgrades. Matching Numbers. Certificate of Authenticity. Excellent condition. Imported vehicle. Only 41,600 miles.



2004 PORSCHE 996 C2 ANNIVERSARY EDITION - RHD  
Metallic GT. Black full leather interior - Limited Edition. Many upgrades. FSH. Only 8,400 miles.

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**911 Carrera Speedster (964, 5-Speed)**  
Polar Silver • Black Leather Sports Seats • 17" Cup Wheels • 3-Spoke Clubsport Steering Wheel 36,537 miles • 1994 (L)  
£199,995



**911 Turbo Targa (930, 4-Speed)**  
Grand Prix White • Red Leather Sport Seats Piped White • 16" Fuchs Wheels • Air Conditioning 13,499 miles • 1988 (F)  
£124,995



**911 Carrera 2 GTS (997 GEN II, PDK)**  
Basalt Black • Black Leather Sports 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)**  
Platinum Silver • Black Leather Seats • Touchscreen Satellite Navigation • Sport Chrono Pack with Sport Plus • 18,841 miles • 2011 (11)  
£53,995



**Cayman S (981, PDK)**  
Basalt Black • Black Leather Sport Seats Plus Touchscreen Satellite Navigation • 20" Carrera III Wheels • 7,310 miles • 2013 (63)  
£48,995



**911 Carrera 4 (993, 6-Speed)**  
Midnight Blue • Dark Blue Leather Sport Seats • Air Conditioning • 18" Turbo Wheels 72,490 miles • 1996 (N)  
£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 2 S (997, 6-Speed)**  
Seal Grey • Black Leather Adaptive Sports Seats Satellite Navigation • 19" Carrera S Wheels 42,012 miles • 2005 (05)  
£29,995



**Cayman 2.9 (7-Speed PDK)**  
Basalt Black • Black Seats with Alcantara Inserts 18" Cayman S Wheels • Air Conditioning 27,887 miles • 2011 (61)  
£27,995



**911 Carrera 2 S (997, 6-Speed)**  
Speed Yellow • Black Leather Seats • 19" Carrera S Wheels • Satellite Navigation • Sport Chrono Pack Plus • 55,741 miles • 2005 (05)  
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**Boxster 2.9 (987 GEN II, 6-Speed)**  
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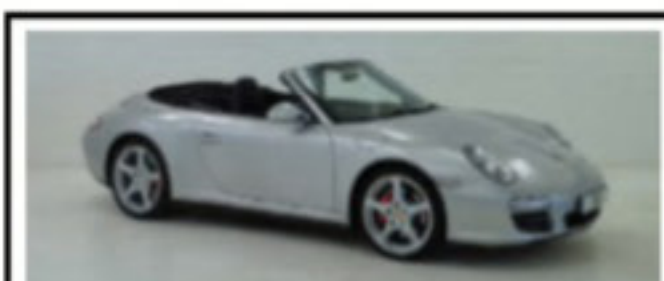
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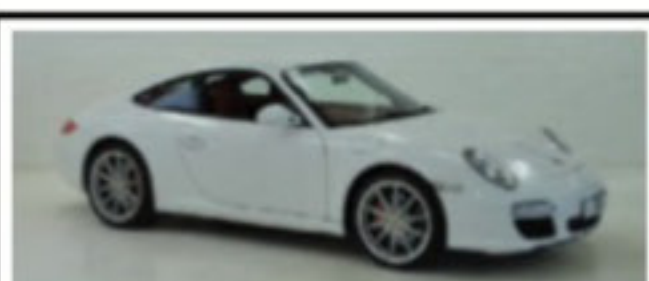


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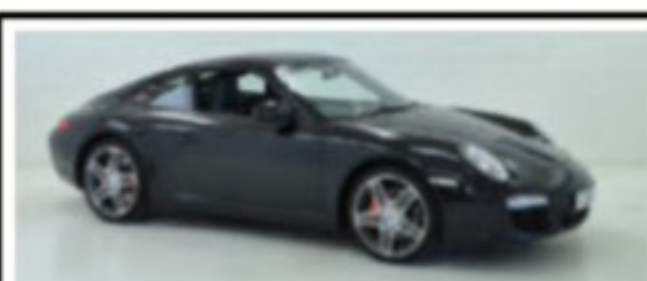
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**997 "4S" Gen 2 3.8 PDK (2010 - 10)**  
Silver with Black Leather, Sat Nav,  
19k miles.....**£52,000**



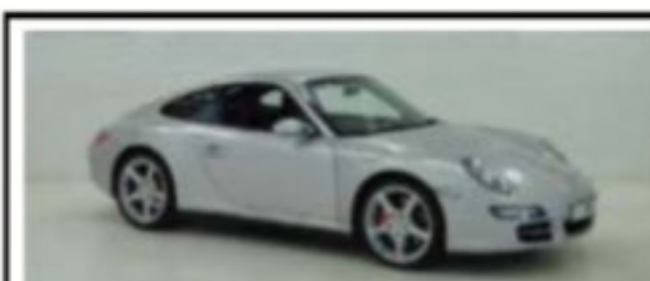
**997 "2S" Gen 2 3.8 PDK (2009 - 09)**  
White with Red Leather, Sat Nav,  
54k miles.....**£42,000**



**997 "2S" Gen 2 3.8 (2009 - 09)**  
Basalt Black with Grey Leather, Sat Nav,  
31k miles.....**£40,000**



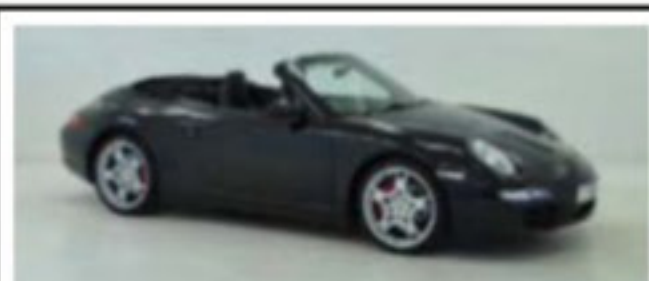
**997 "4S" 3.8 Targa (2008 - 07)**  
Basalt Black with Black Leather, Sat Nav,  
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Silver with Ocean Blue Leather, Sat Nav,  
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**997 "4S" 3.8 (2007 - 07)**  
Meteor Grey with Black Leather, Sat Nav,  
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**997 "4S" 3.8 Cab (2006 - 06)**  
Basalt Black with Black Leather, Sat Nav,  
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**997 "2S" 3.8 Tip (2007 - 07)**  
Basalt Black with Black Leather, Sat Nav,  
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**997 "4S" 3.8 (2006 - 06)**  
Silver with Black Leather, Sat Nav,  
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**997 "4S" 3.8 Cab (2006 - 06)**  
Silver with Ocean Blue Leather, Sat Nav,  
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**997 "2S" 3.8 (2007 - 07)**  
Basalt Black with Black Leather, Sat Nav,  
44k miles.....**£34,000**



**997 "2S" 3.8 Tip (2007 - 07)**  
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40k miles.....**£33,000**



**997 "4S" 3.8 Tip (2006 - 06)**  
Basalt Black with Black Leather, Sat Nav,  
49k miles.....**£33,000**



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Registration: 2014 (63)  
Mileage: 1,800  
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### Porsche Cayman 2.7 Coupe

Body Type: Coupe  
Transmission: Manual  
Engine Size: 2.7  
Registration: 2014 (64)  
Mileage: 350  
£41,980



### Porsche Boxster 3.4 S PDK

Body Type: Convertible  
Transmission: Semi-Automatic  
Engine Size: 3.4  
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## Porsche 997 - GT3, Turbo, C4S, C2S, C2

**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 Alloy Wheels, Full Service History.

**2007 - 997 Turbo Coupe Man (Cobalt Blue) 73,000 Miles**  
Black Leather Interior, PSM, PASM, PCM, Sat Nav, Alcantara Headlining, Xenon Headlights, 19" Turbo Alloy Wheels, Full Porsche Service History.

**2007 - 997 GT3 (Speed Yellow) 48,000 Miles**  
Black Leather Interior, PSM, PASM, PCM, Sat Nav, Alcantara Headlining, Yellow Seat Belts, 19" GT3 Alloy Wheels, Full Porsche Service History.

**2009 - 997 Gen II C2S Cab PDK (Seal Grey) 13,000 Miles**  
Grey Leather Interior, PSM, PASM, PCM3, Touchscreen Sat Nav, BOSE Sound System, Xenon Headlights, 19" Gen II Alloy Wheels, Full Porsche Service History.

**2009 - 997 Gen II C2S Cab PDK (White) 30,000 Miles**  
Grey Leather Interior, PSM, PASM, PCM3, Touchscreen Sat Nav, BOSE Sound System, Porsche VTS, Xenon Headlights, 19" Gen II Alloy Wheels, Full Porsche Service History (Just Been Serviced).

**2009 - 997 Gen II C2S Coupe PDK (Basalt Black) 16,000 Miles**  
Black Leather Interior, PSM, PASM, PCM 3, Touchscreen Sat Nav, Bi-Xenon Headlights, 19" Alloy Wheels, Full Porsche 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.

**2007 - 997 C2S Coupe Man (Basalt Black) 20,000 Miles**  
Black Leather Interior, PSM, PCM, Sat Nav, CD Changer, Sports Exhaust, Top Tinted Windscreen, Porsche VTS, 19" Carrera Sport Wheels, Full Porsche Service History.

**2005 - 997 C2 Coupe Tip (Arctic Silver) 62,000 Miles**  
Black Leather Interior, PSM, PCM, Sat Nav, Alcantara Headlining, Climate Control, 19" Carrera Alloy Wheels, Full Service History.

## Porsche 996 - Turbo

**2004 - 996 Turbo Cab Tip (Basalt Black) 70,000 Miles**  
Black Leather Interior, PSM, PCM, Sat Nav, BOSE Sound System, 18" Turbo Alloy Wheels, Full Porsche Service History, Detailed Invoices Showing High Level Of Maintenance, Extremely Well-Kept Example.

## Porsche Boxster

**2006 - 987 Man (Basalt Black) 74,000 Miles**  
Black Leather Interior, PSM, BOSE Sound System, CD Changer, 19" Carrera S Alloy Wheels, Full Service History, One Owner Only.

## 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, 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, Uprated 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, Varioam, Widebody Specification, 6 Speed, 8" Porsche Turbo Alloy Wheels, Full Main Dealer Service History.

**1997 - 993 C2S Coupe Man (Arctic Silver) 71,000 Miles**  
Varioam, 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.

**1995 - 993 C4 Cab Man (Iris Blue) 108,000 Miles**  
Marble Grey Leather Interior, Semi-Electric Sports Seats, Electric Windows And Mirrors, 18" Turbo Alloy Wheels, Full Porsche Service History.

**1995 - 993 Carrera Coupe Man (Slate Grey) 74,000 Miles**  
Grey Leather Interior, Alpine Radio And CD Player, Factory Fitted Alarm System, Air Conditioning, Air Bag, Electric Mirrors And Windows, 17" Alloy Wheels, Full Service History.

**1994 - 993 C2 Cab (Carrera White) 103,000 Miles**  
Metropole Blue Leather Interior, Manual, Climate Control, Blue Hood, 17" Alloy Wheels, One Lady Owner Only, 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, Period Correct Fuchs Alloy Wheels, Comprehensive Service History, 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, Sunroof, Electric Windows & Mirrors, 17" Alloy Wheels, Fully Documented Service History, Immaculate Condition.

**1989 - Carrera Cab Supersport 98,000 Miles**  
Grey Leather Interior, Semi Electric Sports Seats, Climate Control, Pioneer CD Changer And Radio, 16" Fuchs Alloy Wheels, Full Service History.

## 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 (Giallo 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, Nero Daytona Seats, Xenon Headlights, 19" Modular Alloy Wheels (HGTC Special), Full Ferrari Service History.

**1973 - Daytona 365 GTB/4 RHD (Rosso Red) 38,000 Miles**  
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**1967 - 275 GTB/4 Manual LHD (Argento Silver) 59,000 Miles**  
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**330 GTC Coupe (Grigio Silver) 86,000 Miles**  
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**1997 AC Cobra Mk IV (Rolls Royce Ebony Black) 11,000 Miles**  
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**1958 - Porsche 356 A Coupe 1600cc (Silver) 73,000 Miles**  
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**1972 - Porsche 911 2.7 RS Touring 72,000 Miles**  
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**1973 - Jaguar E-Type Roadster Series III Auto 25,000 Miles**  
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**1962 - Jaguar 3.8 Mark II Automatic LHD (Black) 16,478 Miles**  
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**1962 - Jaguar 'E' Type Roadster 3.8**  
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**1936 - Bentley 4 1/4 Pillarless Coupe (Midnight Blue)**  
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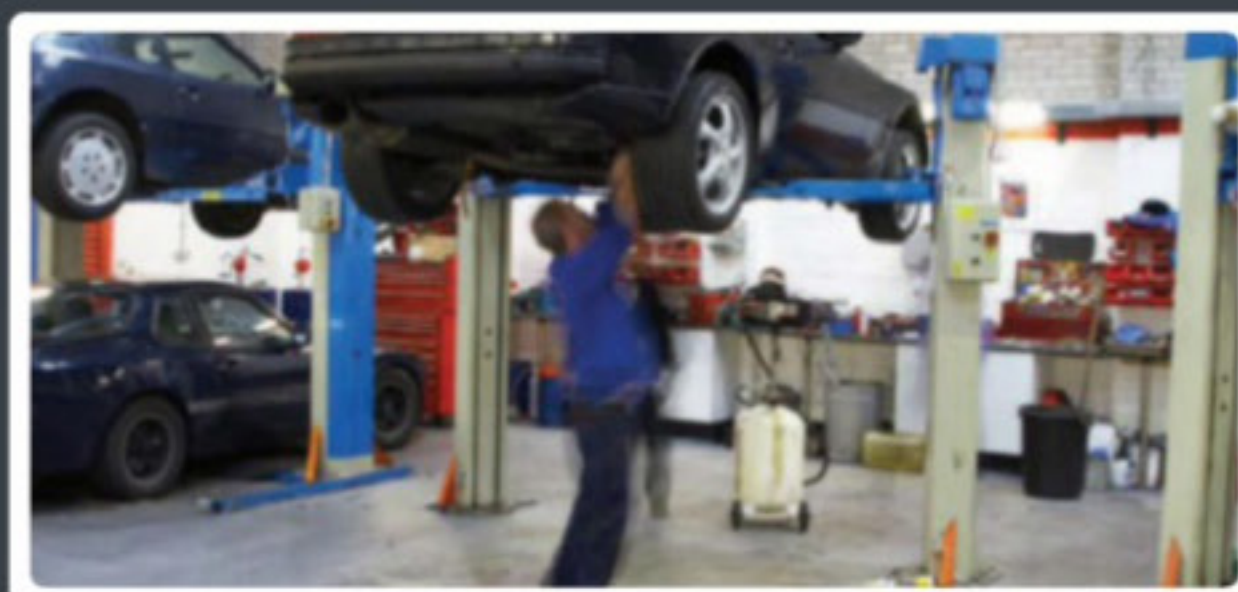
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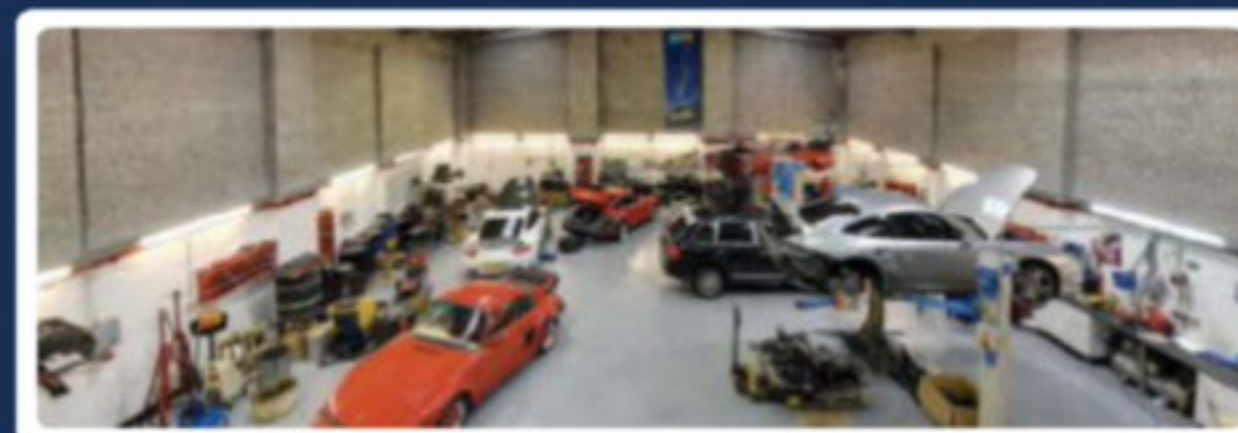
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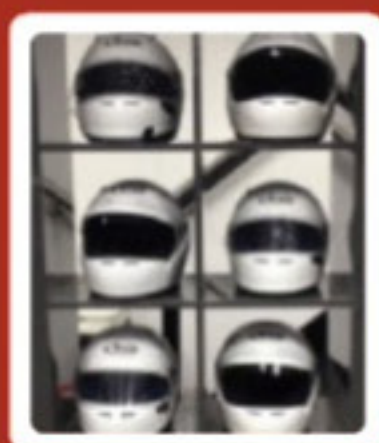


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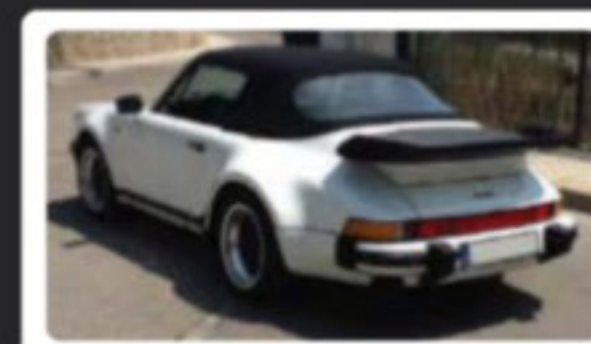
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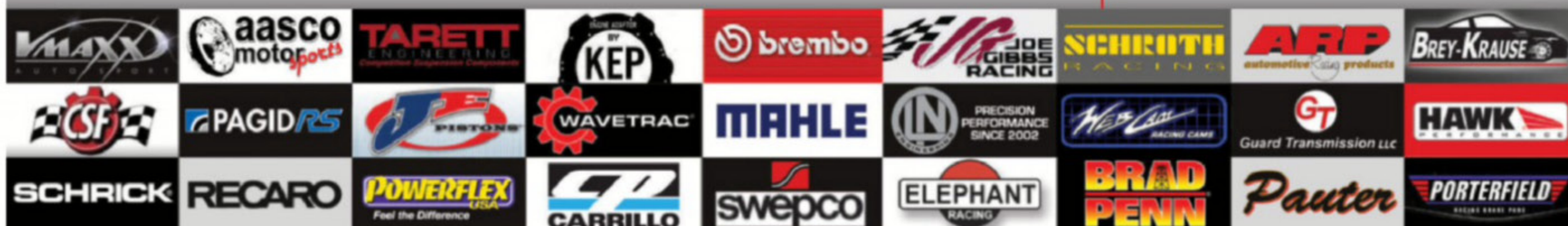
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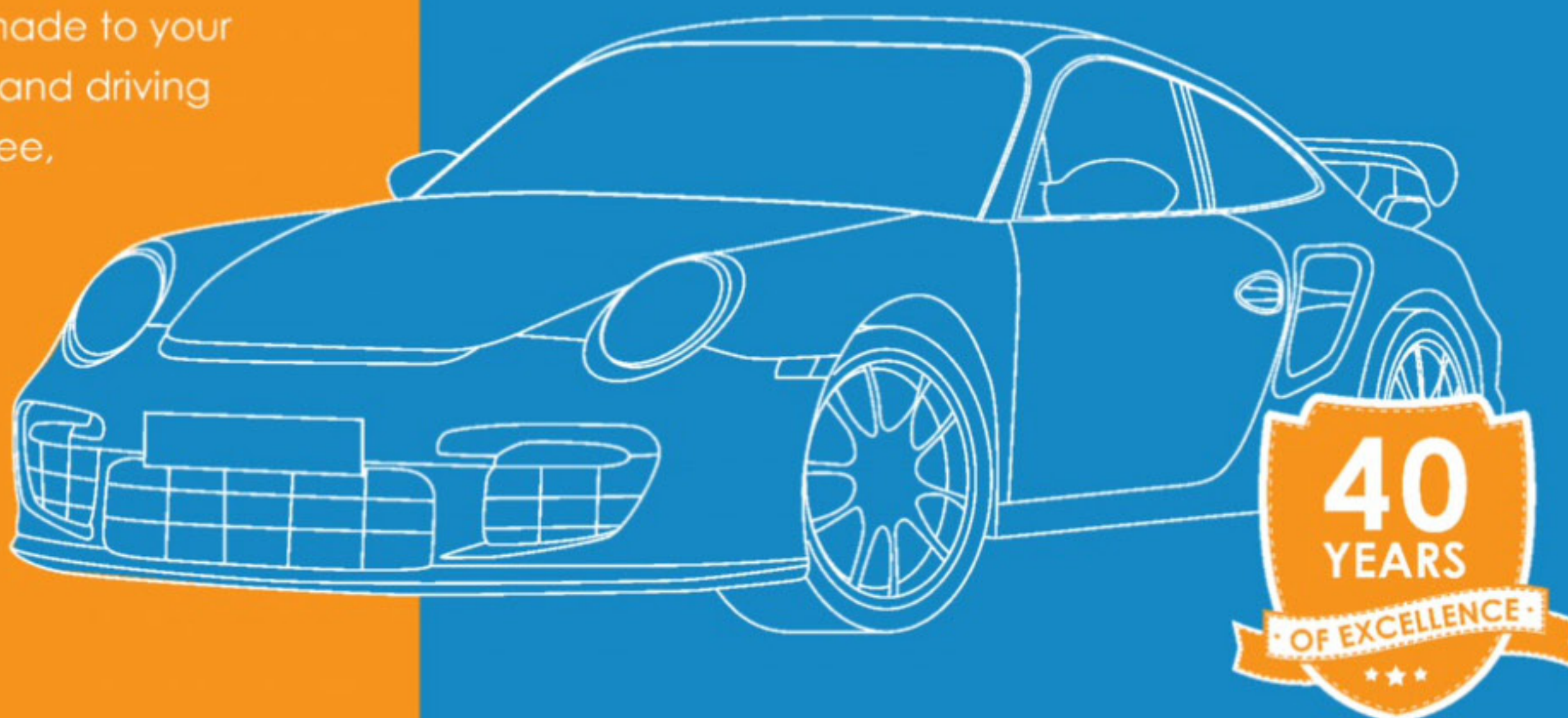
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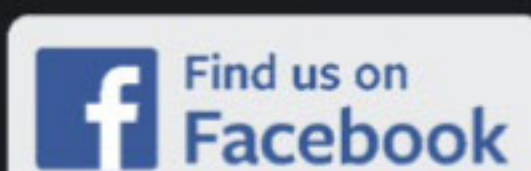
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# NEXT ISSUE

Issue 128 in shops and available for download from **17 June**



## 991 GT3 V 997 GT3 RS

**Clash of kings:** which is the better £150,000 performance 911?



### 996 ANNIVERSARY ULTIMATE GUIDE

Every stat uncovered on the high-spec, rare 996 Carrera with Powerkit



### STORY OF THE 250,000-MILE 2.4S

At the wheel of a classic that shunned the showroom for the open road



### JEFF ZWART'S 964 HILLCLIMBER

Up close to the 964 Carrera used to conquer the famous Pikes Peak hillclimb

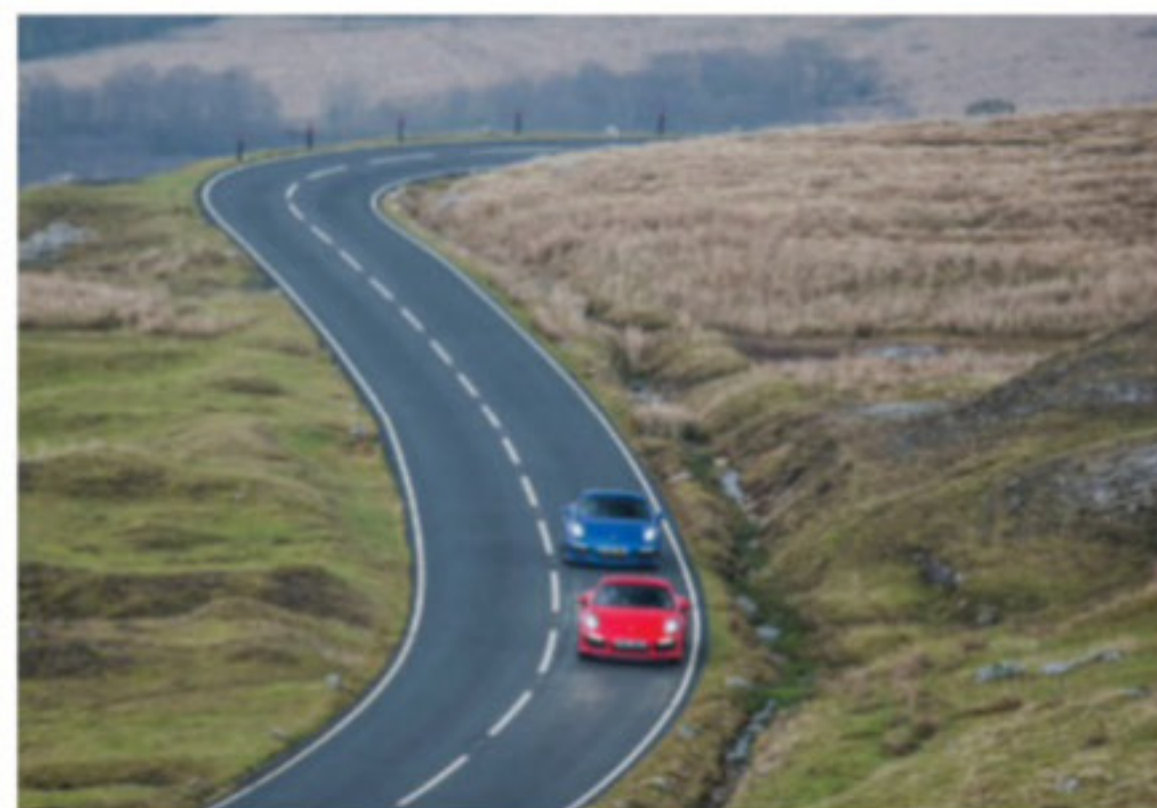


# A4069, Black Mountains, Wales

Written and photographed by **Alisdair Cusick**

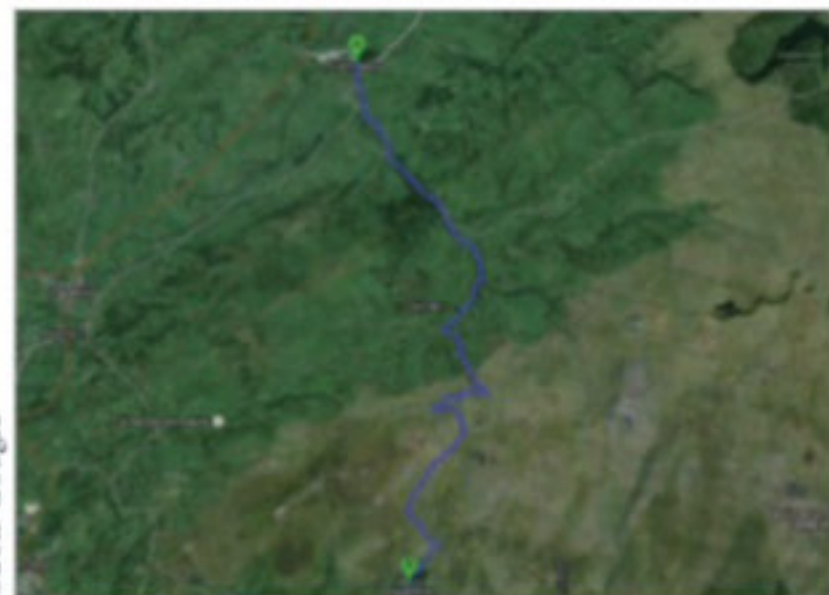


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## Essential info

**LOCATION:** Carmarthenshire  
**COORDINATES:** 51.858042, -3.853090



**LENGTH OF DRIVE:**  
12 miles

### POINTS OF INTEREST:

Bethlehem village, just south of Llangadog;  
Red Kite feeding centre, Llandeusan;  
Pen Y Fan, highest peak in South Wales;  
Brecon Beacons National Park

### FOOD AND ACCOMMODATION:

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This beautiful, twisty mountainside route ticks every box on our wish lists. It isn't just a great drive; it's one of the all-time UK classics

**L**ike a number of superb roads we've previously examined, the A4069 has all the high scorers in the **Total 911 'I Spy'** book of great drives. The entire route is blessed with a good surface, plenty of bends, Armco-style barriers, good sightlines, oodles of open scenery, a hairpin, and even a range of changes in altitude.

Besides this, I'll bet you recognise it when you get there. This is because it's been the staple destination for many factions in the motoring media for road tests or group shoots for years. The long uphill to the small car park by the quarry has been used again and again, but latterly the more performance-based media also love the hairpin,

which is pretty much always branded with long black tyre marks from the apex thanks to its perfect angle and flattering uphill, low-speed character.

We're a little more cerebral on **Total 911**, so let's forgo the bravado and break down the drive itself. It can be done either way, but to enjoy the hairpin uphill, we suggest going north to south. Starting at Llangadog, regular rural Wales blends into the Brecon Beacon National Park, and instantly the road alters. We weave hard along a narrow valley to our right, swing around a right-hander and steadily gain in altitude, still weaving up to the left-hand hairpin.

Wide vistas on our right suddenly swap to the left as we rise further, up past the two photo location car

parks en route to the summit. The glorious Carmarthenshire scenery opens up and the road levels off for a brief section, gracefully threading off into the distance. We weave and bob down, then arc steadily through the moorland. Passing the large car park on the right, we then take a sharp right on the side of the valley and roll down into the end of our 12-mile drive into our destination of Brynammar.

This is a cracking drive, where the constant weaving and wiggling of the road is superb fodder for 911 driving. There's always inputs to make and feedback coming from the car, all at totally legal, safe and responsible speeds. Set the alarm and get there for sunrise, to really appreciate the road and the landscape. **911**



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