

Total 911

THE **PORSCHE** MAGAZINE

964 RS V 997 GT3 RS

They may be twenty years apart, but which offers the most thrilling drive?



www.total911.com

PORSCHE'S GREATEST

The big verdict from the
991 GT3 RS first drive



996 ANNIVERSARY

Your complete buying guide to the limited-production Carrera celebrating 40 years of 911



Digital Edition
GreatDigitalMags.com
ISSUE 128

TURBO RSR

Up close to the turbocharged
Rennsport Le Mans icon





Porsche Fixed Price Servicing. The quality you'd expect, a price you wouldn't.

No matter which Porsche you drive our fixed price servicing tariffs mean you don't have to choose between quality and cost*.

Porsche accredited Technicians are trained to the highest standards and use the precise tools and genuine parts required to do the job to the standard your car deserves.

We also make it convenient thanks to our courtesy car, collection and delivery or customer drop-off services.**

Get the best of both worlds with fixed price servicing from Porsche.

For more information visit www.porscheownerservices.co.uk



PORSCHE

Porsche Centre Aberdeen 01224 877 778	Porsche Centre Cardiff 02920 350 911	Porsche Centre Glasgow 0141 885 6911	Porsche Centre Mid-Sussex 01444 242 911	Porsche Centre Solihull 0121 745 9911
Porsche Centre Belfast 028 9038 9999	Porsche Centre Chester 0151 373 4899	Porsche Centre Guildford 01483 408 800	Porsche Centre Newcastle 0191 295 1234	Porsche Centre Sutton Coldfield 0121 378 5800
Porsche Centre Bolton 01204 559 911	Porsche Centre Colchester 01206 855 500	Porsche Centre Hatfield 01707 277 911	Porsche Centre Nottingham 0115 986 0911	Porsche Centre Swindon 01793 615888
Porsche Centre Bournemouth 01202 983 033	Porsche Centre Dublin +353 (0)1235 3375	Porsche Centre Jersey 01534 497 777	Porsche Centre Portsmouth 02392 212 350	Porsche Centre Tewkesbury 01684 212 911
Porsche Centre Bristol 0117 9002 911	Porsche Centre East London 0208 519 9999	Porsche Centre Kendal 01539 724 331	Porsche Centre Reading 0118 930 3911	Porsche Centre Tonbridge 01732 361 222
Porsche Centre Brooklands 01483 421 911	Porsche Centre Edinburgh 0131 475 5000	Porsche Centre Leeds 0113 389 0600	Porsche Centre Sheffield 0114 256 4455	Porsche Centre West London 0208 742 7000
Porsche Centre Cambridge 01223 872 872	Porsche Centre Exeter 01392 822 800	Porsche Centre Leicester 0116 276 4488	Porsche Centre Silverstone 01327 355 911	Porsche Centre Wilmslow 01625 522 222

* Participating Centres only. Fixed price service tariffs may be withdrawn or varied at any time. Contact participating Centres for full details, terms and conditions.

** Subject to availability.



Welcome



Few 911s can stir your emotions quite in the same way as a fabled Rennsport. Ever since the 2.7 Carrera RS in 1973, Porsche has mastered the art of crafting a beautifully accomplished race car still fit for that drive home on the public road afterwards.

It's a legacy that few other sports car manufacturers have managed to execute with similar aplomb – certainly over such a sustained period and with just the one ever-evolving, ever-trailblazing car. Make no mistake then: nobody does it better than Weissach.

Key to the 911 Rennsport's success has been its stubbornness to deviate from the concept under which it was created some 42 years ago. This was evidenced first hand by the Total 911 team this month when Josh, our Features Editor, pedalled both the 964 RS and 997.2 GT3 RS during a breathtaking back-to-back assessment through the Peak District, documented from page 26.

Of course, this blueprint for Rennsport simplicity has been muffled somewhat for the latest instalment. In fact, the

new 991 represents arguably the most radical technological overhaul of any Rennsport before it, besieged by an influx of tech including PDK (with different maps), rear-axle steering, and launch control.

However, the result is a simply sensational new 911 GT3 RS and one that, to our surprise, is already making the idolised 997 RS 4.0 look inferior in terms of on-track performance and balance. A 911 RS is simply the ultimate Porsche and, tantalisingly, this latest instalment is also set to be the greatest. The fascinating on-track test from Bilster Berg circuit, Germany, starts on page 18.

Of course, the race track is the undisputed home for any 911 with the RS nomenclature, and one of the most successful Rennsports to compete for Porsche was actually turbocharged, too (and no, it's not a 997 GT2 RS). The full story on the historically momentous Carrera Turbo RSR begins on page 36, rounding off an exquisite Rennsport package in this issue of Total 911. I hope you enjoy reading it as much as we relished creating it.

“An RS is simply the ultimate Porsche, and the latest is also the greatest”



f Facebook
/total911magazine

t Twitter
@total911

911 www.total911.com
Visit us for up-to-date news and debate



911 Opening Shot

As gorgeous as it is mesmerising, the new 991 GT3 RS is teeming with intricate new details never before seen on a 911 Rennsport. The ultra-wide body, new cooling ducts and higher-than-ever rear wing are apt examples here.

Photograph by **Porsche AG**

Contents

18 991 GT3 RS FIRST DRIVE

“More than ever before,
the RS looks like it’s been
de-numbered after an
endurance race”



For back issues, subscriptions
and other Total 911 products visit

www.imagineshop.co.uk



Essentials

- 08 Update**
Get all the latest 911 news, motorsport and Porsche lifestyle products here
- 14 Views**
The very best of your thoughts, opinions and 911 questions in one place
- 42 Subscriptions**
You'll never miss an issue with these awesome subscription offers
- 74 Living the Legend**
We catch up with our lucky band of Porsche 911 owners
- 81 Premier Porsche**
Your library of information on tuning & servicing from our specialist partners
- 86 Data file**
Every production 911 documented
- 113 Coming soon**
What's coming up in the next issue
- 114 Great Roads**
We head to the Emerald Isle for the first time ever for a cracking coastal route

Features

- 26 964 RS v 997.2 GT3 RS**
Josh pits two of Porsche's greatest driver's cars head-to-head in a £170,000 Rennsport battle
- 36 Turbo RSR 2.1**
Up close and personal with the CanAm-inspired 911 that nearly won Le Mans
- 44 High-mileage 2.4 S**
Think all pre-impact bumper Porsches are garage queens? Think again
- 50 Ultimate guide: 996 Anniversary**
Our compendium to the Porsche 911's 40th anniversary special
- 58 Peter Dumbreck interview**
The man who tames 911s around the Nordschleife speaks about his career
- 64 Ferdinand Piëch biography**
He may be gone from VW Group, but Ferdinand Piëch will likely never be forgotten
- 68 Jeff Zwart's 964**
We take a look at the American 964 that conquered the world's toughest hill climb
- 82 PEC Silverstone**
Lee explores the services at Porsche's Silverstone Experience Centre



26



36



44



50



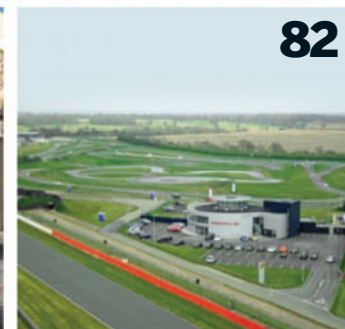
58



64



68



82

Update

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



Porsche open new North America HQ

PCNA Headquarters and Experience Centre at Atlanta, Georgia, officially opened

One Porsche Drive, the new home of Porsche Cars North America, has been officially opened in Atlanta, Georgia. The unique 27-acre facility has been built at a cost of \$100 million on the north-east corner of the Hartsfield-Jackson Atlanta International Airport, the world's busiest passenger airport.

PCNA's new headquarters – due to be visited by around 30,000 visitors a year – also houses the first Porsche Experience Centre in the USA, featuring a 1.6-mile purpose-built handling track, off-road course and the only kick plate in North America. The American PEC also features a human performance centre and a fine-dining restaurant – aptly named Restaurant 356 – as it follows the template seen at the UK's Silverstone PEC.

Elsewhere at One Porsche Drive, there is a museum space (housing a number of historic models from Zuffenhausen's road and race past), a restoration centre and 13,000 square feet of event and

conferencing space, making the new development not just a go-to for Porsche customers, but also automotive enthusiasts and the general public.

"We celebrate a significant milestone in the history of Porsche as we expand our footprint in the United States and reaffirm our commitment to the state of Georgia and the city of Atlanta," said Matthias Mueller, President and CEO of Porsche AG, referencing the fact that PCNA has called Atlanta 'home' since 1998. "We are investing more than ever before, heightening visibility for the Porsche brand in the US and worldwide."

After assessing more than 70 different locations across the USA, the decision to stay in Atlanta and expand was taken, in part thanks to the logistics on offer at the local airport. With Hartsfield-Jackson on the doorstep of One Porsche Drive, 80 per cent of the US population can reach the new site within two and a half hours. The expansion will also see employee

numbers swell from 300 to 450 as staff from Porsche Financial Services, Porsche Business Services, Porsche Consulting and Mieschke Hofmann & Partners join PCNA at the new headquarters.



Track Precision app launched for Porsche GT cars

Improve your performance with Porsche's data-logging app for the circuit

Drivers of Porsche's latest 911 GT cars can monitor their performance with Porsche Track Precision, a data-logging programme available for both Android and iOS smartphones.

Zuffenhausen (inspired by data-logging systems used in motorsport) has created the Track Precision app as a tool for circuit enthusiasts. The app, which uses the GPS capabilities of modern smartphones, logs your position while monitoring metrics such as throttle, brake and steering position.

By pointing the smartphone's camera out of the windscreen, the app can also record video of your on-track action, all while producing a GPS trace (via the phone or car) of your racing lines. Using this, you can compare your current lap time to previous efforts.

991 GT3 and GT3 RS customers who didn't order Sport Chrono Package can have the Track Precision app retrofitted by Porsche Tequipment at your local OPC.



What's on in 2015

June	July
Bonhams Summer Classic 20 June Bonhams heads to Oxford as a number of classics go under the hammer	Porsche Alpine Tour 10-12 July Based out of St Moritz, the Porsche Driving Club take on some of the Swiss Alps' finest
'From Stuttgart into the World' 24 June – 13 September The Porsche Museum's latest exhibition looks at Zuffenhausen's first sports cars	Ennstal Classic 15-18 July This tour through the Alps will see numerous classic Porsches take to the roads
Goodwood Festival of Speed 25-28 June Lord March's annual celebration of all things automotive has the theme 'Flat-out and Fearless'	RMA Nordschleife 28 July RMA Track Days heads to the infamous Nürburgring Nordschleife circuit



High-spec new 911 Black Edition revealed

The Porsche 911 goes back to black with a new special edition model

Porsche has announced it is now offering the Porsche 911 Carrera in a special 'Black Edition' trim as part of the 991 generation's run-out phase. Only available on the base-level 3.4-litre Carrera, it can be ordered as a C2 or C4, in either Coupe or Cabriolet body styles.

As the name suggests, the Black Edition is available in either a solid noir shade or Jet Black Metallic (the latter at an extra cost), while the interior is also trimmed in black leather. Like any special edition, the 911 Black Edition comes with a host of optional extras as standard, including automatically dimming rear-view mirrors, rain sensors, cruise control and a Sport Design steering wheel.

Also included in the list price are the 20-inch 911 Turbo wheels and Bose Surround Sound system. While the thinking behind the model is particularly shady, the Black Edition should have no problems being spotted thanks to the inclusion of Porsche's Dynamic Light System Plus (PDLS+). Also pre-ticked on the options list are heated sports seats, the telephone module and park assist both front and rear (including a reversing camera).

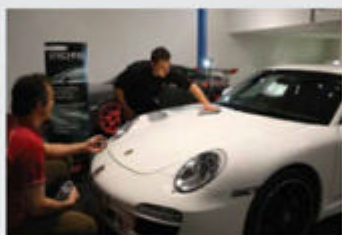
Available to order now, the Porsche 911 Carrera Black Edition starts at £75,074 (€95,058). Head to your local Porsche Centre to register your interest.

RPM Technik paint protection

UK specialist now offering Gtechniq paint protection on all pre-owned Porsches

RPM Technik has announced that all its pre-owned Porsches will be sold with a complimentary Gtechniq paint protection service. The Gtechniq's Platinum Crystal Coat forms a chemical bond with the car's paintwork, creating a durable UV and dirt-repellent surface that comes with a five-year guarantee.

"We are delighted to offer Gtechniq vehicle protection," says RPM's commercial director, Darren Anderson. "We believe Gtechniq is a premium product that can add value to our used Porsche sales cars, as well as a great add-on to customers' vehicles."



New Classic 911 dashboards

Porsche Classic recreates new dashboard fascia for historic 911s



Like any component, the Porsche 911's five-dial dashboard is subject to wear. With modern materials more capable of withstanding this, Porsche Classic has redeveloped the classic dashboard for 911s from 1969 to 1975.

Costing €951.99 in Germany, the new classic dashboard provides the ideal blend of new and old. The texture and feel of the black coating is, according to Porsche, identical to the original.

The dashboard also includes the loudspeaker cover, meaning it can only be installed by removing the windscreen. As such, Porsche Classic recommends fitment by a trained expert. For more information, head to your local Porsche Centre.

In brief



Pop art Porsche

A 1973 Porsche 911S owned by Richard Hamilton will go under the hammer at Bonhams' Festival of Speed sale on 26 June at Goodwood. Bought new in 1973, the car remained in his possession for three decades until passing into the care of his son.

In 2013, it had a complete restoration to Concours standard with Clarke & Carter, one of Europe's foremost car restoration specialists. Bonhams has placed an estimate of £250,000-£300,000 on it.

"The car is exceptional and correct in every detail and is one of the finest right-hand drive examples today," enthused Tim Schofield, Bonhams UK's Head of Motor Cars.



Forge 997 Turbo induction system

Tuning component specialists Forge Motorsport have released a new induction system for the Porsche 997 Turbo with a carbon fibre induction cowl and PIPERCROSS air filter. This has a lightweight, laser-cut aluminium frame and multi-layered foam that claims to allow up to 30 per cent more air flow than the most efficient OEM filters. The filter has a lifetime warranty, while the carbon fibre cowl is attached using all the existing factory fittings.

The two-piece kit can be ordered for £418.95 plus VAT from www.forgemotorsport.co.uk. US customers can get it from www.forgemotorsport.com for \$700.

911 in Motorsport

The latest news and results from racing series around the globe



Porsche podium brings Spa silverware

Factory 911 RSRs gets second & third but win eludes Weissach

In the traditional Le Mans 'warm up' event, Porsche Team Manthey scored second and third at the Six Hours of Spa, the second race of the 2015 FIA World Endurance Championship season, with Weissach repeating the same result in the LMP1 class with their two full-season 919 Hybrids.

With Patrick Pilet and Michael Christensen on United SportsCar Championship duty at Long Beach, Porsche's GTE-Pro line-ups were shuffled for Spa, with Richard Lietz moving across to the no. 92 911 RSR alongside Frédéric Makowiecki. The sister no. 91 RSR would be piloted by Porsche Junior Sven Müller and ex-Supercup frontrunner Kévin Estre, both of who would be making their FIA WEC debuts.

After a lack of pace in qualifying – the no. 91 car would line up sixth, one place ahead of the no. 92 – the factory Porsche 911 RSRs showed much better speed during the course of the six-hour main event around the famous Belgian circuit. However, Weissach's hunt for a first win of 2015 was stymied by both cars being penalised during the course of the race. Estre was hit with a drive-through

penalty after a collision with Nick Tandy's 919 Hybrid in the opening 15 minutes, yet thanks to some sterling driving from both the former and his teammate, Müller, the no. 91 RSR mounted a remarkable recovery to take the chequered flag in third.

The race ran more smoothly for the no. 92 car of Lietz and Makowiecki, although this didn't stop them getting a drive-through penalty for abusing track limits. Thankfully for Porsche 911, their closest rivals up to that point – the no. 51 Ferrari 458 – had already been handed a one-minute penalty for a pitstop infraction, making the Austro-French duo's fight back to second place slightly easier.

In the LMP1 class, the no. 18 Porsche 919 Hybrid of Neel Jani, Marc Lieb and Romain Dumas lost out on victory after the no. seven Audi R18's alternative tyre strategy paid off during the final stints. The no. 17 car of Mark Webber, Brendon Hartley and Timo Bernhard took third after starting from pole, while the no. 19 entry of Tandy, Nico Hulkenberg and Earl Bamber came home sixth after the team's earlier incident.

Ammermüller aces Supercup opener

Superb start to the Supercup season for stalwart racer

Michael Ammermüller strolled to a comprehensive victory in the opening race of the 2015 Porsche Mobil 1 Supercup, leading home last year's championship runner-up, Kuba Giermaziak, by over seven seconds. Ammermüller, who is once again driving for the Lechner Racing squad, dominated proceedings at the Circuit de Barcelona-Catalunya, as the German led every lap from pole position. If that wasn't enough, the perennial Supercup frontrunner grabbed the fastest lap of the race by a remarkable 0.6 seconds.

Giermaziak's second-place finish looked impossible after a tough qualifying session on the Saturday left the Pole starting from ninth. However, a lightning-fast launch saw the VERVA Lechner racer enter turn one in third, ahead of the carnage behind as Porsche Junior's Sven Müller and Connor de Phillippi collided.

After a two-lap safety car period, the multiple Supercup race winner picked off Côme Ledogar on lap ten before Christian Engelhart followed through in similar fashion to take third. Ledogar would eventually finish sixth behind Philipp Eng and Alex Riberas. **Total 911's** Ben Barker finished ninth after qualifying in 14th on his debut for the MOMO-Megatron team.

Carrera Cup round-up



Carrera Cup Deutschland

Christian Engelhart opened his Carrera Cup campaign with a double victory at the Hockenheimring, holding off Alex Riberas and Jeffrey Schmidt. Ben Barker took a brace of third places.



Carrera Cup GB

After a tough opening meeting at Brands Hatch, Josh Webster secured victory in round three at Spa-Francorchamps. Championship leader, Dan Cammish, won round four with Webster second.



Carrera Cup France

Maxime Jousse bounced back from a DNF at round one at Nogaro to win a wet first race at the Le Mans Bugatti circuit. Oleksandr Gaidai took victory in the dry second encounter.

Motor racing in 2015

June	July
Porsche Supercup Austria 19-21 June The Porsche Supercup field of 2015 takes on the challenging Red Bull Ring	Blancpain Sprint Series 3-5 July Downtown Moscow is the venue for round four of the Blancpain Sprint Series
VLN round three 20 June The third round of the 2015 VLN is the first race on the Nordschleife after the N24	Carrera Cup Deutschland Zandvoort 10-12 July The Carrera Cup series heads to Holland as Ben Barker's podium hunt continues
Six Hours of Watkins Glen 26-28 June The third US endurance monument takes the USCC circus to upstate New York	
Carrera Cup GB Croft 27-28 June Josh Webster will be hoping for more victories at one of his favourite circuits	

Total 911's racing columnists



Supercup superstar: Ben Barker

I've been lucky enough to race at places such as Le Mans and Monaco, but before this year I'd never had a chance to compete at possibly the most legendary track in the world: the Nürburgring Nordschleife. Luckily, the second round of this year's Carrera Cup Deutschland saw us support the famous 24-hour race, giving me my first taste of the Green Hell. It was absolutely insane. The circuit is like a Hot Wheels track (only bigger), with loads of elevation changes and plenty of cambered corners.

It's an amazing place, but you hear so much from so many different people about the track, because it's so famous. Everyone thinks it's awesome, but then everyone says, "Oh, it can really bite you." In the end, I switched off to everyone's opinions and got on with my preparation. Being in the Carrera Cup Deutschland really forces you to learn fast, as it is so competitive, so I took it corner-by-corner and tried to remember the characteristics of each turn!

I don't think you can go to a track like the Nordschleife for the first time and expect to run

Before jetting off to Monaco, Ben remarks on his first competitive experience of the Green Hell...

at the front. I didn't go into the meeting with any preconceptions, and I left pretty pleased with my performance. The first practice session got wetter and wetter, so I was about 12 seconds off the fastest (around a 16-mile circuit), but the hour-long qualifying session was much better as it was completely dry.

After continuing to learn the circuit on my first set of tyres, I bolted on a fresh set after two laps and went quicker straight out the box – an 8:41s lap. Next time I was three seconds up on that by the time I got round to the fast downhill left-hander at 'Fox Hole', but had to back off completely after my teammate, Connor de Phillippi, had a massive shunt. I qualified 13th, but I reckon a top six would have been on the cards.

At the start of the race, I managed to pass Nicki Thiim (the 2013 Supercup champion, and an overall winner at the 24 Hours of Nürburgring) before closing onto the tail of Christian Engelhart – the winner of rounds one and two. I was the man on the move and, on the second lap, I found a way through, challenging the group ahead for sixth place. I made a little mistake at Brunnchen 2 though,



running through the gravel and allowing Nicki back in front. Latching onto him, I managed to eventually finish ninth, with a fastest lap just 2.5 seconds slower than the quickest time. Although this meant that I dropped to fourth in the championship standings, I'm now only three points from the top, as it has all closed up.

The last lap of the race was actually really disappointing, as I just wanted to keep going. I've never felt that way at the end of a race before, so I really want to come back again, hopefully to do a VLN race with a view to getting on the 24-hour grid next year.



Carrera Cup champion: Josh Webster

Where do I start? Spa was just an awesome, awesome weekend.

Obviously, after the crash in testing there, I was a little apprehensive (especially about Pouhon), but I quickly got that out of my mind as soon as I arrived at the circuit.

The Thursday practice sessions were soaking wet, and the Michelin wet tyres we use are so soft that when they're new, they're so much faster than a used set. Just in case either qualifying or the races saw similar conditions, we decided not to use any of our new tyres, which meant we flew under the radar a bit when it came to ultimate lap time.

Qualifying was dry, and I put together three laps that would have been good enough for pole position (which was just as well, because I had one of my times disallowed for running over the track limits). Normally, track limit offences happen on the exit of corners as you run wide, but I actually went four wheels off on the inside of the La Source hairpin, as the apex curb is big enough to fit an entire Cup car! I'm not normally as hot at qualifying as I am in the races – I prefer the racecraft

Success at Spa has put Josh Webster's Carrera Cup title aspirations back on track...

required in the latter – but without wishing to blow my own trumpet, I think this was probably my best ever qualifying session, due in no small part to the excellent car set up by Team Parker Racing.

In race one, I kept the lead from the start and held off Dan Cammish to take my first win of the year (on team boss Stuart's birthday too). The car is feeling better than ever, and with the talents of Team Parker Racing's engineer, Brad Fincham (Define Performance), it has been coming on leaps and bounds.



Race two was meant to be a 45-minute affair, so with tyre wear quite high at Spa, we set the car up to be strong in the final stages. Unfortunately, a crash meant the safety car was out for nearly two thirds of the race, putting our strategy out the window. Combined with a few mistakes on my behalf, it meant that Cammish was just able to reverse the result from the first race.

Elsewhere, the Porsche Supercup race at the British Grand Prix isn't far away. With the help of Porsche GB and the scholarship, I'll be back on the grid. After my experience in last year's event, I'm aiming for a top five finish, though I would love to get a podium. It's a track I've always done well at, and I want to get a good result, as a full Supercup season is the aim for next year.

First though, I need to defend my Carrera Cup title. Spa has put my championship hopes right back on track. We're third in the standings, still a way off Cammish, but it's a long season and, without wishing bad luck on anyone, I'm sure everyone will have one poor race. I've already had mine, so I think everyone feels like they're just waiting until it's their turn. When that happens, it'll be game on.



The factory driver:

Nick Tandy

gives his views from beyond the pit wall



A class apart: LMP vs GTE competition

This month, Nick looks at the differences between racing a prototype and a GT car

During my time in the 919 Hybrid side of Porsche's garage, I've done a lot of testing, and I've always said that when driving, the way to get speed out of a racing car is pretty much the same whether you're in a GT car or a prototype. But actually racing an LMP1 – or LMP2 – car requires a slightly different philosophy, as I've found out over the first three rounds of the FIA World Endurance Championship.

Everyone says modern endurance racing is flat out and, from my own experiences in the factory Porsche 911 RSR, this is certainly true in the GT ranks. Over in the US or in the GTE-Pro class of the FIA WEC, we're driving at almost 100 per cent for the entire race, as are our rivals, and it results in some incredible action. However, from my time behind the wheel of the 919 Hybrid (and KCMG's ORECA), this isn't strictly the case. As drivers, we're still pushing to our maximum, but the boundaries are slightly different, as both the tyres and the energy systems (fuel and electric) need to be managed through each race.

If you go off the racing line – which is quite often when you're lapping in traffic – the prototypes seem to pick up a lot of rubbish on their tyres. It's odd, as we're all racing on the same track at the same time,

and I've never experienced anything similar in the RSRs, but it takes a few laps for the tyre to come back to you. Given how close the LMP1 class is looking this year, this can have quite an effect, but at least it is the same for all the manufacturers.

With the energy systems, a lot of the management is done by the team on the pit wall, who relay messages to us to change certain parameters. However, compared to the 911, there are also more ways of changing the 919's dynamics from the cockpit. For example, if you increase the traction control on the front axle, it reduces the effect of the e-motor, helping the car to turn on corner exit.

During an LMP1 race, there are 30-40 people monitoring the three race cars' metrics (from energy recovery to driver inputs) from back in the garage. Although this is similar in the 911 team, because there is so much more to adjust in a prototype the crew can effectively tell the driver what is going on, and how to help it, as it happens. It's the first time I've been on the receiving end of this sort of live coaching, but while some drivers don't like it, anything that can help make us faster behind the wheel can only be a good thing, so I'm really willing to try things out if my engineer suggests it.

While my time this season in the 919 is now over (I'll still be completing the FIA WEC season in KCMG's LMP2 car), I'm looking forward to getting back to the number 911 Porsche 911 RSR in the United SportsCar Championship. Since leaving Sebring, I've been fully focused on the prototype side of things, so it will be nice to catch up with the team back in the States. My first race back is at Watkins Glen, which is probably the toughest track on the US calendar. Everyone knows that Sebring is a tight and bumpy place, but there's no let-up at the Glen, especially on the long circuit. It's full of fast, long-radius corners where the loadings really build up, and it's always really hot inside the cockpit in the middle of summer.

Only the Nürburgring Nordschleife is a tougher challenge in my opinion. It was sad to miss this year's running of the Nürburgring 24 Hour, but I'm hopeful that I'll be back out on the Green Hell later this year. It's such an incredible track, not just because of its length or how fast it is. There's something really special about the place that I can't quite put my finger on. If you have a Porsche 911 and enjoy driving it as it's intended to be used, you have to make the pilgrimage to do a couple of laps.

Porsche lifestyle

Total 911 brings you six miniature versions of Porsche's storied Le Mans legends



1

1 1971 Porsche 917K £40

If you've ever wondered why a Martini-liveried Porsche is so iconic, this car is the reason. Cementing the 917's legend, Helmut Marko and Gijs van Lennep took their short-tailed, magnesium-chassis car to victory in 1971, setting a 24 Hours of Le Mans distance record that would not be bettered, unbelievably, for some 39 years.



2

2 1986 Porsche 962C £40

The Porsche 962 picked up where its predecessor – the 956 – left off, winning the 24 Hours of Le Mans at its first attempt. Victory in the 1986 running of the French classic – driven by Derek Bell, Hans Joachim Stuck and Al Holbert – marked Porsche's seventh straight win at La Sarthe.

6 1998 Porsche 911 GT1 £40

Porsche's last outright victory at Le Mans came in 1998 with the rule-bending Porsche 911 GT1-98. With a mid-engined layout and carbon fibre monocoque, it was a 911 in name only, but Allan McNish, Stéphane Ortelli and Laurent Aiello used its reliability to good effect, seeing off Mercedes-Benz.



6

5 1982 Porsche 956 LH £40

When the Porsche 956 made its Le Mans debut in 1982, Weissach's first Group C prototype didn't just win; it dominated. The factory Rothmans Porsche cars locked out the podium with the number one longtail 956 of Derek Bell and Jacky Ickx leading home sister machines two and three.



5

4 1970 Porsche 917K £40

As told to us by Richard Attwood in issue 117, Porsche's first overall win at Le Mans wasn't meant to happen. But happen it did, with the number 23 Porsche Salzburg-entered 917K romping home in atrocious conditions, putting Attwood, Hans Hermann and the 917 into the history books.

4



3 1994 Dauer 962 LM £40

By 1994, Group C was in its death knell, and the Porsche 962 had long since been surpassed at the top of the tree. However, exploiting a loophole in the GT regulations, Dauer entered two of their 962 Le Mans 'road cars', securing victory with Mauro Baldi, Yannick Dalmas and Hurley Haywood.



3

Views

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

Contact Total 911

Twitter
@Total911

Facebook
/total911magazine

Email
editorial@total911.com



Star correspondence



A question from the Pinky Lai interview...

Dear Sir,

I enjoyed your interview with Pinky Lai in issue 126, but I was disappointed that you didn't ask him what the thinking was behind the headlight design. Aside from the move away from air cooling and oft reported engine problems, I've always felt the headlights were a major factor in making the 996 the least loved 911.

Jack Dunning

Your wish is our command, Jack. We forwarded your comments to Pinky and here's what he had to say:

Dear Sir,

Thanks for the question. First and foremost the reason we combined all the lighting elements of the car into one unit was simply to save money, and this concept was also shared with the Boxster platform, too. That said, I've never come across any reasonable soul that expressed his or her ill feeling about the 996 generation's headlamps. In fact, whenever we met, we celebrated the guts and the glory of the 996, because it's a success story: it turned the once financially broke car maker around into a profit making company.

Furthermore, the most significant observation I've made is that those who still praised the circular headlamp and air-cooled engine are the ones that would never understand the reason why the 993 was a hard sell for 18 long months for Porsche. The numbers dropped so dramatically that we had to let go of designers and implement cost-cutting measures!

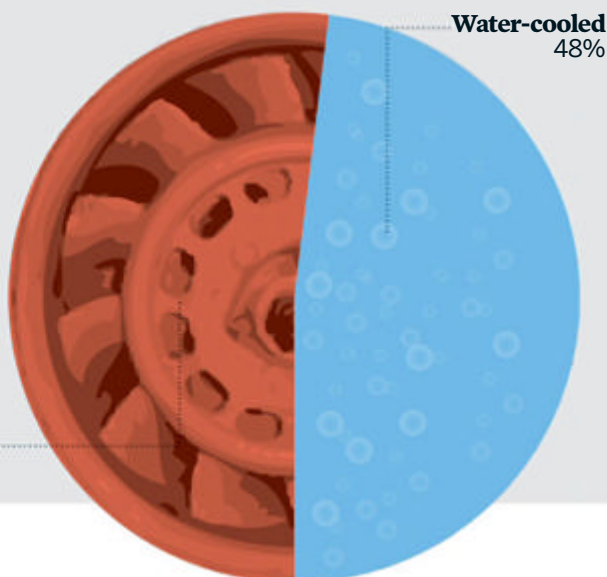
You should all be glad that thanks to the water-cooled engine revolution and the modernised headlamp shape of the 996, Porsche exists today, and is still competitive.

Pinky Lai

Total911.com Poll How should the Porsche 911's engine be cooled?

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:

Air-cooled 52%



@Total911

The tweets that caught our attention this month:

- @darren_rpm** This explains why my coffee cup was rattling!! Filming @RPMTechnik today.
- @BenBarkerMsport** Happy to announce a seasons drive with Land Motorsport in Porsche CC Germany. Nice Bday present.
- @MrRobFenn** £100k premium [for a 991 GT3 RS] is strong but could happen. Big shame GT3s aren't being used and are just currency at the moment.
- @Timo_Bernhard** Here it is my special helmet for #WEC6hSpa #StefanBellof #legend @FIAWEC @PorscheRaces



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!



First time on track

Dear Sir,

I just wanted to drop you a quick note to let you know that I finally got my car out on a race track – a first for me!

I belong to the Porsche Club of America, but have never attended any of their functions until they sent me an offer to join them for opening day at Watkins Glen race track.

We met early one Sunday morning – with some 40 cars in all – and took a nice ‘back roads’ trip to the Glen. It was perfect weather, a great drive and my 964 ran like a champ.

My wife joined me and was a great sport as we ended up doing six laps around the track. I couldn’t believe all of the changes in elevation, and the turns were much more imposing than they originally looked. It was very addictive, and I can see how people get hooked on club-type racing! I was also really impressed with how my old 964 handled it – having four-wheel drive is simply amazing.

After that workout, it’s time to pamper the 964 with a trip into the



shop for a valve adjustment and once over. I also have my eye on that new navigation radio from Porsche Classic so I’ll keep you updated!

I’ve attached a pic of us on the track for your perusal. I look forward to the next issue of **Total 911!**

Ken Senter

We’re glad you enjoyed your first time on track, Ken. It’s certainly an exhilarating experience (even for seasoned circuit veterans) and is the only place to truly push the limits of any Porsche 911.

996 modifications

Dear Sir,

I really enjoyed Joel Newman’s recent article on wheels and tyres. His

modifications look like the right answer and I would like to do the same to my 4S, which I am developing in a way that I think the late, great Colin Chapman would approve, where less equals more! I think the size of wheels I need are identical to the ones your Living the Legend columnist, Joel, fitted. Joel, please can let me know what offsets yours are (and I would also like your comments on the noise generated by the new setup)?

So far, on my 95,000 mile 2002 Carrera 4S, I have fitted genuine hollow spoke Turbo wheels (which gave a noticeable improvement), stripped out all the rear seats and, probably most significantly, removed the 4WD system. This has transformed the feel of the car.

I am just about to have a bespoke sports equal length header exhaust system

with 200 cats made that I am hoping will sound wonderful, but not too loud. I may see if Jenvey throttle bodies would be a worthwhile fit. Have any of your Living the Legend owners experienced any of these? Lastly, I would like some lightweight, grippy seats to replace the heavy electric affairs that came as standard. Which ones would you choose?

Keep up the great work.

David Williams

It sounds like you have a great project on your hands, David. Regarding seats, your choice depends on budget: you could go for an aftermarket option or you could always get some OEM 996 GT3/GT2 seats. Design911 have a good variety of both factory and aftermarket options.

Join the debate

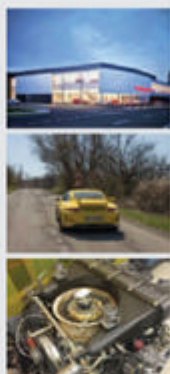
Facebook /total911magazine Twitter @Total911 Web www.total911.com

@PorscheRetail Here’s a couple of ‘conceptual’ pictures of what #PorscheWestLondon will hopefully look like in around 12 months!

@getpalmd Wish I was here today. Tuscany and Passo della Futa and a cappuccino when you reach the top. (It’s raining in Zürich!)

@CalgaryPorsche How do YOU pronounce it? “Porsche” favourite it and if it’s “Porsche-a” retweet. Game-on.

@SharkWerks I want vertical fans [in an engine bay] so badly!



Total911.com hot topic:

Should we stop obsessing about the 911’s past?

Josh wondered if, by continually harking back to its history, we’re missing out on enjoying the 911’s present. Here are the best of your responses:

f I am selling my 996 because it sits in the driveway collecting dust while I drive my 911 SC everyday. What does that tell you?
Tom Helfrich Stone

f Never – History cannot be erased!
Douw Raimondo

t Call me a Troglodyte, but if it’s not air-cooled, it’s not a proper 911.
@ArvidBenjamin

f I think the article said it all, you can experience the air-cooled Porsche at ‘not go to jail’ speeds and still have a smile on you while the current


generation needs to go beyond that to even feel the tickle!
Chris Gentle

f It’s probably the best car ever made, maybe with the exception of its cousin the Beetle. Why not put it on a pedestal?
Antonio Monrov

911.com Water is better coolant than air, but no doubt less “cool” for 911 collectors. We want new 911s to be faster, more efficient and lighter, keeping the essential design and technology of a car design in the 60s. Porsche 911 customers could be the most conservative of the sports car universe! **Pablo**

Contact Total 911

 **Twitter**
@Total911

 **Facebook**
/total911magazine

 **Email**
editorial@total911.com



GTS worthy

Dear Sir,

I recently read on Total911.com that the 991 Targa GTS "isn't a proper GTS". While I can see the point you are making, I still must disagree.

I think sometimes we can get a little carried away with our Porsche purist mentality. If we agree that the Cabrio is worthy enough for the GTS badge then we must also agree that the Targa is worthy. There simply is not enough space performance-wise between the two variants to include one and not the other. If that one tenth of a second in acceleration is making you think "yes" for the GTS Cabrio and "no" to the GTS Targa then maybe it's time to take a step back, a deep breath and relax.

The other argument is that the Coupe is the only variant worthy of GTS. On that, I have this to say: stick with your GT3 (wait, it doesn't come in manual? Not my problem!). Why can't Porsche lovers who also love the feel and sounds of the open air also enjoy the coolness and performance upgrades that the GTS offers?

I'll close with this: not all 911s have to check all the little boxes in our heads. If that were the case then the 911 would get very boring, very fast. It's okay if there is a version of the 911 GTS that is inherently slower than the Coupe version. People need to stop trying to turn the GTS into some kind of track-only, super-enhanced race car. It's not, so relax.

Ryan Zaninovich

MY2016 price list?

Dear Sir,

First of all – thanks for the best Porsche magazine in the market! Other editors can say what they want, but they can't turn your pages! Go on strong!

I'm in the market for a 911 (probably a new model), as the attractive 993s/997s are rocketing sky-high when it comes to

pricing. I therefore have been sniffing on a manual 991 Carrera 4 or a manual 991 Carrera 4 GTS, as I feel the later model especially (as a possible classic) gives better value for money compared to cars like the 993 C4S. Due to signals that the Carrera will go turbo, I was on the edge of ordering a 2015 model year example this Easter, but held back for a year.

Scanning the Finnish Porsche websites, I came over this pricelist for MY2016. This, to my surprise, gives indications that the 991 Carrera will continue to be naturally aspirated for the next year, if we are to believe what's in the print. Or could the MY 2016 printing at the top left be a misprint? Viggo Jørn Dale

Porsche always play their cards very close to their chest and so will not likely disclose that a facelift model is coming, as this could be damaging commercially for this financial year. So we say you can still expect the 911 Carrera to go turbocharged by the end of this year. I hope that helps, and all the best with the new purchase! We recommend a GTS, a superb Carrera that's great value for money.

WIN! Win an Altec protection detail



ALTEC DETAILING
www.altecdetailing.co.uk

protected from day-to-day wear with carnuba wax. If that wasn't enough, your wheel arches, door shuts and other nooks and crannies will be cleansed, as will the wheels and brake callipers – and before your exterior brightwork is polished, the tyres are dressed and your wheels protected by PTFE tape.

The winner will need to be able to give Altec their car for up to two days (where it will be stored at their secure HQ) for the complete treatment, but it will certainly be a worthwhile makeover. To be in with a chance of winning this awesome prize, all you have to do is answer the following simple question:

Where is Altec Detailing based?

When you've found the answer at Altec Detailing's website www.altecdetailing.co.uk, email it to competitions@total911.com with 'Altec' 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 14 July 2015.

Everyone wants their Porsche 911 to look pristine. One of the only ways to do that (short of a full restoration) is a professional detail, as we saw in issue 126. The only problem is, thanks to the labour-intensive nature of such a service, many people are put off by the cost. However, courtesy of Altec Detailing, one lucky **Total 911** reader will get their car a full protection detail worth around £400.

Altec's protection detail includes a complete 20-stage wash involving snow foam, a high pressure rinse and two-bucket hand wash with a lambswool mitt. Your Porsche's body will be cleansed of all contaminants (such as tar) with a comprehensive clay treatment before the paint is

Total 911
THE PORSCHE MAGAZINE

Imagine Publishing Ltd
Richmond House,
33 Richmond Hill
Bournemouth,
Dorset, BH2 6EZ
☎ +44 (0) 1202 586200
www.imagine-publishing.co.uk
www.total911.com
www.greatdigitalmags.com

Magazine team

Editor Lee Sibley

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

Features Editor Josh Barnett

Senior Designer Steven Mumby

In-house Photographer James Sheppard

Senior Art Editor Duncan Crook

Publishing Director Aaron Asadi

Head of Design Ross Andrews

Contributors

Ray Chandler, Rob Clarke, Alisdair Cusick, Richard Klevenhusen, Tony McGuinness, Joel Newman, Sean Parr, Ben Przekop, Gina Purcell, Chris Randall, Phil Steinhart, Chris Wallbank, Magnus Walker, Maurice Tillaard, Glen Smale, Johnny Tipler, Andrew Krok, Andrew Tipping, Kieron Fennelly, Dan Pullen, Kyle Fortune, Wilhelm Lutjeharms

Cover image

Porsche AG

Advertising

Digital or printed media packs are available on request

Sales Executive Michael Nicholls

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

Head of Sales Hang Deretz

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

Advertising Manager Alex Carnegie

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

International

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

Head of International Licensing Cathy Blackman

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

Subscriptions

email911subs@servicehelpline.co.uk

UK: ☎ 0844 249 0463

Overseas: ☎ +44 1795 414 886

13 Issue subscription UK – £52.65

13 Issue subscription Europe – £60.00

13 Issue subscription ROW – £70.00

Circulation

Head of Circulation Darren Pearce

☎ 01202 586200

Production

Production Director Jane Hawkins

☎ 01202 586200

Finance

Finance Director

Marco Peroni

Founder

Group Managing Director

Damian Butt

Printing & Distribution

Printed by **Southernprint Ltd**, Units 15-21, Factory Road, Upton Industrial Estate, Poole, BH16 5SN.
Tel: 01202 628300

Distributed in the UK, Eire & the Rest of the World by: **Marketforce**, Blue Fin Building, 110 Southwark Street, London, SE1 0SU
Tel: 0203 148 3300 www.marketforce.co.uk

Distributed in Australia by: **Network Services** (a division of Bauer Media Group), Level 21 Civic Tower, 66-68 Goulburn Street, Sydney, New South Wales 2086, Australia
Tel: + 61 2 8667 5288

Disclaimer

The publisher cannot accept responsibility for any unsolicited material lost or damaged in the post. **Total 911** is independent of Porsche AG. All text and layout is the copyright of Imagine Publishing Ltd. Nothing in this magazine may be reproduced in whole or part without the written permission of the publisher. All copyrights are recognised and used specifically for the purpose of criticism and review. Although the magazine has endeavoured to ensure all information is correct at time of print, prices and availability may change. This magazine is fully independent and not affiliated in any way with the companies mentioned herein.

If you submit material to Imagine Publishing, you automatically grant Imagine Publishing an irrevocable, perpetual, royalty-free license to use the images across its entire portfolio and to deliver the material to existing and future clients, including but not limited to international licensees for reproduction in international, licensed editions of Imagine products. Any material you submit is sent at your risk and, although every care is taken, neither Imagine Publishing nor its employees, agents or subcontractors shall be liable for the loss or damage.

 **IMAGINE PUBLISHING**

© Imagine Publishing Ltd 2015
ISSN 1746-6130

 **recycle**
When you have finished with this magazine please recycle it.



QuickSilver 
EXHAUST SYSTEMS

“Life should not be a journey to the grave with the intention of arriving safely in a pretty and well preserved body, but rather to skid in broadside in a cloud of smoke, thoroughly used up, totally worn out, and loudly proclaiming,

"Wow! What a Ride!"

Hunter S Thompson



SERIOUS FUN




www.quicksilverexhausts.com



991 GT3 RS FIRST DRIVE

It's the most anticipated Porsche 911 in years, so just how does it take the 997 RS 4.0's crown as performance king? Total 911 finds out with the first drive of the new 991 GT3 RS

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



As confidence leaps go it's a huge one, the uphill, unsighted right-hander climbing out of a bomb-hole that's similar to the 'Seca Corkscrew' in gradient, and no less challenging. We remember it well, the 911 Turbo feeling flighty at the peak, requiring every bit of nerve to keep it lit and ride out the slight transition to oversteer at comical speeds – just as the suspension lifted and gravity's hold was relinquished by the force of a turbocharged flat six and the crest of a right-hander.

In the new GT3 RS the corner is no less senior, but very different. The homologation hooligan's aero makes all the difference and keeps it tidier, even at the same speeds that the 991 Turbo managed. We're at Bilster Berg, Germany, which is a challenging track for any car and driver. We've been here once before in that Turbo (and Turbo S), and now there's a Porsche reprise, as it's where we get our world first drive in the 991 GT3 RS.

There are some worried-looking faces from the Porsche hierarchy that the rather tight, heavily cambered track might not be the best place to demonstrate the GT3 RS's entire repertoire. And for the first time ever in a Porsche event, there's an edict that the stability and traction control systems are to remain on. Is this a tacit admission that the GT3 RS is a handful? The discussion prior to our test is that the GT3 RS is, and has to be,

more distinct than the GT3. In the metal, it's most certainly true: that much is obvious from the looks alone. There's no badging and no fancy contrasting livery to denote this limited-run RS model. It doesn't need it. Twice we've seen the 991 GT3 RS on motorshow stands, but nothing prepares you for the visual assault the modified, lighter, magnesium-roofed, bewinged and vented Turbo-bodied RS represents. More than ever before, the RS looks like it's been de-numbered after an endurance race. That rear wing, sat high on skeletal supports, those louvered vents atop the carbon fibre front wings, and the unique front spoiler all absolutely scream Porsche race car.

It's the wheels that really grab you though; the massive 21-inch rear centrelocks with their gargantuan 325-section Michelin Pilot Sport Cup 2 tyres look almost cartoonish in size – it actually makes the GT3 RS look over-tyred. They're the same specification as the 918 Spyder, which tells you everything you need to know in terms of how much grip is on offer. The fronts are marginally smaller at 20 inches and with 265-section rubber. And, according to Porsche's chassis gurus, if one thing has been a developmental then it's been getting those wheels and tyres to fit.

They managed it though, and the result is breathtaking. Traction, always the 911's forte, is incredible, the 0-62mph dash taking just



3.3 seconds. There's never any hint of wheelspin either, the GT3 RS able to despatch its stopwatch-bothering party trick without any drama. Keep your right foot on the floor and it'll reach 100mph in an incredible 7.1 seconds (and 125mph in 10.9 seconds) on its way to a 193mph maximum. If you're au fait with that most American measure of performance, it'll go from Christmas tree to the quarter mile marker in just 11.2 seconds, which is a pertinent marker of its performance insanity.

None of the straights at Bilster Berg are long enough to test out those numbers against the clock, but there is no reason to question them – and we know Porsche itself is always conservative when quoting numbers, with an emphasis on repeatability. This is something that troubles Andreas Preuninger, particularly when it comes to one specific number: the Nürburgring lap time. For the record it's being quoted as seven minutes and 20 seconds, which to put in context is nine seconds less

than a Carrera GT. That was achieved on a partially wet track though, and Preuninger says there's at least two – if not three – seconds more to come off that audacious time.

It feels every bit as fast as that, too. It's not the raw speed either, as although the enlarged, 4.0-litre flat six develops an additional 25hp and 20Nm of torque over the GT3, for 500hp and 460Nm respectively, the RS is supported by a chassis that's initially difficult to comprehend. That cresting right-hander we opened with demonstrated it, and the long twin-apex left hander at the end of the main straight at Bilster Berg underlines it.

The RS's nose is keener to turn in than any 911 before. It takes some learning, and even after a few increasingly faster laps it's tough not to have a slight confidence lift. But keeping the accelerator steady or even upping the speed sees the RS arcing a line through the tricky off-camber corner with eye-widening accuracy. Lift slightly, and there's a weight-shifted correction, the rear moving quickly and predictably, though the speeds involved dial up the intensity markedly. That's with the stability control on, the GT3 RS's safety thresholds high enough to allow that adjustability without locking it down with interference and assistance.

The high-speed stability is remarkable, so much so that Walter Röhrl declared he would have the new GT3 RS over its same-capacity 997 namesake, simply because of the extra stability the longer wheelbase brings. And that's without mentioning

Above Right: RS-style door pulls and 918-esque steering wheel are the major cockpit revisions from a GT3. Lightweight 918 buckets are available but spec'ing them means your RS won't arrive until autumn

Right: The new RS is dripping in detail yet sadly there's no engine shot in sight, as the 991's unit remains hidden

the grip, which thanks to those larger wheels and tyres increases the contact patch by 20 per cent at the front and 18 per cent at the rear. Those Michelins are bi-compound too, using differing rubber compounds on the inner and outer edges, with Preuninger admitting that thanks to the rear-wheel steering with RS-specific revisions, the tyres also deteriorate more slowly and are less prone to over-heating under extreme track use.

There's no obvious let-up in tyre performance around the 4.2-kilometre track, the GT3 RS absolutely monsterring the 44 crests and dips and 19 corners that make up Bilster Berg's route. Turn the slightly smaller-diameter steering wheel, and the nose reacts with an immediacy more akin to a mid-engined car than a 911, such is the increase in turn-in speed. There is little or no tendency to understeer, even if you're a little bit ambitious with entry speed. In fact, the entire steering system is revised to cope with the additional forces exerted on it thanks to both the RS's downforce and the sheer mechanical grip on offer. There's fine, consistent weighting at the wheel allied to that instantaneous reaction to input. It's entirely possible to accurately judge what's going on at the RS's





Model	991 GT3 RS
Year	2015
Engine	
Capacity	3,996cc
Compression ratio	12.9:1
Maximum power	500hp @ 8,250rpm
Maximum torque	460Nm @ 6,250rpm
Transmission	Seven-speed PDK
Suspension	
Front	Strut suspension, MacPherson type, Porsche optimised; cylindrical coil springs with internal dampers
Rear	Multi-link suspension on five links; cylindrical coils with coaxial internal dampers
Wheels & tyres	
Front	9.5x20-inch; 265/35/ZR20
Rear	12.5x21-inch; 325/30/ZR21
Dimensions	
Length	4,545mm
Width	1,880mm
Weight	1,420kg
Performance	
0-62mph	3.3 secs
Top speed	193mph

“More than ever before the RS looks like it’s been de-numbered after an endurance race”



nose, even if there's paucity of real, quantifiable feel, at least in the traditional sense. It's the best electrically assisted power steering out there, without question, but even the might of Porsche's best and most talented chassis people haven't yet managed to deliver that sensation of genuine connectedness at the wheel.

Where the GT3 RS feels significantly different to its predecessors – and even the standard GT3 – is in its aerodynamic make-up. Here's a road car that's able to offer 80 per cent of the downforce of a GT3 Cup car, yet with only a marginal penalty in drag over the standard GT3. More than any road car before, you can feel the effect of the aerodynamics working on the RS. The front axle's pushed to the road with as much as 121 kilograms of force; the rear, thanks largely to that sizeable wing, generating 224 kilograms of downforce. You will certainly notice its effect on the track, if not the road.

Indeed, for all the talk of a more distinct personality for the RS over the standard GT3, it retains the on-road usability that arrived with the 991 GT3. There's reduced ride height, which causes some chin-scraping, but the optional lift kit should assist here. Such is the performance of the standard GT3 on the road it's all but impossible to ascertain the real differences between the two cars at anything approaching sensible speeds. The RS feels wider, though those huge tyres and RS-tuned

suspension, which sees ball joints replacing bushes almost throughout, seem to do little to upset the ride quality – on smooth German tarmac at least. It offers two damping choices via PASM, the firmer of the pairing adding frequency on the road, though works driver Jorg Bergmeister says it adds a touch of understeer on the track. Röhl seems to disagree, preferring the GT3 RS on track – Bilster Berg at least – with the suspension on the softer of its two settings.

The steering is slightly more alert on the road, but it's not as if the GT3 RS is particularly lacking when it comes to response to input. Likewise, the engine, with its larger swept volume (thanks to a bigger crankshaft made of the same steel that's repeatedly vacuum heated for purity in Porsche's 919 WEC hybrid prototype racing car) doesn't feel markedly different in character. It is slightly more endowed with torque, that being most obvious in the mid-range, with the GT3 RS punching with more force from lower revs. The best of its performance is obviously revealed when that flat six's pistons are striving for their maximum rate, but the spread of power is more accessible, easier and faster than ever. If you're reaching the slightly lower (by 200rpm) redline at 8,800rpm in the GT3 RS on the road then you'll be asking for trouble. Literally, the GT3 RS's combined engine and exhaust note act like a siren-call for police for

many, many miles around. It sounds absolutely magnificent, the noise it makes unsurprisingly similar to the GT3, but infused with a slightly more guttural, harder edge. There's little advantage to pressing the button for the Sports exhaust, it adding noise rather than real intensity, and it's not short on volume with it on its more sensible setting.

A few laps in with confidence growing, it's possible to see where the GT3 RS betters the Turbo around the track. Following Porsche's Jorg Bergmeister in a Turbo S, it's obvious he's a bit busier around here than he might be in the RS: it's moving around where the GT3 RS feels utterly resolute. A lap alongside him later demonstrates that on at least a handful of corners we're being far too cautious with the new Rennsport.

Back in the driving seat, assured that the GT3 RS can carry more speed than we've been giving it until now, the change is notable. Even on a trailing throttle or braking deep into a bend, the GT3 RS's stability is remarkable. The fully variable electronic differential and torque vectoring unquestionably play their part here, as does the rear-wheel steering. It requires serious intent and an abandon of caution to really reveal what it's capable of, and the GT3 RS is unlikely to run out of ideas before the average driver runs out of bravery. If you're attuned to track driving, it's a hugely engaging, rewarding car to drive, feeling every bit the homologation



“It’s a sensational car that moves the RS game on – perhaps more significantly than any Rennsport before it”



Walter Röhrl on the 991 GT3 RS

Bilster Berg is a relatively unfamiliar track, so we jump alongside Porsche legend Walter Röhrl for some sighting laps and a chat as a chasing pack of 991 GT3 RSs follow. “This or the 997 GT3 RS 4.0, then?” I ask. “Definitely this, it’s so much more stable thanks to the longer wheelbase, and the grip is incredible,” says Walter.

He’s done over 6,000 miles in the new RS, mostly over the past few weeks and on the road, his role in the development not so involved as he was busy elsewhere working on the 918 Spyder. Even on the smooth track tarmac, Röhrl prefers the suspension in its softer setting. Like Preuninger, Röhrl finds the Nürburgring lap time chasing somewhat futile, saying that the difference between what pro drivers can achieve and what customers might be able to do leaves a sizeable gap.

That said, his assertion that the 991 GT3 RS can be fully exploited by owners is not in question, though even Röhrl admits it’d be his choice as a track car and he’d have something else for the road. What might that be? “The Cayman GT4,” replies Röhrl. That’s quite an admission from Porsche’s most famous employee, the GT3 RS remaining the giant-killing, track-focused monster it’s always been, but now operating on such a plane it’s become a more specialist proposition, albeit not at the expense of its always rounded ability.





racer, with its faithfulness to input and incredible combination of both mechanical and aero grip. You genuinely need to recalibrate your expectations as to what's possible, as the RS delivers more the harder you drive it. Hesitancy creates imbalance, yet the RS needing real commitment, though the rewards are absolutely mighty if you're prepared to push yourself – and it – harder each time with increased confidence.

Less benign than the GT3, there is an edgier, more hardcore side as you'd expect, though it's not a car to be frightened of; it's simply a case of learning the 991 GT3 RS's ways and trusting its capabilities. Do that and it's little short of driving nirvana, the ultimate representation of Porsche's GT department, at least without the requirement for Nomex attire and a one-way, ultimately circular drive. Yet, for this road car, the track feels like its natural environment, the only place where it's genuinely possible to start nibbling away at its limits, carrying enough pace to start enjoying the effect of its aerodynamic enhancements and allowing for the joyous thrill of wringing that flat-six out to its redline to be realised.

Do so, and the forces acting upon you will be intense; the visceral, heady combination of building G-force (not just accelerative, but cornering too) allied to that intoxicating soundtrack being all but impossible to resist. Reach that redline, and the merest hint of pressure on the paddle sees the PDK swap ratios with astounding pace before it all starts again. Several laps in, we're still occasionally spitting out expletives in utter bewilderment, as our speed continues to increase on each lap. Just as

the engine's ability to shift the RS's reduced mass is improved, so too are the brakes. All the launch cars were fitted with the £6,248 PCCB option, and on evidence of the sort of huge abuse meted out on them on the track they're a must-have. The pedal feel is assured, the stopping power never anything less than extraordinary. Indeed, the only way the braking experience could be improved would be to fit the Clubsport's multi-point harnesses to ensure you're held in place tightly rather than hanging off the inertia reels and holding the steering wheel too tightly as a result.

A lap bending the rules with everything switched off reveals that it's just as playful as the GT3, only at higher speeds. Switching it back on does nothing to detract from the Rennsport's appeal, and adds confidence behind the wheel – not least as this track shares the Nürburgring's barrier proximity and limited run-off in places. Not that the GT3 RS is a daunting prospect – far from it – but with them on, it never feels in any way like it's reining you in or second-guessing you. This reveals the fundamental correctness to how it's been set up in the first place, the GT3 RS a quite phenomenally able car that's seemingly without any vices. It's not just evident at the very extremities of its performance, but also when simply asked of the mundane, everyday grind. There's none of the previous RS traits of recalcitrance from the drivetrain (it's devoid of the transmission chunter or occasional hiccup at slow speeds), the GT3 RS blending the elements that define the 991 series, but with the focus of the GT department. Some might find that polish a little bit anodyne in comparison, but that'll quickly diminish

the second the RS is given a chance to shine in its natural environment. There, it'll challenge and goad you to ever swifter lap times.

The sometimes tight, usually fast, enormously undulating and always tricky track here at Bilster Berg is a huge challenge for any car, but the GT3 RS just keeps on revealing more with every single lap. It's a sensational car that moves the RS game on, perhaps more significantly than any Rennsport before it – even the mighty 997 RS 4.0. Given the starting point offered by the 991 GT3 is already among the most accomplished, rewarding and engaging cars that money of any amount can buy, that's a very serious statement for the 991 GT3 RS to adhere to. But then the GT3 RS is a very serious car, as we always knew it was going to be. It just took that first leap of faith through that cresting, blind right-hander to really underline just how sensational it really is. **911**

991 GT3 RS first drive: the verdict

Positives

- Mechanical and aerodynamic grip is sensational, with quick steering and incredible agility;
- Much more distinct visually from its GT3 relation;
- Incredible value-to-performance ratio, in comparison to the used GT3 market it's ridiculously cheap.

Negatives

- Slightly over-wheeled look to the rear end;
- Wider than the GT3, which limits its ability when on tighter roads;
- Question mark over the ride on rougher surfaces and limited possibilities to really use its full performance.

BLOOD



BROTHERS

The more things change, the more they stay the same, as we found out taking two of the best driver's 911s on the open road

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



On paper, this shouldn't even be close. They may both be united under Porsche's fabled Rennsport banner, but the statistics suggest these are two markedly different beasts; 18 years and nearly 200hp separates these virtuosi.

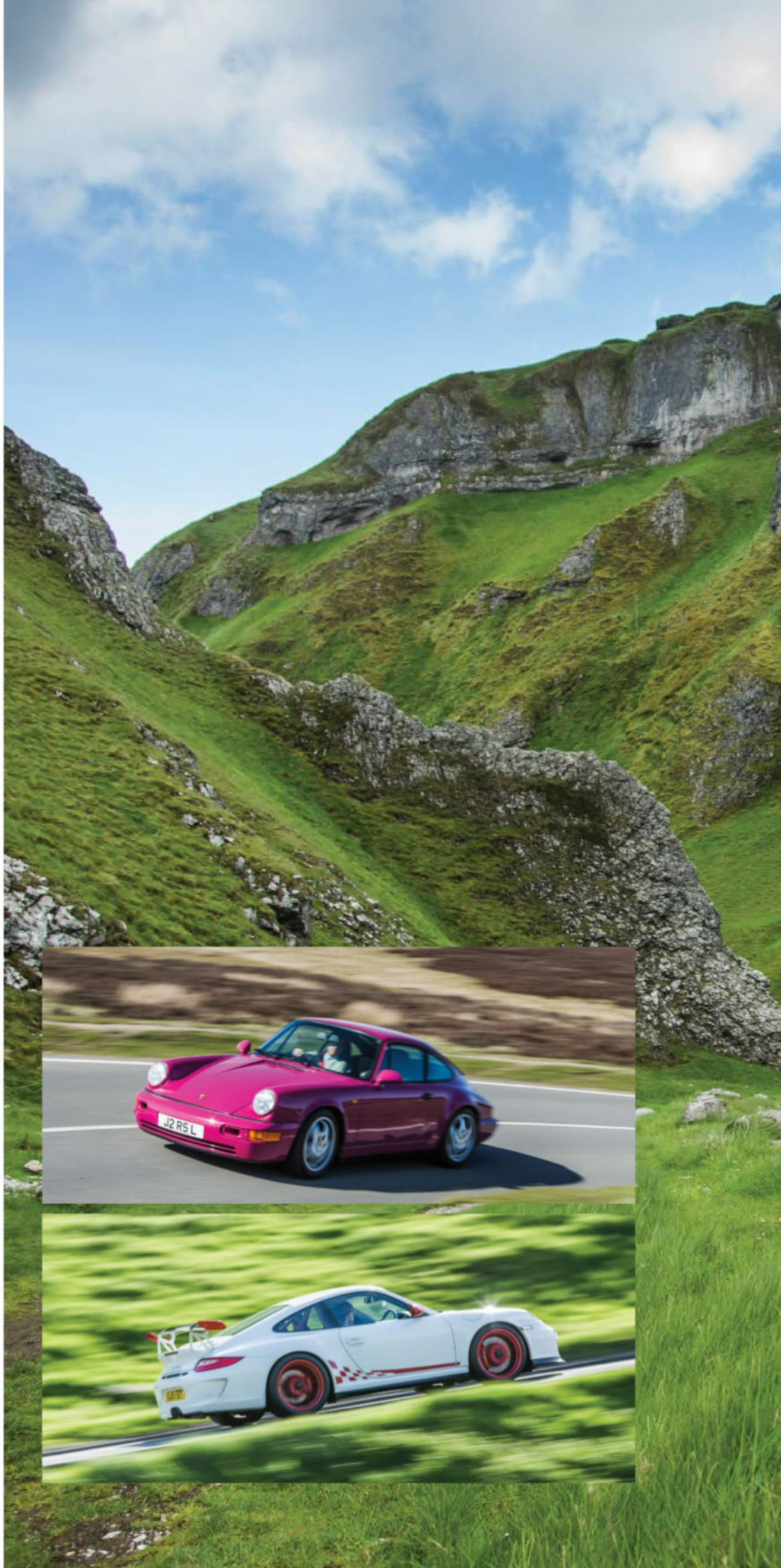
One is air-cooled, a bastion of the Carrera RS legacy; while the other was, until page 18 of this magazine, at the pinnacle of the hardcore GT3 RS genus. Both are gods, but they exist in diametrically opposed worlds. When we first considered this head-to-head, the prices of these two RS icons were at least roughly comparable. However, even the values of this dynamic duo have diverged in recent months, appearing to leave me with two (admittedly glorious) neunelfers at my disposal, but without a central tenet connecting them.

Released in 1991, some 16 years after the last true Rennsport 911, the Porsche 964 Carrera RS had big shoes to fill. Descended from the instantly legendary 2.7 RS and its full-fat brother, the 3.0 RS, the original 964 RS was tasked with continuing an impressive legacy. On the proverbial paper though, the 964 didn't look man enough for the job. Compared to a bog-standard Carrera 2, power was officially only hiked by a measly 10bhp and, while the car's mass was reduced by up to 120 kilograms (depending on trim specifications), the 964 RS wasn't as visually arresting as its Rennsport brethren. For one thing, where was the outlandish wing that had become an RS staple?

By comparison, the 997.2 GT3 RS was instantly admired upon its release just six years ago. Like the 964 RS, the 997.2 GT3 RS was the third iteration of its respective sub-brand but, while the former was the first of its kind for over a decade, the 997 was simply a follow-on to two superb water-cooled RSs: the 996 GT3 RS and the 997.1 GT3 RS. Complete with lairy decals, centre-lock wheels and a massive, motorsport-inspired rear wing, its success was guaranteed from the moment it rolled off the production line in Stuttgart. Its air-cooled cousin certainly seems to have its work cut out today if it wants to impress.

I had, until this point, never driven a 964 Carrera RS. In fact, I had only ever driven a 964 Carrera 2. Once. Despite this, the elder of the two Rennsports immediately fits me like a glove. Dropping into the as-new bucket seats, all the controls are straight to hand. With no electronic settings to play with, it's a simple case of slide in, strap up and switch on. And, when I do flick the key to engage the starter, the 3.6-litre flat six snarls into life with rumbling baritone, quite unlike any of its contemporaries. Its tone is rich, with the lack of rear seats and sound deadening behind me amplifying its effect throughout the cockpit. A few blips of the razor-sharp throttle highlights that despite the understated aesthetics, this is a true road racer, just like the 997.

Heading out of the sleepy village of Hathersage and onto the open roads of the Peak District National Park, the 964 is raring to be unleashed. ➡







With a challenging set of twists ahead, I relent, burying the throttle into the bulkhead.

My god, no 25-year-old has the right to chase the horizon this fervently! While not as whiplash-inducing as the modern machines, the 964 RS's pace over the straight tarmac is unrelenting, with a smooth slug of torque through the flat six's mid range. The effect is amplified by the close-ratio G50 gearbox, with the second, third and fourth ratios sitting closer than they do in a standard Carrera. The clutch is perfectly weighted too, making each shift a joy. Lift, clutch, snick the next gear and back on the gas in one seamless transition.

Christian Ayres, the custodian of these two incredible RSs, is currently piloting the GT3 RS, leading the way through some of the Peak's finest roads, and while the 997 (with its extra performance) may be racing ahead on straights, the 964 certainly isn't losing face given its greater age. Christian isn't hanging about, but as we enter our first real cornering test, the gap begins to stabilise. Faced with a succession of parabolas, the 964 begins to show its true colours.

Despite only just getting behind its wheel, I'm instantly able to start exploiting the delectable chassis balance, pitching the car towards the apex with gusto. The steering's weight is perfectly

judged, with just a hint of understeer on the initial turn in. The stiffened front damping allows the tyres just enough slip to inspire the confidence to carry ludicrous levels of speed into each corner. Yet, combined with the increased anti-roll control, the steering remains wonderfully precise and accurate. Despite its classic proportions and weight distribution, the steering doesn't go alarmingly light at these speeds, providing plenty of steering feel. It helps that Christian's car is just 6,300 miles old, but it's still apparent that the 964 RS is possibly the perfect tool for attacking a UK B-road.

For some 911s, carrying this level of entry speed would cause all manner of problems through the middle of a corner, yet the 964 is simply not fazed. Unlike later RS 911s, the 964 has a surplus of grip compared to power. You're not likely to find yourself doing long, lazy, oversteery drifts in it. Instead, you can immerse yourself in the most user-friendly Rennsport Porsche has ever built. From mile one, I've been instantly at ease in the 964 in a way that I've never experienced in any other car before, with the chassis allowing me to focus on keeping my momentum high. It's the classic 911 experience polished and purified to perfection.

All the control weights are ideally judged, unlike some of the other performance-orientated 911s, where things like the clutch feel artificially heavy. The brakes are similarly impressive. Sure, they



Left: The 964 RS's classic lines are even more prominent when contrasted with the various aero addenda on the 997 GT3 RS



997.2 GT3 RS

2010

Engine

Capacity

3,800cc

Compression ratio

12.2:1

Maximum power

450bhp @ 7,900rpm

Maximum torque

430Nm @ 6,750rpm

Transmission

Six-speed manual

Suspension

Front

Independent; MacPherson strut; telescopic dampers with coil springs; anti-roll bar; PASM

Rear

Independent; Multi-link; telescopic dampers with coil springs; anti-roll bar; PASM

Wheels & tyres

Front

9x19-inch alloys; 245/35/ZR19 tyres

Rear

12x19-inch alloys; 325/30/ZR19 tyres

Brakes

Front

380mm drilled and vented discs

Rear

380mm drilled and vented discs

Dimensions

Length

4,460mm

Width

1,852mm

Weight

1,370kg

Performance

0-60mph

4.0 secs

Top speed

192mph



964 Carrera RS

1992

Engine

Capacity

3,600cc

Compression ratio

11.3:1

Maximum power

260bhp @ 6,100rpm

Maximum torque

310Nm @ 4,800rpm

Transmission

Five-speed manual

Suspension

Front

Independent; MacPherson strut; telescopic dampers with coil springs; anti-roll bar

Rear

Independent; Semi-trailing arms; telescopic dampers; coil springs; anti-roll bar

Wheels & tyres

Front

7.5x17-inch magnesium wheels; 205/50/R17 tyres

Rear

9x17-inch magnesium wheels; 255/40/R17 tyres

Brakes

Front

320mm drilled and vented discs

Rear

299mm drilled and vented discs

Dimensions

Length

4,250mm

Width

1,650mm

Weight

1,230kg (Sport)

Performance

0-60mph

5.4 secs

Top speed

162mph

lack the ultimate pulling-up power of later 'Big Reds', yet they are easily the most sure-footed stoppers I've ever used on an air-cooled car. The pedal is stiff and reasonably short, giving plenty of feedback to my right foot as I anchor up for the next dose of dynamic brilliance.

I could drive – and wax lyrical – all day in the 964 RS. It's so superbly judged. Before I jumped behind its wheel, I thought that the 964 RS was overrated, but after thrashing around for 100 miles, the hype that helped prices to snowball last year is well and truly worth believing. In the real world, it is probably one of the only 911s that could have kept up with Christian in the 997.2 GT3 RS. That, I think, says it all.

Age has been kind to its looks too. The 964's small footprint and squat stance (40mm lower than a Carrera 2) gives it a purposefulness that the 997 instead achieves through its various aerodynamic addenda. They are very different beasts, yet they both strive towards the same goal. That much becomes clear as I switch seats and buckle up behind the GT3 RS's Alcantara steering wheel. Like the 964, the single-mass flywheel chatters away with the car in neutral, and as I get underway, the throttle is not just razor sharp; it's positively cut throat.

The Mezger engine packs one hell of a punch too, giving the 997 plenty more power than grip. From 3,000-4,000rpm, the induction noise permeates throughout the cabin before the idiosyncratic howl from the motorsport-derived motor kicks in. Like the 964 RS's powerplant, there's a noticeable kick to the delivery between 4,800-5,200rpm too. However, while the 964's transition to this higher level of shove is smooth, the 997 punts you forward with an almighty blast.

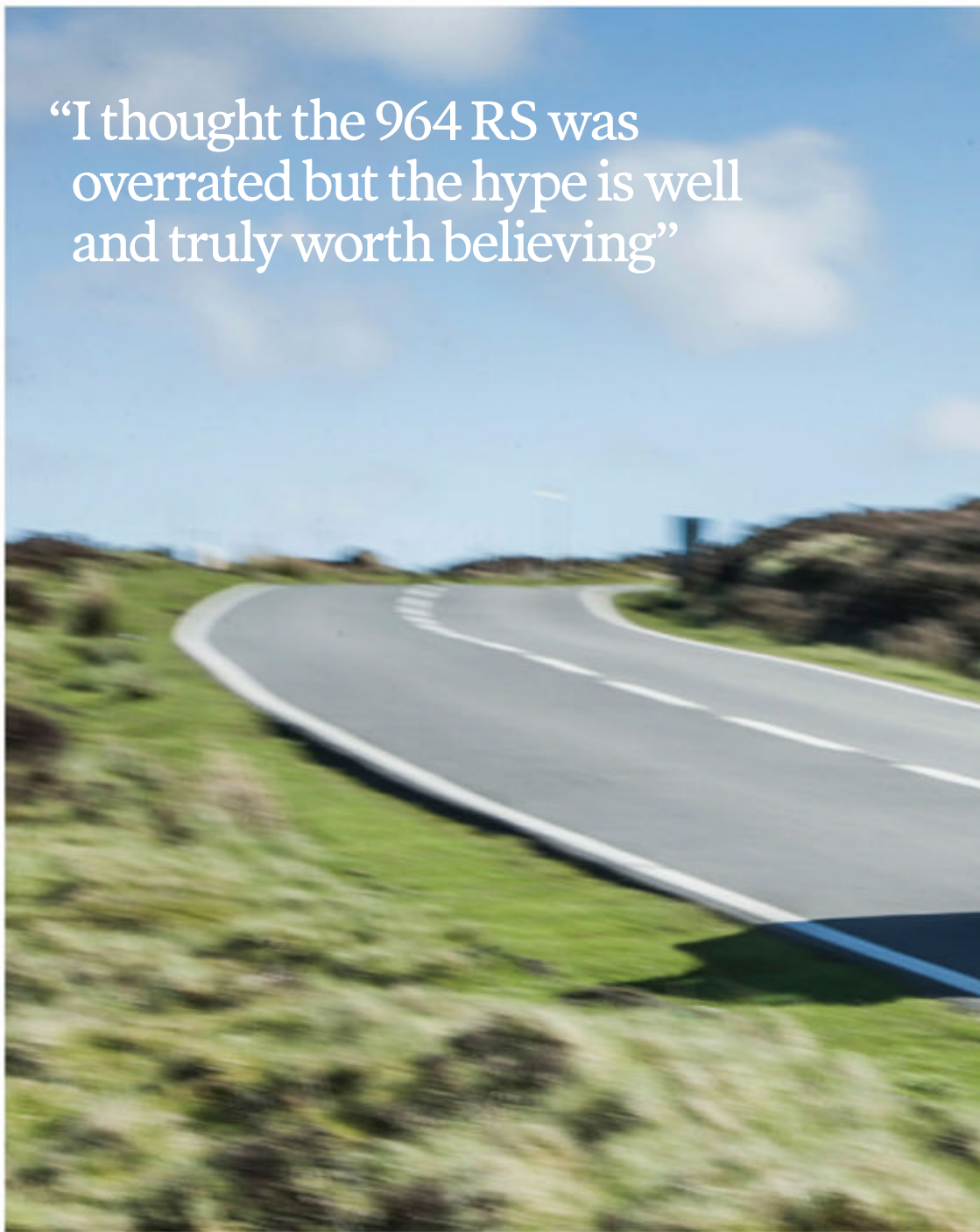
With so much extra velocity, I'm glad that the 'Big Red' stoppers in the GT3 RS are some of the best in the business. The pedal is even shorter and harder than the 964, with superb bite that helps me shed speed deep into each braking zone. If I had one qualm, it would be that the pedals don't feel ideally placed for heel-and-toe downshifts on the road; you really need to be pushing the brake pedal through the bulkhead to get it comfortably aligned with the throttle. It's clear that while the 964 RS is a road car for the track, the 997 RS is a track car for the road.

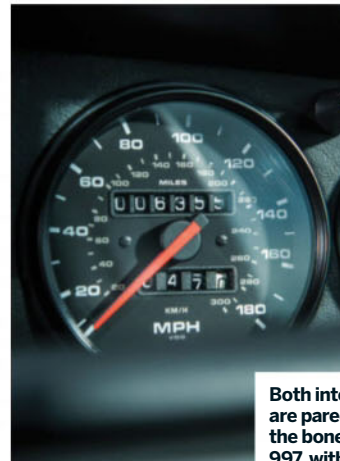
After the instantly gregarious relationship I had developed with the 964, the 997 feels much more nervous as I tackle the Peak's twisting tarmac. The front end is so much stiffer (in both its damping and its anti-roll), providing almost too much ability on turn in, certainly at road speeds, where the limits of adhesion aren't being tested to their maximum. The GT3 RS noses into each corner like a hound 🐾

Right: On the open road, the 964 RS's instant user-friendliness makes it a very real rival to the 3.8-litre GT3 RS

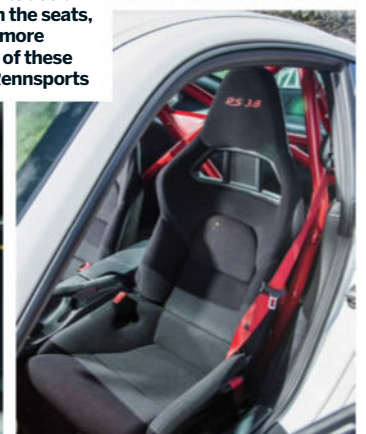
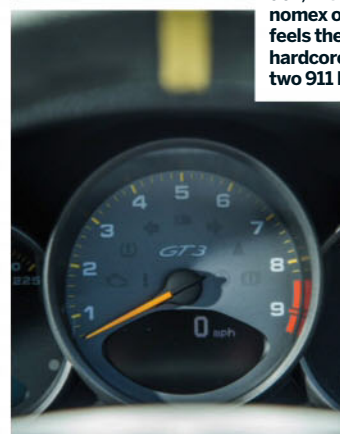
Far Right: With nearly 40 years of Rennsport expertise behind it, the second-generation 997 RS is the ultimate road rocket

"I thought the 964 RS was overrated but the hype is well and truly worth believing"





Both interiors are pared back to the bones but the 997, with its use of nomex on the seats, feels the more hardcore of these two 911 Rennsports



after a scent, dialling straight in towards the apex before I've even had a chance to fully comprehend my new trajectory.

It takes me a while to recalibrate my brain, but when I finally do, the 997 really does feel as if it is painted to the road. The more I become reacquainted with the car's talents (it was only a few issues ago that I found myself piloting Porsche's press car), the more I feel like I'm able to exploit its worth. However, while I'm pushing more on corner entry, the 997's ability to kick the tail out on the exit requires a more measured approach compared to the 964. With 450hp on tap, it feels a bit more point-and-squirt, especially as the car's stiff suspension settings don't give me the confidence to get on the power early. Combined with its pointy front end, the 997 feels more like a mid-engined car, while the 964 retains more of the classic 911 character.

This is where the 964, in the real world, was coming into its own. It's so easy to get on with that you really can exploit 75, 85, maybe even 95 per cent of its talents within 20 miles. By comparison, the GT3 RS is more stand-offish, testing your talents and only fully unlocking to those it deems worthy.

The 964 wants to shake your hand, while the 997 wants to rip it off.

Don't take this the wrong way though; this is not a bad thing. Far from it. The 997's hidden reserves make it possibly the more appealing as a long-term prospect. At the end of another large loop of the Peak District, I still don't feel like I've got on top of the car. It's left me wanting more, wanting to further my skill behind the wheel. Despite its extra size, the water-cooled Rennsport feels noticeably more nimble. While the 964 was providing a heavy workout for my shoulders, the 997 simply requires some smooth wrist work to flick it from corner to corner.

The GT3 RS's extra dynamic aggression also shines through in its aesthetic appeal. There aren't many cars that look faster when sitting at a set of traffic lights. The classic red-on-white colour scheme and that table-sized wing let you know that this car means business before you've even opened the door. In reality, I suppose I knew I was in for a challenge the moment I stepped out of the 964 RS. Andreas Preuninger's team really has turned things up to 11 since water was deemed greater than air.

There's part of me that thinks the 997.2 GT3 RS is a little too much. After a while, it may become so, but paired with the 964 they probably create the perfect two-car RS garage. The early car is an inviting day-to-day proposition, while the 997 is the weekend toy that would make a pulse-racing tool for track work. I don't think I could choose between them; I'd have to own both, because in reality they are two sides to the same coin. Despite their obvious differences aesthetically, dynamically and statistically though, there is something intrinsic that bonds these two Rennsport heroes. They are the two greatest driver's cars Porsche has ever built, with an appetite for involvement that most 911s will never be able to match.

After a truly incredible day – such stuff as dreams are made of – the statistics that suggested this would be a one-sided fight are well and truly put to the wind. Weissach may have made huge strides since the switch to water-cooling – the 997.2 GT3 RS is undoubtedly a huge technological leap forward from the 964 Carrera RS – but this Porsche 911 pair are perfectly suited to one another. Blood truly does run thicker than water. **911**



GOODWOOD FESTIVAL OF SPEED SALE

Important Collectors' Motor Cars and Automobilia

Friday 26 June 2015
Chichester, Sussex

Catalogue now online

Bonhams is delighted to announce the 23rd annual auction at the world-renowned Goodwood Festival of Speed.

Bonhams achieved record-breaking success at Goodwood last year, showcasing its expertise in maximising the value of collectors' motor cars. 2015 is already destined to be another outstanding auction with many desirable motor cars already consigned.

*Formerly the property of Richard Hamilton,
restored to concours condition*

1973 PORSCHE 911S 2.4-LITRE COUPÉ
£250,000 - 300,000

ENQUIRIES

UK

+44 (0) 20 7468 5801
ukcars@bonhams.com

Europe

+32 (0) 476 879 471
eurocars@bonhams.com

USA

+1 212 461 6515, East Coast
+1 415 503 3285, West Coast
usacars@bonhams.com



Bonhams

THE *FIRST* MONSTER

A little-known piece of Weissach's history, this Martini-liveried Le Mans icon is one of the most important 911 racers ever built

Written by **Josh Barnett** Photography by **Dan Pullen**

In 1972, Porsche launched the 917/20, a car designed for the Can-Am Challenge Cup, North America's no-holds-barred series for prototype racers. In the hands of George Follmer, the car dominated that year's championship, and in doing so helped to irrevocably change the face of the motorsport landscape during the Seventies and Eighties. How? The 917/20 was Porsche's first turbocharged racer, utilising two Kühnle, Kopp & Kausch turbos to produce a brutal 850hp from its 5.0-litre flat 12 engine.

A year later, Porsche upped their game even further with the Porsche 917/30, a 5.4-litre evolution of the previous season's machine that could turn out around 1,500hp in qualifying trim. Once again, the twin turbocharged car was the class of the Can-Am field, comfortably propelling Mark Donohue to that year's title. The 917/30 was so effective that it was almost single-handedly responsible for the decline of the series (which took a two-year hiatus after the 1974 season).

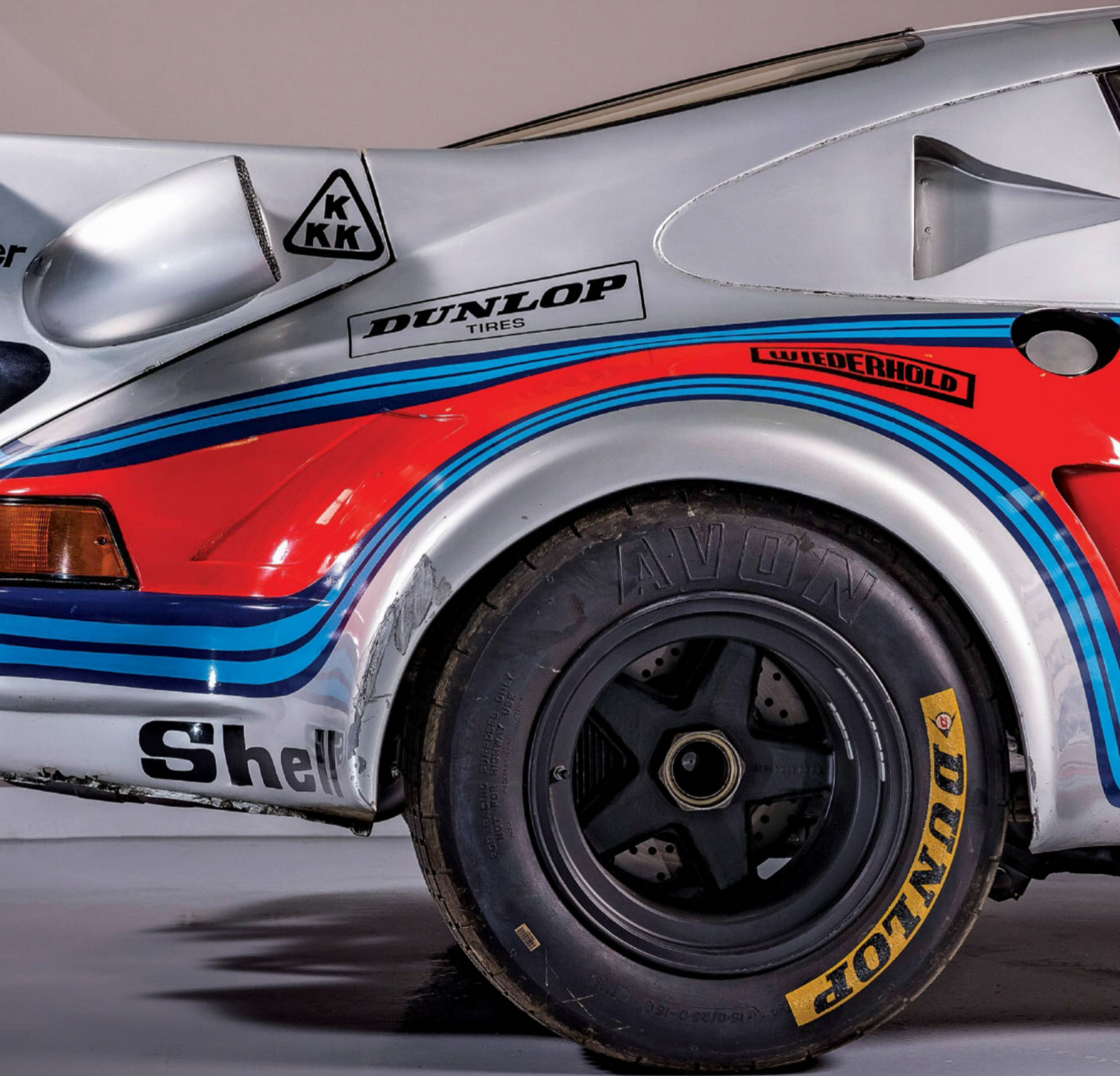
Thanks to the dominant fashion of the 917/30's success, turbocharging had well and truly proved its worth to Zuffenhausen's board, who immediately set about applying the lessons learnt on the track to furthering the Porsche 911 on the

road. First to arrive was a 2.7-litre, narrow-bodied test mule gifted to Louise Piech in 1973 (a car featured in **Total 911** issue 112) before the 930 was first unveiled at that year's IAA in Frankfurt. To help the development of the new 911 Turbo ahead of its launch for the 1975 model year though, Porsche wanted to prove the abilities of a turbocharged 911 in competition. To do so, they created this: the Porsche 911 Carrera RSR Turbo 2.1.

Designed to the FIA's Group 5 rules, the car would have to race against bespoke sports prototypes from the likes of Matra and Ferrari. This wasn't unfamiliar territory for Porsche though, as the year before, the Martini-liveried factory 2.8 RSRs were extensively modified with a wider rear track, huge 'Mary Stuart' ducktail wings, centre-lock wheels and 3.0-litre engines, forcing them to race among the prototype ranks for the majority of the 1973 season.

Chassis numbers 911 360 0588 and 911 360 0686 (often known as 'R6' and 'R7' respectively) still proved competitive on occasion, with the former famously winning the final running of the Targa Florio road race and the latter coming home fourth overall in that year's 24 Hours of Le Mans, both times with Gijs van Lennep and Herbert Müller at the wheel. ➡





Model	911 Carrera RSR Turbo 2.1
Year	1974
Engine	
Capacity	2,143cc
Compression ratio	6.5:1
Maximum power	480hp @ 8,000rpm
Maximum torque	461Nm @ 5,900rpm
Transmission	Five-speed manual 915-type
Suspension	
Front	Independent; MacPherson strut with Bilstein damper and titanium coil spring; lower wishbone, anti-roll bar
Rear	Independent; semi-trailing arm; Bilstein dampers and titanium coil springs; anti-roll bar
Wheels & tyres	
Front	10.5x15-inch magnesium alloys; 10.5/23.0-15 racing slicks
Rear	16x15-inch magnesium alloys; 15.0/26.0-15 racing slicks
Brakes	
Front	300mm drilled and vented discs; finned calipers
Rear	300mm drilled and vented discs; finned calipers
Dimensions	
Length	Unknown
Width	Unknown
Weight	825kg
Performance	
0-62mph	3.2 secs
Top speed	189mph



The knowledge garnered by these prototypes helped Weissach to develop the Carrera 3.0 RSR for the 1974 season. However, these would be exclusively raced by privateers, freeing up the works Martini Racing Team to focus its efforts on the 911 Carrera RSR Turbo 2.1, four of which were built (three for racing and one for testing). While it used a G-Series '460' chassis as a basis, the same as a 3.0 RSR, the Carrera RSR Turbo 2.1 was, in reality, a markedly different beast, requiring the full attention of the factory.

At the rear sat a 2,143cc flat six engine with a single KKK turbocharger. While the displacement may seem random, the Group 5 regulations stated a maximum engine capacity of 3.0 litres (introduced after the dominance of the 917s earlier in the decade). The equivalency factor for forced-induction cars was 1.4, giving a total capacity of just over 2.1 litres. To achieve this, Porsche reduced the bore diameter to 83mm (7mm smaller than the 3.0 RSR) and shortened the stroke to 66mm with the same crankshaft design as the 2.0-litre Porsche 911.

Like the standard RSR, the RSR Turbo 2.1's engine featured a magnesium alloy crankcase, polished titanium con-rods and sodium-cooled valves. Enlarged oil pumps were tasked with keeping the flat six lubricated, while there was also a dual ignitions system with Bosch mechanical fuel injection. The engine bay came in for extensive modifications, with the rearward chassis legs drilled out to save weight and the rear bulkhead removed, replaced by a tubular subframe, used to support the turbocharger and large intercooler. Running 1.4 bar of boost, the flat six produced 480hp at 8,000rpm (impressive statistics, even by today's standards). This power was fed through the RSR's standard 915 gearbox, an 80 per cent locked differential and uprated driveshafts.

Suspension-wise, the torsion bar system seen on the road-going 911 and 3.0 RSR was replaced with a MacPherson-style strut, Bilstein damper and titanium coil spring at the front, mounted to a lower wishbone. At the rear, a similar damper-and-spring arrangement was utilised, connected to a semi-trailing arm. Spherical bearings were used all around, with anti-roll bars at either end allowing some degree of dynamic tuning. While the front





wheels and tyres were carried over from the 3.0 RSR, the rear wheel width was increased to 16 inches, with the magnesium alloys housing drilled/vented discs and finned calipers from the 917.

In order to save weight, the majority of the body panels were manufactured in fibreglass, including the entire door assemblies (which hit the scales at just 4.5 kilograms for the pair). After extensive testing, the fuel tank – traditionally located in the front recess of racing 911s – was moved inside the cockpit, sitting behind the passenger seat and taking up the majority of the space usually occupied by the rear pews. The change helped to keep the car's balance more stable as fuel burnt off during a stint, although it also helped to keep the majority of the Carrera RSR Turbo's mass over the back axle. With 70:30 weight distribution to the rear, Porsche was clearly focussed on helping the traction of the turbocharged monster, albeit at the cost of an incredibly light front end, accentuating the 911's traditional understeer.

As well as the extensive lightening and engine modifications, the Group 5 regulations also allowed Porsche to experiment with more extreme aerodynamics. At the front, the bonnet's line is

continued onto the front bumper, featuring a deep 'air dam' chin and lip spoiler. However, it is the rear end that grabbed the most attention. Gone was the 911's curved rear screen, instead replaced with a nearly horizontal unit from which two angular wing supports extended on either side. The rear three-quarter windows were removed, replaced by fibreglass NACA ducts that fed air into the engine's intake while the right-hand wing support was home to a large scoop for the turbocharger. Between the two wing supports was another vent, this time feeding the intercooler with fresh air.

The pièce de résistance, though, was undoubtedly the huge, adjustable rear wing. From almost any angle it stole the visual show, causing displeasure from the Porsche board. In order to provide some semblance of the 911's classic silhouette, it was ordered that the rear wing should be painted black, helping it to blend in with the tarmac when viewed from the grandstands.

Three different chassis were used in competition by the factory Porsche team during the 1974 season. 911 460 9016 and 911 460 9101 (known as 'R9' and 'R11') were the first to see action at the non-championship Four Hours of Le Mans, run on

the shorter 'Bugatti' circuit. The same two cars took part in March's test day on the Le Mans track before heading to the Monza 1,000km on 25 April, the first round of the World Sportscar Championship.

With 'R9' as a spare car, van Lennep and Müller finished fifth overall in 'R12' before heading to the Spa 1,000km and getting the Porsche 911 Carrera RSR Turbo 2.1 onto the outright podium for the first time. At the Nürburgring 1,000km, 'R9' would be back in action as Manfred Schurti and Helmuth Koinigg finished seventh, one place behind the sister car of van Lennep and Müller. The latter duo would switch to 'R9' at Imola for round four, but after retiring, a new chassis – 911 460 9102 – was readied for the 24 Hours of Le Mans. That car, christened 'R13', is the very car featured in these pages. Driven by van Lennep and Müller in that year's running of the famous French endurance event, Porsche nearly pulled off a giant-killing performance of remarkable proportions, only to be scuppered by their own sportsmanship.

As was the case throughout the 1974 season, the RSR Turbo 2.1s were not expected to challenge for overall victory against the hordes of outright prototypes of Matra, Alfa Romeo and Mirage. ➤



Weissach's hopes were further dashed after just 87 laps when 'R12' was forced out of the race with a damaged connecting rod. However, in the hands of van Lennep and Müller, 'R13' was running reliably in second, bested only by the Matra of Henri Pescarolo and Gérard Larrousse.

Heading into Sunday morning, the 911's gearbox – heavily stressed by the enormous torque and turbo lag – broke, leaving its Dutch-Swiss driving duo stuck in fourth gear, losing them around 40 seconds a lap to the Matra. Then, with just over four hours to go, the Matra's gearbox also failed. The RSR Turbo was back in with a chance – at least, it would have been if Porsche hadn't sent two mechanics over to the Matra pits to help repair the French team's gearbox. The Matra MS670 used a Porsche-designed transmission, leaving Weissach obligated to provide assistance. After losing 45 minutes, Pescarolo was back out, narrowly retaining the lead. With Porsche unable to effect a similar

gearbox replacement on their 911 (the transmission mounted awkwardly in front of the engine), the Matra pulled out a six-lap lead, leaving the Carrera RSR Turbo 2.1 to take a still-impressive second.

'R13' was rested for the 1,000km of Zeltweg before returning as Porsche's sole entry at the Six Hours of Watkins Glen, where van Lennep and Müller once again finished second overall behind a Matra. It was to be the last piece of silverware for any 911 Carrera RSR Turbo 2.1, as Porsche could only manage seventh and fifth in the season-ending 1,000km races at Paul Ricard and Brands Hatch. It was still good enough to secure third overall in the World Sportscar Championship though, three points ahead of Alfa Romeo's full-fat T33 prototype.

With the season over, the Turbo 2.1s were mothballed (although 'R13' would surface again in 1977, taking part in the 24 Hours of Daytona in the hands of Interscope Racing before passing onto Vasek Polak Racing for that year's 3 Hours of Mid

Ohio). However, the car's impact would be felt for many years after its service came to an end, with Porsche implementing many of the lessons learnt on the Turbo 2.1 onto the legendary 935 racer. It's easy to see the resemblances, from the sloping lines of the front bumper, to the extended wing supports.

That gives 'R13' – the most successful car of the trio – huge historic significance. 'R9' sold at auction in 2012 for \$3.245 million (when Gooding & Co had estimated it at between \$1.75-\$2.25 million). With its added glories, 'R13' is likely to have proved a sound investment for its current custodian, the Fica Frio Collection. In reality though, it is impossible to put a value on a car like this. The worth of Porsche's first 911 monster cannot simply be measured in financial terms. Without the Carrera RSR Turbo 2.1, the fire-breathing leviathans of the late Seventies and Eighties would probably not have existed. At the very least, they would not have enjoyed the success they did. **911**

The Carrera RSR Turbo 2.1's Le Mans legacy



**1976
935**

After a year out in 1975, Porsche returned to Group 5 racing with the silhouette 935 racer. Initially featuring the 911's upright wings, the 935 switched to the famous flatnose design in its debut season. Although the works 935s never triumphed at Le Mans, Kremer Racing took their K3 version to the top of the podium in 1979.



**1986
961**

Based on the Porsche 959 supercar and built to Group B regulations, the 961 made its racing debut at the 1986 24 Hours of Le Mans, finishing seventh overall in the hands of René Metge and Claude Ballot-Léna. A year later, the car was again rolled out at La Sarthe, but an accident meant the 961 didn't finish the race.



**1995
993 GT2/GT2 Evo**

Built to the then-new GT2 regulations it was named after, the 993 GT2 had a steady start to life at Le Mans, finishing 15th overall in 1995. The following year it would win its class, repeating the feat in 1997, when it also achieved its best overall finish of ninth in the hands of Elf Haberthur Racing.

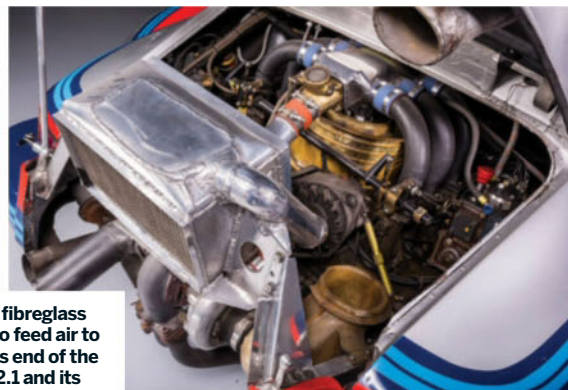


**1996
911 GT1**

Porsche built a bespoke, mid-engined GT1 racer under the 911 badge. They finished second and third overall in 1996, but disaster struck the Evo versions in 1997 when they proved both unreliable and uncompetitive. Returning with an all-new car in 1998, Porsche took its 16th outright Le Mans victory.



Inside the workmanlike cockpit, van Lennep and Müller were greeted by few creature comforts, though they did get two boost gauges; the fuel tank was also moved from the front compartment into the cabin



A myriad of fibreglass vents help to feed air to the business end of the RSR Turbo 2.1 and its huge KKK turbocharger; magnesium wheels from the 917 had to help transfer nearly 500hp onto the tarmac



Special offer



Join the adventure with **Total 911**

Try **5 issues** of
Total 911 for **£5**



Order online at
www.imaginesubs.co.uk/t9e
or call
0844 249 0463*
quoting the code **SUMMER151**

*Calls will cost 7p per minute plus your telephone company's access charge

FAITHFUL FRIEND

After more than three decades of ownership, this 2.4-litre 911S and its owner have amassed 250,000-miles of glorious flat-six memories...

Written by **Glen Smale** Photography by **Alisdair Cusick**





We all have our favourite possessions that, despite their years or state of repair, we just can't part with. It might simply be a faded old jumper that's too comfortable to throw away, or a trusty tool in the garage, or a long-playing record that continues to soothe all those worldly intrusions. For Robin and Jo Walker, that prized possession is their 1973 2.4-litre 911S, a car they've owned for 33 years and racked up more than 250,000 miles driving around Europe in the meantime.

Robin's 911S adventure began in 1981 following a job redundancy. For years, he had helped friends by spannering for them and assisting on rally stages,

and upon hearing the sound of a competition 911 at full stretch through the forests, he made up his mind that one day he would buy one. With all £3,500 of his redundancy money, he started a country-wide search, but one 911 caught his eye closer to home in Finchley, and Robin decided to purchase the car. He recalls, "The first time I put petrol in it, it was 38p a litre, and £20 filled it up. I was still unemployed at that point, but eventually I found a job with a company in Uxbridge."

Looking back at the early 911 range, for the first five years of the model's production the wheelbase was 2,211mm, but in 1969 it was extended by 57mm to 2,268mm. This was also the last year for the 2.0-litre engine, and the first year for mechanical

fuel injection in the 'S' model. In 1972, the 911's wheelbase was extended by 3mm to 2,271mm, and due to increasing exhaust emission regulations in the US, a new 2.4-litre engine was introduced. This was necessary as in some export markets high-octane fuel was not available, and so the 2.4-litre engine compression was lowered to cope with regular fuel – yet the S model still boasted a healthy 190bhp at 6,500rpm.

In 1972, the new Type 915 manual transmission was introduced with a revised H-pattern, now with first and second gear on one line. In 1972, the oil tank was relocated ahead of the right rear wheel too, with the filler cap on the right rear fender. The 'S' model was fitted with a plastic front valance ➡



to act as a spoiler, and the 'S' had 15mm thicker anti-roll bars front and rear.

With the keys to a 911 in his hands and a new job to boot, Robin now had a 38-mile daily drive to work, and for the first three years he drove the 911 into London every day. Robin recalls, "In those London traffic jams, it would sometimes be quicker to walk because the traffic was solid, but I put on over 70,000 miles in three years in that car. In that time I did virtually nothing to the car apart from putting oil and petrol into it and cleaning it, but I learnt an awful lot about the car, how to handle it and how to drive it."

The car was sold to its first owner in Bologna, Italy, in 1973, but at some point in its early life it was involved in an accident. An attempt to cover this up was made, but the car was not repaired properly, and it was only much later that Robin discovered the damage on the offside inner wing. In an attempt to conceal the damage, the owner

resorted to forward-dating the car by fitting impact bumpers, different front wings, RS 2.7 rear wings, seven-inch RS wheels and a whaletail at the rear. Despite having the underpinnings of an early car, it looked more like an SC, but unfortunately with the impact bumpers and additional bodywork items, the car was quite heavy. The 'S' still bears the scars of that whaletail, as illustrated by six screw holes across the engine cover. When he bought the car in 1981, Robin was the third owner, and it had 67,000 kilometres on the clock, which was actually 167,000 kilometres. Robin adds, "I have seen the clock go past 100,000 three times since then."

He later bought himself a regular runabout, which slowed the rate of the 911's mileage increase, and the Porsche was used on weekends and for Porsche Club runs. Robin has been an enthusiastic Porsche Club member since the early Eighties, and Club events meant trips to Europe for the bi-annual Porsche Parade. The first of these trips

was the Porsche Parade in Germany in 1984, which coincided with Ferry Porsche's 75th birthday celebration. On their return, a group of three cars stopped at the Nürburgring, but the circuit was just a dirt track as the new Grand Prix circuit was under construction. The group then headed down to the Wiesbaden Air Base with Porsche Club of America, where they participated in a slalom event, and after finishing in first place, Robin went home with his first Porsche trophy. The Porsche Club of America awarded him a cooler chest full of beers!

Several more trips to the factory in the 911 followed until 1990, when Robin took the car off the road as rust was becoming an issue. Robin explains, "There is only so much polishing you can do to make it look pretty, but when holes start appearing you have to do something. I was still driving it but I had a problem with the inner wing, which had rusted away, and so eventually it went to Autofarm for a complete body restoration. When I got the

"The windscreen was fitted one morning, I got it MOT'd and taxed that same afternoon, and we drove it off to Northern Italy..."



body home, I put the car together and it was back on the road. The windscreen was fitted one morning, it got MOT'd and taxed that same afternoon, and we drove it off to Cortina d'Ampezzo in northern Italy for the Italian Porsche parade."

Tripping across to Europe for various Porsche events offered the Walkers the opportunity of taking on a holiday to make the most of their venture. When driving in the Swiss and Austrian Alps the fog can come down quite quickly, and to avoid being rear-ended Robin fitted those twin rear fog lights. In 1994, the Porsche Parade was held in Vienna, the first stop being Dresden, which is where the car was unfortunately 'keyed' by some inconsiderate passer-by. Professor Ferdinand Porsche was born in Maffersdorf (now Liberec) in what is now the Czech Republic, and Doctor Ferry Porsche was born in Wien Neustadt (New Vienna), a small town near Vienna in Austria, so it seemed an ideal time to turn this into a grand tour. The

next stop was Prague, but the cobbled streets are what Robin remembers most about the capital. "They are terrible; you just thought that everything was going to fall off the car driving around on those cobblestones," he says.

Before leaving for this trip, Robin was told by his insurance company not to go into Poland or Hungary. Robin recalls what they said, "You might be stopped by a Mercedes with darkened windows, invited to step out of the car, and you will not see the car again. The local Mafia were causing problems at that time, as this was just after the Berlin Wall had come down." The trip home included a stopover in Gmünd to see the original wood mill building where the first 356s were assembled, and of course, no trip to Austria in a Porsche would be complete without calling in at the Porsche family home in Zell-am-See.

"In 1996, we went to the Porsche Parade in Sweden, and that is a long way," Robin adds ➡

The life of a 250,000-mile classic Porsche 911

With a quarter of a million miles covered, the 911S has had its fair share of new parts and refurbishments. When it comes to maintenance, Robin says, "I have found that Porsche parts, when fitted properly, do the job well and usually last a long time. They are often costly but then they don't need changing very often.

At 42 years of age and with that astronomical reading on the odometer, Robin's 911S has consumed the following, among others:

- Two sets of front discs (each lasting an average of 100,000 miles);
- Between eight and ten sets of tyres (average 20,000 miles per set);
- Oil changed on average once a year, although some years twice depending on mileage;
- The oil filter replaced every other oil change (now using Castrol Magnatec 10-30 semi-synthetic oil);
- Three clutch assemblies;
- A rebuild of the 915 gearbox in 2010;
- A single overhaul of the engine;
- One complete body restoration;
- Lots of petrol!



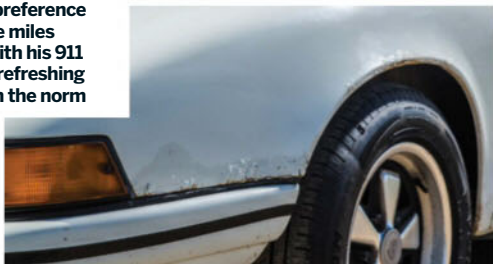
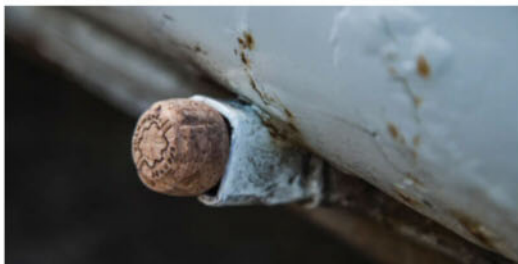
Outside the birthplace of Ferdinand Porsche, Maffersdorf, Czech Republic, 1996



An impressive shot of the 911S taken at the Italian Porsche parade at Cortina D'Ampezzo, 1992



Robin in his 911S outside Germany's famous Hockenheim circuit, again in 1992



This 2.4-litre 911S may not be in showroom condition but you can bet there's a story to tell behind every blemish and foible. In fact, Robin's preference to accumulate miles over money with his 911 is currently a refreshing deviance from the norm

with a sigh. The short Dover-Calais channel crossing ensured the maximum time behind the wheel, which saw the Walkers driving up through Holland to Travemünde in northern Germany, and then across by ferry to Denmark and Sweden. The European leg from Calais to Stockholm was no less than 1,100 miles of driving. The return journey followed the same route in reverse, with the whole trip taking two full days of driving back to Oxfordshire. Robin picks up the story: “I couldn’t believe it, we filled the car up three times in two days and when we got back home it was nearly empty again. That’s 205 litres, or the equivalent of a 45-gallon barrel of fuel in two days. These cars are quite thirsty, as I would only get about 20 or 22mpg on such a long run.”

By 2010, the ‘S’ had racked up almost 395,000 kilometres and the flat six was showing signs of smoking and being low on power. The engine, gearbox and chassis still had the original matching numbers, so the block was given to a friend to overhaul. As can be expected, there was a fair bit of wear on the pistons, and while the accepted ovality of the barrels was two-thousandths of an inch, measurements showed that these barrels were 16-thousandths. The three-ring pistons each only had two rings left, and all six top rings had broken, leaving just one ring and an oil control ring per piston. Robin explains, “We had a problem getting barrels for it. The 2.4-litre barrels are made by Biral, and have a steel liner with aluminium fins. I eventually sourced them from Andial in America (of 962 fame), so we fitted the new barrels and

pistons, new chains, new chain wheels and new intermediate shafts. When the crankshaft was measured, I was told that they could not measure any observable wear on it. It was not even scored, so they just de-greased it and cleaned the oil ways.”

After driving and owning the 911S for so long, Robin admits that you get to understand all of its foibles, both good and bad. “When I drove the car really fast for the first time, I was staggered at how it reacted to my driving. It made me feel really good, what with all of the little inputs I made through the steering and pedals, it felt alive,” he explains. “The car is special to me; we have been everywhere in it and whenever we go to Porsche events, others expect me to be in the 911. It was my first Porsche and I have no intention of selling it. Its value has no meaning for me apart from when it comes to insuring it. A former Chairman of the Porsche Club once said, ‘If you are not enjoying your Porsche then perhaps you bought the wrong model,’ and I fully agree with that,” Robin adds while looking back at the car.

The 2.4-litre 911S has not always been big money; it’s only recently that the model has increased significantly in value. To Robin and Jo though, it has just been their Porsche, and being left-hand drive, it comes into its own on the continent. Robin concludes: “The car can be driven fast, but I do not drive it so hard today as I am getting older and the roads are busy. Not everyone is interested in the monetary value of their Porsche; sometimes it can become a barrier to driving the car, which is what it was designed to do.” We couldn’t agree more. **911**

Model Year	911S 1973
Engine Capacity	2,341cc
Compression ratio	8.5:1
Maximum power	190bhp @ 6,500rpm
Maximum torque	215Nm @ 5,200rpm
Transmission	Five-speed 915
Suspension	
Front	Independent suspension with wishbones and MacPherson struts; one round, longitudinal torsion bar per wheel; hydraulic double-action shock absorbers; anti-roll bar
Rear	Independent suspension with semi-trailing arms; one round, transverse torsion bar per wheel; hydraulic double-action shock absorbers; anti-roll bar
Wheels & tyres	
Front	6x15-inch Fuchs; 185/70/VR15 tyres
Rear	6x15-inch Fuchs; 185/70/VR15 tyres
Dimensions	
Length	4,147mm
Width	1,610mm
Weight	1,090kg
Performance	
0-62mph	7.0 secs
Top speed	143mph

LOS ANGELES DISMANTLER

Specializing in **Porsche 911 Boxster Cayman**

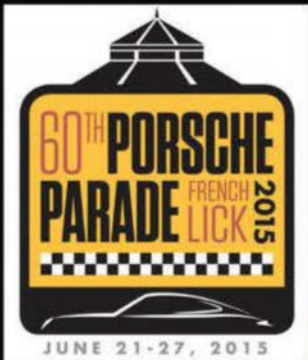
Worldwide supplier of used OEM 911, Boxster & Cayman Parts

**Cleaning up! Adding growing inventory to our newer website!
New content!**



1-818-767-7243
ladismantler.com
sales@ladismantler.com
We Ship Worldwide!

Engines
Transmissions
Brakes
Suspension
Axles
Wheels
Seats
Consoles
Chassis
Lights
Interior Parts
Accessories



Seen on:





THE 'OTHER' LIMITED-RUN 996

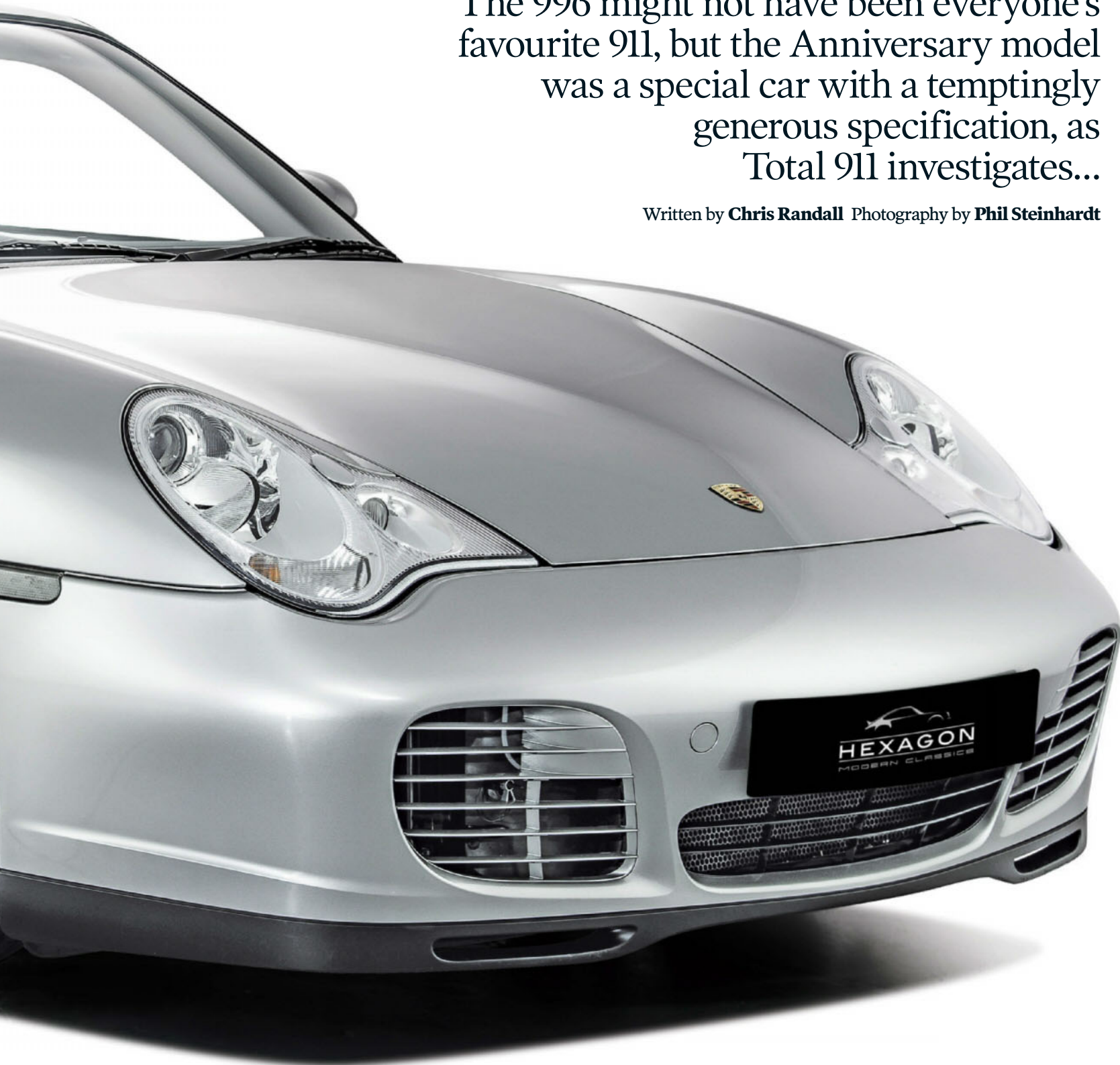
The '40 Jahre' wasn't the only limited edition 996, as Porsche also used this generation to celebrate the new millennium. Rather unimaginatively called 'The 911 for the New Millennium' it went on sale in 2000 (obviously enough) and was based on the C4 Coupe. Just 911 examples were produced, each one fitted with the 300bhp, 3.4-litre engine and a choice of six-speed manual or five-speed Tiptronic gearboxes. 18-inch wheels and lowered suspension also featured. The most striking visual difference, though, was the use of Violet-chromafair paint, which appeared to change colour in different lights, from black through dark green to dark violet. It was matched with a cabin smothered in brown leather, complemented by dark burr maple wood on the steering wheel, door trims, handbrake, and gear lever. And as Porsche were in a celebratory mood, they added a special interior plaque and sill tread plates, and fitted heated seats and the PCM system as standard.



996 ANNIVERSARY

The 996 might not have been everyone's favourite 911, but the Anniversary model was a special car with a temptingly generous specification, as Total 911 investigates...

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




Launched at the 1997 Frankfurt Motor Show, the 996 generation was larger in just about every dimension, stiffer by an impressive 45 per cent, and more aerodynamic (the drag co-efficient was 0.30 for the record) than any previous 911, and was the work of Pinky Lai and Harm Lagaay. But it also marked a change in the development of the legendary sports car, introducing the 911 faithful to the concept of water-cooling, which was to upset more than a few apple carts.

In the ensuing years, the new engine developed a reputation for expensive trouble, and while the oft-discussed issue doesn't merit further detail here, suffice to say the car continues to divide opinion even today. By 2003, however, thoughts in Stuttgart were turning to how best to celebrate 40 years of this motoring icon, and the result was

the car you see here. Just 1,963 examples of the 996 Anniversary – or '40 Jahre', to give it its proper title – were built. On sale between 2003 and 2004, it was the perfect example of Porsche's skill in blending the sort of subtlety and desirability that had buyers queueing at the doors of their local OPC, chequebook in hand. Not that this special model was cheap; the asking price of around £63,000 being the best part of £14,000 above that of a standard 996 C2 Coupe.

Based on the narrow-body Carrera, each car was painted in GT Silver metallic, and featured a special aluminium badge on the engine lid. The new model retained the standard electrically operated rear spoiler that rose at 75mph, but up front the bumper featured the larger air intakes from the 996 Turbo, with the side ducts finished in body colour and the central intake in black. GT3-style sill extensions

added a meatier presence to the side profile, while the exterior styling was further distinguished by unique 18-inch Carrera wheels, although their polished finish perhaps added a little too much bling for some tastes.

Other special touches included polished stainless-steel tips for the exhaust and sill tread plates that featured a 911 logo. The overall effect, then, was impressively understated and a fitting tribute to the 911's longevity, but this wouldn't be a special Porsche if the mechanicals didn't also come in for some fettling. At the rear was the same M96/03 3.6-litre flat six as the regular model, the dry-sump unit boasting four-valves per cylinder operated by two camshafts per bank that were driven directly from the intermediate shaft via a double-roller chain with hydraulic tensioners. The unit used the same forged and 'cracked' 

“This was the perfect example of Porsche's skill in blending subtlety and desirability in a 911”

Model	996 Anniversary
Year	2003
Engine	3,596cc
Capacity	11.3:1
Compression ratio	345bhp @ 6,800rpm
Maximum power	370Nm @ 4,800rpm
Maximum torque	Six-speed manual, rear-wheel drive
Transmission	
Suspension	
Front	MacPherson struts with coil springs and anti-roll bar
Rear	Multi-link with telescopic dampers, coil springs, and anti-roll bar
Wheels & tyres	
Front	8x18-inches; 225/40/R18
Rear	10x18-inches; 285/30/R18
Dimensions	
Length	4,430mm
Width	1,770mm
Weight	1,370kg
Performance	
0-62mph	4.9 secs
Top speed	180mph





GT silver paint adorned all 996 Anniversary models, while a special '911' plaque on the decklid marked this out from the rest. Carrera wheels were chrome finished from the factory, unlike those seen here



THE SPECIAL 911 TIMELINE

• 1989: 930 LE

Essentially an SE without the slantnose, just 50 of the 930 LE models were made, one for each OPC at the time. 330bhp and a special bodykit were standard.

• 1993: 964 Anniversary

The '30 Jahre' 964 Anniversary got a Turbo-look body and C4 running gear. Plenty of kit and some unique colours featured.

• 1998: 993 Turbo S

The 993 Turbo S was the final model for the air-cooled generation. With 450bhp and a manual gearbox, it was very quick, very luxurious, and a very special 911 with just 345 made.

• 2003: 996 Anniversary

Another Anniversary model, this time the 996. Upgrades included a boost to 345bhp, 10mm lower Sports suspension, a limited-slip differential, and a Turbo front bumper.

• 2010: 997 GTS

The GTS marked the end of the 997. The Powerkit was standard along with styling upgrades and centre-lock wheels, and there was a luxury interior too.

• 2013: 991 Anniversary

Celebrating 50 years of the 911, the 991 Anniversary was special indeed, and with 400bhp it hit 62mph in 4.5 seconds and topped-out at 188mph. A wide body and lavish spec were standard.



“It certainly looked the part outside, but Porsche was determined to make this a special 911 on the inside too”

connecting rods as the smaller 3.4-litre engine, although there were larger crankshaft bearings and Graphal-coated pistons running in Lokasil bores.

The latest VarioCam Plus system now altered the valve timing on both inlet and exhaust camshafts. The difference here, though, was the addition of the X51 Powerkit that, via a compression ratio of 11.3:1, lifted power to 345bhp at a singing 6,800rpm, backed by a solid 370Nm of torque that was generated at a slightly higher 4,800rpm. Controlled by a tweaked Bosch DME management system, the extra 20bhp was liberated courtesy of wide-ranging modifications that included new pistons, larger

valves operated by re-profiled camshafts, changes to the cylinder head and porting, and revised inlet and exhaust manifolds.

Cooling was improved by the addition of a second radiator, and the lubrication system was upgraded. The result was performance that was as impressive as you'd expect, Porsche quoting a 180mph top speed with the 0-62mph sprint reeled off in just 4.9 seconds and 0-124mph in 16.5 seconds. And just in case you're thinking those increases seem modest compared to the standard C2 (which managed 178mph and 0-62mph in 5.0 seconds), the benefits were felt in improvements to the power delivery,

with greater urge across the mid-range. Power was delivered to the rear wheels via a standard Getrag six-speed manual gearbox with double-cone synchromesh, a cable-operated shift and a mechanical limited-slip differential with a locking ratio of 22 per cent under power and 27 per cent on the overrun. Porsche Stability Management (PSM) was standard, although it could be manually disabled if you fancied a little extra excitement on the commute to work.

Underpinning the dynamic potential was the same suspension system found beneath the regular 996, a combination of MacPherson struts up front with plenty of aluminium used for the components and the multi-link 'Lightweight-Stable-Agile' (LSA) setup at the rear that was mounted on a separate alloy subframe. However, the Anniversary benefitted from firmer springs and a 10mm drop in ride height as part of the M030 suspension package. The hydraulically assisted rack and pinion steering



This was the most lavish 996 interior outside of a Turbo, with another '911' plaque in the centre of the dashboard reminding its owner of the car's significance. Dials and other interior gubbins are finished in GT silver, while a sunroof was standard



was unchanged, while the job of bringing things to a halt fell to ventilated and cross-drilled discs at all four corners clamped by four-piston, monobloc aluminium calipers backed by Bosch 5.7 ABS. Those unique wheels were 8x18-inch items up front and 10x18 inches at the rear, wearing 225/40 and 285/30 boots respectively.

So the celebratory model certainly looked the part, and there was no doubting the performance on offer, but Porsche was determined to make this a very special 911 on the inside too. The cabin of the 996 had already received substantial changes compared to the previous generation, with a greater focus on comfort and luxury and a more logical control layout, while changes for the 2002 model year saw the addition of electric releases for the front and rear compartment lids, along with cup holders and a proper lid for the glove box. And while the floor-hinged pedals had finally been consigned to ➡



BUYING TIPS

It's a well-known truism that tired 996s aren't too hard to find in the classifieds, but the rarer nature of the Anniversary model should mean it's been suitably looked after. There's no guarantee of this, of course, so take the usual care when checking history and condition of any potential purchase. Some particular pointers include:

- **Bodywork:** Rust shouldn't be an issue, but it's worth checking for stone chips and dings in the panels, and make sure the electric rear spoiler operates correctly. Windscreens are prone to de-laminating, causing a milky effect around the edges.
- **Engine:** The 3.6-litre engine is considered more robust than the 3.4-litre unit found in pre-facelift 996s but corroded radiators need watching for, while lumpy running could be indicative of Variocam issues. Oil leaks aren't uncommon either, so be sure to have a good look around for these.
- **Running gear:** Suspension and brakes are fairly straightforward, and just need checking for condition. 996s are sensitive to proper wheel alignment though, so look for uneven tyre wear and ask about previous bush replacement.
- **Interior:** Most cabin fittings on the 996 are fairly robust but as always it's worth ensuring that everything works, especially the climate control and optional PCM system, as well as the electric adjustment on the seats.

the history books, the five-dial instrument pack still featured, although the 996 came with the addition of a digital speed read-out in the tachometer, and the switchgear was more sensibly arranged, with the climate-control panel and hi-fi incorporated into the centre console, the latter (along with the handbrake) finished in the same GT Silver metallic as the exterior and featuring a numbered plaque.

Speaking of sound systems, the Anniversary was fitted with a suitably upgraded setup that comprised an RDS radio and CD player with speed-dependent volume control, along with a six-channel amplifier and four 40w speakers and two 70w items. A Bose system was optional, along with a four-disc CD changer, and buyers could also add the full Porsche Communication Management (PCM) system that included a 5.8-inch display screen, an on-board computer and satellite navigation.

Aural enhancements aside, Porsche had added a few other luxuries. The heated sports seats were trimmed in leather, and niceties such as an electric sunroof and bi-xenon 'Litronic' headlights were standard, although naturally Porsche had been canny enough not to over-endow the new version with kit. This meant that it was left to those with deeper pockets to take advantage of an options list

that included cruise control, electric memory seats, and full telephone preparation. Having said that, while the hike in the purchase price might have appeared steep, it's worth bearing in mind that adding the Powerkit to a standard Carrera would have cost the thick end of £6,000 alone, and in that context the Anniversary appeared slightly better value for the whole package.

But just in case buyers didn't feel they were getting enough for the money, Porsche filled the 130-litre front luggage compartment with two handmade suitcases, a large and medium-sized one that were covered in leather. A bespoke key case and wallet – both in soft leather again – were the finishing touches.

Make no mistake, Porsche can develop a special edition like few other manufacturers, and are masters of the art when it comes to mining that rich seam of buyers who want their 911 to be the very best available. And if, like us, you marvelled at the model's sheer staying power over the course of four decades, this would have been a fine way to celebrate indeed. Okay, it wasn't cheap, and it would have done little to change your mind if you were rooted firmly in the air-cooled camp, but as 996s go this one was very desirable indeed. In fact, you could argue it was models like this that ensured the 911 would still be around to celebrate 50 years. **911**

“A bespoke key case and wallet – both in soft leather – were the finishing touches”

SPECIALIST VIEW

“The 40 Jahre Anniversary 911 is a very special 996 that boasts a limited build run and a host of enviable optional extras, including the Powerkit (which wasn't available to UK customers on the 991 Anniversary, don't forget).

It's far more desirable than a C4S and is without doubt the 996 to have outside of a Turbo or GT3. We've just sold the low-mileage car in your pictures but find a similar example and you'll have a special ownership experience with a special 911.”

Philip Kyriacou, Hexagon





OWNING A 996 ANNIVERSARY

- **Price new:** £63,000 (Coupe, 2003)
- **Numbers built:** 1,963
- **Service intervals:** 1 year/12,000 miles
- **Service costs minor:** £282.19
- **Service costs major:** £827.22
(Figures are courtesy of RPM Technik)



"I'VE GOT ONE"



"I personally love the lines of the car, the Turbo front and GT3 skirts in my opinion really work on the narrow body. My number one reason for loving the car is the X51 Powerkit and sports suspension. I've driven normal Carreras and the difference is striking. Given the combined cost of adding these options the car is a real second hand bargain. Maintenance-wise the Anniversary is very similar to a standard Carrera (with the exception of the Turbo radiators) and certainly cheaper than the C4S.

I also like the exclusivity of it and there is a real club feeling growing around these models with a dedicated Facebook page running (find us!)."

Paul Churnside

Thanks

911s similar to this model are available for immediate inspection at Hexagon Modern Classics' London showroom. For more information call Jonathan on +44(0)2072253388 or visit hexagonmodernclassics.com.

Peter Dumbreck

Peter Dumbreck is the lynchpin in Falken Tyres' racing team, bringing their Porsche 997 GT3R to the podium at the Nürburgring 24-Hours. But what's it like to pilot a 911 for an endurance race? Time to find out...

Written by **Johnny Tipler** Photography by **Falken Motorsport & Johnny Tipler**



If you'd flipped a Le Mans car into the woods at 190mph and walked away, you'd probably be content to rest on your laurels. Not Peter Dumbreck: he carried on racing in the DTM and the WEC, driving for

Mercedes-Benz, Spyker, Aston Martin and Opel, with a best result of third at Le Mans in 2013.

In 2005, Peter guested in a 997 GT3 at the Silverstone round of the Porsche Supercup, followed up by four seasons driving a Lexus in Super GT, and two seasons for Nissan in GT1. Aged 42 and married with two children, he has been anchorman on the Falken Tyres' Porsche 997 GT3R driver roster for the past seven years, specialising in the German VLN series and the Nürburgring 24-Hours – scoring third place on the N-24 podium in 2015. Hours before clinching that podium, the affable Scotsman met **Total 911** in the Falken garage to discuss his career to date – including *that* crash – and divulging just what it takes to be a modern-day endurance racing driver. We're listening with interest...

You had a hugely successful career in single seaters, notably Formula Vauxhall-Lotus and F3. Why did you move into the WEC?

Everyone on the single-seater ladder wants to get

ESSENTIAL FACTS

- Peter's career took off in single-seaters, dominating the 1994 British Formula Vauxhall Junior championship and winning the 1996 Formula Vauxhall Championship outright. In 1998 he was Japanese F3 Champion, and then came the irresistible offer from Mercedes-Benz.
- At Le Mans in 1999 as a member of the works Mercedes-Benz squad, Peter summersaulted a CLR at 190mph at Le Mans and was extremely fortunate (like Mark Webber) to escape unhurt.
- From 2000 to 2002 Peter drove CLKs for AMG M-B in the DTM, finishing 2nd in the Championship in 2002, and from 2003 to 2004 he drove Vectras for Opel.
- Peter raced a 997 GT3 as a guest driver in the Porsche Supercup in 2005.
- In 2010 and 2011, Peter raced Nissan GT1s in the GT World Championship.
- Peter has spent six seasons in the World Endurance Championship, between 1999 and 2014, with drives for Mercedes-Benz, Spyker, JRM and Aston-Martin.

into Formula One but I had an offer from Mercedes-Benz to drive at Le Mans in 1999, and I was also doing Formula Nippon in Japan. There comes a point where you have to make a pragmatic move, and I could have carried on in Formula Nippon with no contract, but the offer of a works drive in the WEC and DTM from Mercedes was too good to pass up.

Other drivers like Paul Di Resta have made it back into F1 from there, but you have to win the DTM championship, and I came second.

Do you ever think of the infamous somersaulting CLR accident?

Not really; it seems like a world away now. Mine was the third flip – Mark [Webber] had already gone over twice, but mine was the one that made Mercedes pull the plug on the race, and their whole programme in ALMS as well. It was in the back of my mind that it could happen, that it could flip, and as soon as it started to happen I knew what was going on, but I didn't have that 'life flashing before my eyes' moment; I thought, "Well, Mark's survived, so there's no reason I shouldn't." I tend to fight it to the end, holding onto the wheel and take the force of the impact with my body. I didn't black out, but I was very conscious of the G-forces, and you just think, "I'm having an accident here," and I just braced myself and tried to make it as easy for myself as I could.

I hear you have a fan who brings you a cake at every race. Has she showed up here at the Nürburgring 24-Hours?

Yes, she started supporting me when I drove in the DTM when she was a wee lassie, and now she's





Peter's favourite time to race in a 24-hour endurance event is at dawn or dusk (above), while the 'Ring's showpiece race of 2015 proved particularly sweet as Peter and Falken secured a podium finish (below)



A 24-hour race at the 'Ring is a particularly tough battle for both driver and car, Dumbreck tells us, who approaches each stint behind the wheel as a mini race



a grown woman. They're always different, always yummy, and it's brilliant she still makes the effort.

You spend most of your time racing in VLN these days. What is the 'Ring like for a racing driver?

Here, I'm always pushing the car to the limit, and the undulations in the track are constant, plus the fact that you leave the ground with all four wheels off, three or four times in a lap, and then there's the slamming down, not just the kind that you get as you come off one camber onto the other; there's a big hit, and then you bounce out of that camber and go the other way. The N-24 is one of the hardest races in motorsport – in the world even – and this track is brutal on car and driver. It's the focus of my year, the N-24, and Falken's too. It's also one of the few events where you have top pro-drivers paid by the manufacturers, plus gentleman drivers out to enjoy themselves, and guys who aren't so wealthy but just love their racing. And we have to pass around 30 cars per lap, which isn't always easy when you're coming up behind an inexperienced amateur driver, because you don't know where they're going to be going.

The N-24 is effectively run on two different (though interconnected) circuits: the sanitised F1 track with its vast gravel run-off areas, and the Nordschleife, where there's a sliver of grass, but the barrier is mostly right up against the track. Do you think racing here is still relevant?

Yes, maybe more so. We all know how dangerous the place is, and you're punished if you make a

mistake, but it has a unique appeal for 700 drivers and 300,000 spectators. We like the challenge of it, because it's forcing us to explore the limits. There are lots of elevation changes, and it's very bumpy. Actually, it's like one very long street circuit, and that's why the manufacturers love honing their products here too. When you're on the Formula One circuit, you know you've got two-and-a-half-miles where there's much more room to manoeuvre with plenty of run-off, though you can never relax. Our tyres are designed for the Nordschleife; they don't work quite so well on the track surface of the Grand Prix circuit, but from a driving point of view we're still pushing hard on the Grand Prix circuit, just with more room.

Your car is a 997, built on a 2014 chassis, running an ECU that dates back to 2010. Does that explain why your qualifying time isn't as fast as the opposition?

Pretty much, yes. For the past two years, Porsche has concentrated on the 919 Le Mans car, and for homologation reasons we haven't been able to update the ECU to help us match the Audis and BMWs technically, though Porsche have helped with the on-board speed limiter. We shall have another car next year; either a new 991 GT3R or a Falken RSR from the US.

How do you practice for the N24?

We spend a lot of time trying different tyre compounds, and in fact this is one of the few series where there's a tyre war going on. Michelin are our biggest rivals, and that's our

benchmark, but basically you can run whatever you want.

How long are your stints behind the wheel?

Normally as long as a tank of fuel lasts – nine laps – but no longer than three hours each. It might vary if we have to pit for tyres if it comes on to rain, and then we'd maybe double stint.

What's your personal race strategy?

I treat each stint as its own race, because the thought of still running this time tomorrow scares me. So, I try and do the best job I can in my stint, hand the car over in as good a condition as I can. We have a couple of containers in the Falken paddock enclave where we can get a physio massage, take a shower, eat something and have a power nap. By then I'll know roughly what time I'm getting back in the car for my second race stint.

How do you pace yourself? Do you take maybe half a lap to dial yourself in, or are you on it straight away?

If you're on brand new tyres, just out of the heaters, you'll let them bed in first, but by the time you arrive at the Nordschleife they'll be ready to go hard. And you might take half a lap of the Nordschleife to get really acclimatised.

Do you have a personal 'red mist' control?

Yes, I'm often talking to myself! Say someone's really wound me up, I'm saying "Calm down, calm down!" and likewise if I start drifting off, I'm going, "Focus, focus! Keep your head here." Because at any



The Falken team are well acquainted with the rigours of the famous Nürburgring circuit, and Dumbreck is equally at home in a 911, first racing a 997 in the 2005 Supercup (right)



time something could happen, and dealing with it has to be a reflex action.

Do you have a preference for driving during the day or the night?

Dusk and dawn are the two nicest periods, and for sure, you're going to drive at least once during the night, but the best times to drive are just as it's getting dark or just as it's getting light, because you can adjust so you keep your speed. That's how I tend to look at 24-hour races.

What were the major dramas in this year's race?

We were careful with the tyres, and when it started to rain in the night I pitted for intermediates, and took it easy until it eased off and a dry line emerged. Then I came in for slicks and double-stinted for another six laps. It was during that time that a lot of crashes were happening, people got caught out on slicks; the Haribo Merc, the Frikadelli Porsche (Sabine Schmidt's rival GT3R) went out at that point, the guys with the Bentley were really ragging it, and Steven [Kane] overdid it, slammed on the brakes and I went into the back of him, luckily with no damage to the radiator. There was a bit of needle, as Wolf [Henzler] had hit him earlier!

It's such a long race that you must come across the same cars again and again, so you get to know which ones will be cooperative and which ones to watch out for...

Yes, every three or four laps, in fact, so you might pass them three times in one stint. Some guys stick out and you know to be weary; others you know

they're a good crew, and they'll know where you are and when to pull over. Occasionally there'll be one car where none of its drivers are paying much attention because they're just trying to keep on the track, and they're the challenge.

What is your opinion regarding the speed-restricted sections?

This is all from the aftermath of the accident (involving the death of a spectator) in the first VLN round. The drivers have had to go back to school to learn the new rules, which meant seven hours in the classroom, familiarisation bus rides around the circuit and a driving assessment with an instructor over eight laps, but the marshals don't seem to have learned the same lessons. There was a lack of consistency about the marshalling, so that if you arrived somewhere and there was a yellow flag being waved, and then at the next one there was a single yellow board, you'd wonder, should that be two yellow boards, which means a Code-60. But then at the next post there could be two yellow boards, and a green flag after that releasing you from the Code-60, after which the quick cars are doing 200kph, only to come upon another two yellow boards, with a couple of slower cars doing 60kph. Nowhere to go except on the grass – very dramatic! But we don't need that: there should be some consistency and warning that you're about to enter a Code-60 zone.

What about the on-board speed limiter?

When we did the last VLN race, we had to adjust the speed manually, which meant you were continually looking from the road to your speedo and trying

to drive a race, and that meant you weren't paying enough attention to the road. Now, with the limiter you just hit the button and it holds the car at the right speed. We all understand why the speed limits have been brought in, but personally I think that makes it potentially more dangerous, because you're not focusing on your driving; you're focusing on your speed and the other cars that you might normally go by easily, but now, in the restricted zones, you can't go by because they can do 200kph as well. I hope they find another solution so we can run free again.

How does the limiter work?

It's gear-related; in first gear we do 60kph, in fourth gear we do 200kph, and in fifth and sixth gear if you press the button you do 250kph. Ironically, I can go through Flugplatz flat in fourth now, and I've never been able to do that before! Because it's on the limiter, and it goes ba-ba-ba-ba-ba at 200kph, and once you're through the section you go up a gear and that lets the limiter know to switch off – like cruise control – and you can go up to 250kph. Thankfully, none of us got caught speeding during the race – you only get two warnings!

*Indeed, Peter and his three co-drivers (Wolf Henzler, Martin Ragginger and Alexandre Imperatori) stayed focussed, and in spite of a couple of altercations – one with a Bentley that misjudged its braking point, hence the application of reams of gaffer tape – they brought the Falken Tyres' Porsche 997 GT3 R home in a well-deserved third place. They'd actually led the race at Midnight, as the top three cars – Audi R8 and BMW Z4 – swapped places while the other pitted for tyres and fuel. **911***



TOPCAR

TUNING & AUTODESIGN



PORSCHE 991 TURBO STINGER GTR



PORSCHE MACAN
URSA



PORSCHE CAYENNE
VANTAGE 2015



PORSCHE PANAMERA
STINGRAY GTR



PORSCHE 991 CARRERA
STINGER

WWW.TOP-CAR.RU

INFO@TOP-CAR.RU

RUSSIA - GERMANY - FRANCE - SPAIN - USA - CANADA - JAPAN - AUSTRALIA



The working life of FERDINAND PIËCH

With the dust still settling on Piëch's sudden and tumultuous departure from Porsche's parent company, Total 911 looks back at the distinguished career of a man who has helped guide the 911 through its half-century of existence

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

Ferdinand Piëch has often been described as the most powerful man in the auto industry. From his primitive days working with Hans Mezger on the first flat six engine and resolving the early 911's handling problems to his decades as an increasingly dominant figure on Porsche's supervisory board, Piëch has been the guiding hand behind the continued existence of the 911.

Joining Porsche in spring 1963, Piëch was the second of Professor Porsche's grandsons to arrive at the family firm. He was the older son of Louise, Ferry's sister, a tough character who held Porsche together at Gmünd during the traumatic year when Ferry, husband Anton Piëch and Dr Porsche were detained by the French. Piëch's early career showed that he had inherited Louise's single-mindedness: speaking in 1975, by which time Piëch had moved on to be engineering director at Audi, Ferry said of his nephew: "He worked in different departments, and his ambition and enthusiasm, if not always tempered by restraint, became apparent."

Ferry acknowledges Piëch's role in winning Le Mans with the 917, but otherwise his comments are masterfully understated, for in his eight years there, Piëch tore through Porsche, rising from graduate engineer to technical director and second in command. He bundled aside Hans Tomala, technical director over the 911's wayward handling, taking the role himself. This brought him charge of the racing budget, and he saw competition as his way to the top at Porsche. There was no love lost between him and his easier-going cousin Butzi, and he viewed the latter's elegant if heavy Carrera

6 904 with contempt, cancelling a Gen2 version and devising his own 2.0-litre racer, the functional but astoundingly light 906. Where Porsche had relied on instinct and experience, Piëch brought calculation and analysis. He was obsessed with weight: no new component would escape the scrutiny of the bathroom scales on his desk. He applied this dictum to the 911 to produce the 820 kilogram 911R, which never made production, but it became the template for the 2.7 RS and the future RS - GT3 tradition; under Piëch's exacting oversight, the flat six grew to 2.2 then 2.4-litres while meeting the draconian new emissions standards with minimal loss of power.

His energy was unprecedented. The rush to develop the 917 during 1968-69 meant endless overtime: "Just because he could sustain 48 hours at a stretch meant he expected everybody else to," reflected Tony Lapine. The sheer cost of the 917 campaign alarmed the careful Ferry, who despaired at how much his nephew was spending. Piëch pushed hard for aerodynamic efficiency, but while the 917 was clearly extremely fast, because he did not believe in any element that created drag, the early cars were frighteningly unstable. It took a brave engineer, Helmut Flegl, armed with incontrovertible windtunnel data to persuade him to accept that front and rear



Right: Piëch was responsible for the successful Porsche 917, though he later admitted he'd have had to resign over its costs if it didn't triumph at Le Mans



Piëch was denied the top job at Porsche despite a dramatic rise up the ranks in just eight years. He'd have the final say though, returning to the fold as head of parent company VW nearly 40 years later

downforce was essential to keep the car from taking off.

Piëch's Le Mans gamble paid off: in an unguarded moment during the euphoria of that 1970 victory, he told a journalist that he thought he would have to resign if Porsche had not won. But if he thought this win could elevate him to the top of Porsche it was not to be. Ferry and Louise decided that integrating their children in the company had become too difficult (Ferry's exasperation at his nephew was the real reason), so the Porsche and Piëch families would no longer be allowed to fill management roles in the company. One of Ferdinand Piëch's last tasks was to persuade Ernst Fuhrmann to return to Porsche as technical director.

After designing a five-cylinder diesel engine for Mercedes, Piëch joined Audi, where his vision and energy transformed this discreet VW subsidiary through such spectacular innovations as the Quattro Turbo and the award-winning 100 into a highly profitable premium brand. Unstoppable, he went on to head VW, first as MD then as president, entirely fitting for the man whose grandfather started the company and of whose brilliance Piëch believed he was the sole inheritor. There he reinvigorated the ailing VW, making the deft strategic acquisitions of Seat and Skoda and establishing the VW Group in China and Brazil.

Throughout this period, he remained an authoritative shareholder on Porsche's supervisory board. Initially a supporter of the 959, he became an increasingly harsh critic of its cost over-runs,

as he was with the four-door 989 which also began with his blessing. "In a one-to-one with Piëch, you can't win," said 989 advocate and technical director Ulrich Bez, whose Porsche career was terminated by Piëch's canning of the four-door project.

But Piëch, it could be argued, always had Porsche's best interests at heart. In the dark days of 1990-92, it is fairly certain that he used his shareholding to block any takeover of Porsche, and he manoeuvred Wendelin Wiedeking, who would rescue the firm, into the top job. The plan to diversify into the eight-times-larger SUV market, profits from which would sustain the 911 and Boxster, could not have gone ahead without Piëch's approval. Neither, though, was he going to make it too easy for Porsche: if Lamborghinis were in a higher price bracket, the Audi R8 was pitched directly at the 911.

15 years later, when through financial manipulation Wiedeking tried to take over VW, Piëch was never intimidated, and when Wiedeking's casino gamble collapsed and Porsche had to be bailed out by VW, Wiedeking was gone and Wolfgang Porsche humiliated: 37 years after leaving Porsche, Piëch was now its master. His recent departure from Wolfsburg is all the more puzzling, for analysts support his contentions that VW manufacture costs are too high, that its two per cent US share is pathetic and the firm is too dependent on China, while Group profitability overall is delivered by Audi and Porsche. Piëch had been used to getting his own way for so long, so were his cousin and fellow directors out for revenge? Piëch's uncanny ability to read the future is such that observers are left wondering whether they made their stand on the right issue. **911**



Choose the right fit for YOUR car.



P204A (1965-68)
911/912

P204E (1968)
911/912



P204B (1969-73)
911/912

P204 (1974-89)
911/912



Restoration Design.
Parts tailored for your Porsche® Automobile.

24 Hayes Avenue, Guelph ON
TEL: 519-836-3555 • FAX: 519-836-3577
www.restoration-design.com



PIKES PEAK 964 JEFF'S FIRST 911 CHAMPION

The famed Porscheophile Jeff Zwart tells the story of how his modified 964 was built to take on one of the greatest hillclimb events ever – and win

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



Jeff Zwart's driving career started in a 1964 911, chassis number 35. There might be no better way to get a person hooked on Porsche, no better way to give a man an emotional tie to a specific car from a very early age. The 911 would come to define Zwart's career at the wheel in a number of ways.

After moving away from automotive photography, Zwart began directing television commercials, many for Porsche itself. In fact, if you've seen a Porsche advert sometime between 1989 and today, odds are you've seen his handiwork.

Prior to the car seen gracing these pages, Zwart got his start in road racing, specifically Formula Fords in the Eighties. Eventually, he made his way to rally, a sport he gets excited about to this day. "The dirt, the gravel... running at speed through forests, mountains... I love all of it," Zwart tells us.

Before he ever arrived at Pikes Peak, it was right at the top of his to-do list. "Pikes Peak was probably a dream of mine as far back as my Road & Track days. It's a great event with a rich history, and many of my favourite drivers have conquered the mountain in the past," Zwart recalls. "When everything came together, when I had both the Porsche and the opportunity, it was finally my time to have a go."

Zwart's choice to run a 964 wasn't just due to his long history with the brand; in fact, the 964 provided the precise formula to allow him to race it. "The 964 marked the first time the 911 was available from the factory with all-wheel drive," Zwart said. "This finally allowed me to drive a 911 in the US Rally Championship's Open Class."

The standard 964 C4 wasn't enough for him, though. "What I really wanted was a 964 C4" ➔



Lightweight, a rare model that was unavailable for street-legal sale in the United States. The US Rally Championship required a road-going, licensed vehicle.” Thankfully, Zwart had a mononymous ace up his sleeve – Andial.

Well before Andial was absorbed into Porsche Motorsport, it operated as one of the premier shops for all things related to 911s in motorsport. Through Andial, with the obvious blessing of Porsche Motorsport, Zwart was able to source all the 964 Lightweight components that he needed to turn the car into the rally beast of his dreams.

Many of the 964 Lightweight’s special parts came directly from Porsche’s involvement in the Paris-Dakar rally, specifically its 953 program, which was the predecessor to the Übermensch that is the 959. This includes the trick dual-knob setup that allows the driver to shift the AWD system’s torque delivery, which happens to be one of Zwart’s favourite parts of the car.

“It’s one of the most dominant things you notice when you take a look inside,” he says. “I used the manual torque split all the time, even against what some would consider common knowledge. When it was very slippery, in the winter for example, I would actually shift the torque bias more to the rear. You might think that torque up front would help, what with four driven wheels and all, but it was the opposite. Since there’s no weight over the front wheels, too much torque up front would make the car understeer like mad.”

Another unique touch in this car, although not part of the suite of Dakar-bred technology, was the pressurised transmission bell housing. After enough time in the dirt, the standard bell housing

would accumulate too much dirt and sand, and the clutch would begin to slip. By using a trick system that created a pressure differential inside the bell housing, air would only leave the area, not enter it. After that, slippage was never an issue.

Perhaps the largest custom addition to this build was the engine, a one-off flat six build inspired by another motorsport icon. “When the 964 was being built in 1993, we decided, per the rules, that the best motor we could install at the time was the 3.8-litre unit from the Carrera RSR,” Zwart says. Having driven the original RSR at Daytona that year, he felt

seasons we rebuilt the rear suspension using a custom setup,” Zwart tells us. “It was quite literally developed, built and tested in a single winter. When it came time for the ’94 season to start, the car felt amazing.”

In addition to the rear suspension upgrade, the chassis was further strengthened for the rigours of American rally. A full Kevlar undertray was developed to keep rocks from sending the car to an early retirement. Furthermore, the front and rear suspension points were bridged to the roll cage, which made the car “extraordinarily stiff,” Zwart says with a laugh.

Now, it was time for the main event, the climb that Zwart had looked forward to for most of his life. But before the race could start, Zwart and his cohorts knew that there could be trouble with the 3.8-litre RSR flat-six. “Altitude is not an air-cooled motor’s best friend,” Zwart remarks. “Thankfully, Andial came to the rescue once again.”

Zwart knew that Andial had been running turbocharged engines in IMSA at the time, so the decision

was made to swap the naturally aspirated engine out in favour of the turbocharged one. So for the 1994 Pikes Peak climb, and for that race only, the 964’s engine was replaced with a single-turbo, 3.6-litre IMSA unit producing a whopping 550 horsepower. Some final tweaks were also made to better accommodate for the change in altitude.

“This was particularly funny for me, because here’s a car that I’ve become so intimately acquainted with. I knew its ins and outs,” Zwart recalls. “Yet after the engine swap, I got in and it was a truly massive transformation. There’s just so much going on when you nearly double the

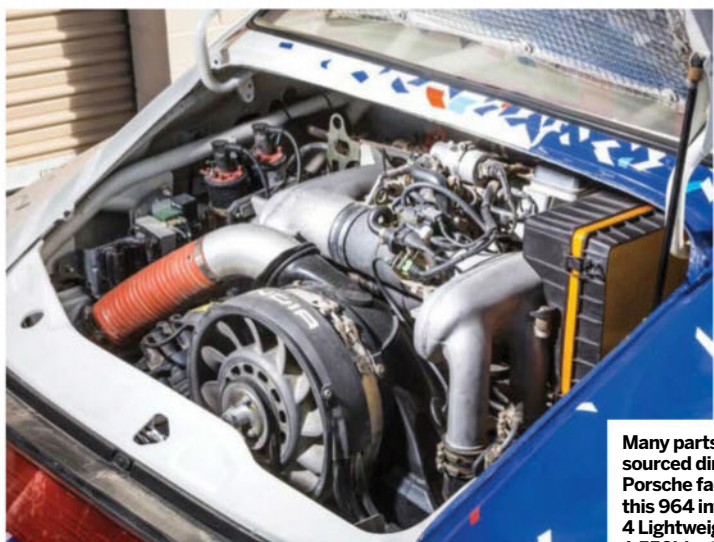
“Zwart has tackled Pikes Peak a total of 15 times with 10 different Porsches, resulting in seven class championships across four different classes”

comfortable placing his faith in it. The 964’s heart would go on to beat to the tune of 300 bhp.

Zwart’s first season with the 964 went well, but there was room for improvement. “It worked well right out of the box,” Zwart explains, “but on some of the more hardcore rally stages, the rear suspension lacked the dampening control we needed.” The suspension might have held up fine in Europe, but US rallies featured terrain significantly more frustrating than the stages across the pond.

To remedy this, Zwart went to a local off-road specialist to have a completely custom rear suspension designed. “Between the ’93 and ’94





Many parts were sourced direct from the Porsche factory to turn this 964 into a Carrera 4 Lightweight of sorts. A 550bhp turbocharged engine was used for the Pikes Peak-winning run, before switching back to a 3.0-litre RSR flat six



Model	964 Carrera 4
Year	1989
Engine	
Capacity	3,7746cc
Compression ratio	11.4:1
Maximum power	300bhp
Maximum torque	488Nm
Engine modifications	3.8-litre RSR motor swap
Transmission	Five-speed from 953
Suspension	
Front	Coil spring with Koni shocks
Rear	Coil spring with separate shock absorber reservoirs
Wheels & tyres	
Front	6x16-inch alloys; 6/66-16 tyres
Rear	6x16-inch alloys; 6/66-16 tyres
Dimensions	
Length	4,250mm
Width	1,652mm
Weight	1,247kg
Performance	
0-62mph	4.9 sec (estimated)
Top speed	125mph



horsepower; in fact, at the time, it was the fastest car I'd ever driven. There's something interesting about a car that feels the same as ever, yet at the same time feels totally, wholly different."

Despite having to make some last-minute adjustments, Zwart's 3.6-litre gambit paid off. The 964 would go on to win the Open Class championship at Pikes Peak that year. In turn, this victory kick-started a relationship with the mountain that continues to this day. As of when we went to print, Zwart has tackled Pikes Peak an incredible total of 15 times with ten different Porsches, resulting in seven class championships across four different classes.

The 964 might have been his first love affair with Pikes Peak, but it wouldn't be his last. Some other notable hillclimb rides include a 997 GT3 Cup car, a 700-horsepower 911 GT3 Cup 'Turbo Hill Climb Special' from BBi Autosport, and a stock 997 GT2 RS, which Zwart drove from Southern California all the way to the race in Colorado, some 1,000 miles across the Rocky Mountains.

The GT2 RS serves Zwart as a reminder of just how far the 911, and racing in general, has come in the 20 years he's spent racing: "When we went to Pikes Peak in '94, it was a cool moment, because we were running a full race engine at 14,000 feet, not exactly common practice back then. When I drove that car, there was a pylon next to my seat that had a knob on it. This knob had to be articulated in three different ways to control the fuel mixture, and I had to fiddle with it while driving up the mountain. Fast forward to 2011, when I took a GT2 RS up the same mountain. That RS has more power than my 964 will ever have, yet I didn't have to do anything. I just drove; the computers took care of adjusting the

mixture. Everything's done behind the scenes now, despite only 20 years passing in between."

After the race, the original 300-horsepower engine was returned to the 964. "Literally one week after Pikes Peak, the car was reassembled to US Rally Championship spec, and I was rally racing in Prescott, Arizona. I won, too. So within the span of one week, I raced the 'same car' in two wildly different events and won them both," Zwart says.

Since then, the 964 has lived on as one seriously hardcore road car. "The 964 has always been street-legal, and I make sure to keep it registered so I'm able to take it out and drive it around, whether it's just around town or to a local show so that others can share it," Zwart tells us. "It's race ready, but at this point it's just so unique, and people see Porsche rally cars so infrequently, that it's nice to let others get an idea of Porsche's rich motorsport history."

Despite being heavily modified, the 964 has proved to be very reliable. "In the 1993 season, I was being paranoid, and I considered buying a second transmission. I was told that the transmission in the car would be 100 per cent bulletproof, but I remained skeptical. Naturally, that remains the only transmission I've ever had. It's still in the car today, and I haven't had a single problem with it."

The 964 might not have changed, but Pikes Peak has; most notably, the upper portion of the race was changed from dirt to asphalt, making it a road race from start to finish. This hasn't fazed Zwart, though; he remains eager to give it a go. "It takes more knowledge, more preparation... it's almost a completely different race," he says. "The intimidation factor isn't there, but these days, now that I'm driving cars with 700-800 horsepower, I'm having far too much fun to notice." **911**

Jeff Zwart's top ten tips for conquering Pikes Peak

1) Stay up on personal fitness: Pikes Peak has 156 turns, 13 of which are first-gear hairpins. It's nothing but motion and activity.

2) Mountain biking is perfect training for Pikes Peak: It takes place at altitude, forces you to read the trails at speed, and gives you a thorough workout.

3) Stay hydrated: Altitude hits the body hard, and hydration is important no matter the altitude. I don't mean to sound like your mother, but it's good advice.

4) Stick with the sections you're racing: Don't try to learn the whole mountain at once. Focus on key areas and keep driving them.

5) Repetition is key: You'll never learn the mountain in one run. It takes a year of fermenting and percolating to give you a halfway-solid base of knowledge.

6) The weather is unpredictable, so come prepared for all conditions: In 1995, it snowed so hard that we couldn't even make it to the summit, and this was in the middle of July.

7) It's nothing like a regular race: There are no laps. It requires 10-12 minutes of straight concentration, and every turn is different than the last.

8) Practice is not the race: Practice is in the morning, and the race is in the afternoon. Temperature, light, weather... it's all subject to wild change.

9) Drive way past what you can see: If you only drive to the limit of your vision, then you simply won't be going fast enough.

10) Never stop learning: Every new trip to Pikes Peak can teach you something, whether it's about you, the car you're driving, or the asphalt.



Beverly Hills Car Club

Specialized dealer of classic European & American cars



1989 Porsche 911 Speedster

Guards red with black interior. One of only 823 that came stateside, equipped with a five-speed G50 transmission, air conditioning, original Charleston radio and power windows. Only two owners since new and the same owner since 1992. An excellent opportunity to acquire an extremely collectible mechanically sound example that is ready to be driven and enjoyed.\$159,500



1960 Porsche 356B Roadster
Factory black with black interior and black canvas soft top. Highly collectible and has had the same elderly owners for many years.\$137,500



1962 Porsche 356B Coupe
Slate grey with black interior, a great color combination. This car comes with the spare tire and jack and is mechanically sound.\$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



1986 Porsche 911 Carrera Targa
Matching numbers black with black interior, this car comes equipped with a five-speed manual transmission and power windows.\$32,500



1987 Porsche 911 Cabriolet
Burgundy with black interior. Equipped with a five-speed manual G50 transmission, power windows, air conditioning and Fuchs wheels.\$32,500



1989 Porsche 911 Carrera Targa
Black with black interior. Equipped with a five-speed G50 transmission, power windows, power seats, air conditioning and original window sticker.\$32,500



1983 Porsche Carrera Cabriolet
White with black interior. Equipped with a five-speed manual transmission and power windows. This car is part of the first year of the 911 cabriolets.\$29,500



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



2000 Porsche Carrera Cabriolet
Arctic silver with black interior. Only 28,175 miles. Equipped with an automatic transmission, air conditioning, navigation and power windows.\$27,500



1991 Porsche 964 Targa
Silver with black interior, features iconic styling, including seamlessly integrated fenders. Power windows, air conditioning and automatic transmission.\$27,500



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



1982 Porsche 911 Sunroof Coupe
Burgundy with black interior and equipped with a five-speed manual transmission and a sunroof. Needs light cosmetics but is mechanically sound.\$19,950

Looking for classic or luxury sports cars?

• We buy and pick up from any USA location • Worldwide shipping

Please check our website as we have cars being delivered daily

Alex Manos, BEVERLY HILLS CAR CLUB 4576 1/2 Worth St., Los Angeles, CA 90063

T: +1 (310) 975-0272 <http://www.BeverlyHillsCarClub.com> E: sales@beverlyhillscarclub.com



Living the Legend

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



2005 997.1 Carrera S



Chris Wallbank
Leeds, UK

Date acquired:
November 2012

Over the last 2,000 miles or so, I noticed that the braking efficiency of my 997 had gradually got weaker. The brakes were also very badly corroded and ugly to look at – not surprising after nearly 29,000 miles of use! So this month I finally got round to addressing the brakes by getting new discs and pads fitted at both the front and rear.

The next decision to make was whether to stick to OEM brakes and pay a higher premium, or go down the much cheaper route of Pagid discs and pads. After first getting a price from my local OPC for OEM parts to be fitted, I was rather shocked at the quote, and with my car being well out of Porsche warranty, I decided to do a

little research into the pros and cons of the aftermarket Pagid brake discs and pads.

Obviously, Official Porsche Centres won't fit non-OEM parts, so I went to my local trusted Porsche independent specialist, Strasse of Leeds (www.strasse.co.uk). The friendly face of owner Dave Forrest greeted me, and after a chat informed that there are virtually no differences in the Pagid and the Porsche parts, both in weight, appearance and most importantly performance.

Interestingly, the Pagid and OEM Porsche pads are both manufactured by Textar, and even have the same part number stamped on them! So with a huge saving of around £1,300 fitted and no difference in stopping power, it was a very easy decision for me to make, going for the Pagid discs and pads.

After the decision was made, the 997 was booked in with Strasse straight away and I took it into their workshop the following week. A familiar-faced technician by the name of Chris, who I recognised from a recent **Total 911** shoot at Blyton Circuit with Strasse's 996 Porsche club championship race car, was working on the car.

After Chris removed the old brakes, I was amazed to see the matching part numbers on both the original and Pagid pads. He also pointed out that the fronts pads were almost down to the sensor, and the rears had just started wearing into the brake's sensor holder, so both were very close to needing replacement. Both front and rear discs had rather deep lips on the outside and inner edges, which will reduce braking

1978 911 SC



Wilhelm Lutjeharms
Cape Town,
South Africa

Date acquired:
January 2015



power, as the pistons are working further out and the pads also have further to travel to the disc. It's also worth mentioning at this point that new sensors were fitted all round, which are included in the Pagid brake kit.

So after great service and a quick turnaround from the service team at Strasse Porsche Specialist and a much more acceptable bill of £697.78, I was back on the road ready for another long drive out at the weekend, armed with much more confidence-inspiring stopping power. The difference was night and day, not to mention how much better they look than my ugly ten-year-old corroded discs! Thanks again to Dave and the rest of the friendly team at Strasse Leeds – you can contact them on 0113 234 0911.



It felt quite weird walking into my local Porsche dealership to drop off my car. Usually I will drop off a press car, but this time it was for a very different reason. Following the mechanic's 114-point check, Porsche phoned me three days later to inform me that the car was ready for collection and that there were a number of points to discuss. The result? A useful 20-minute walk around the car while it was up on the lift in the Porsche dialogue bay.

Needless to say, the four-page report touched on every single aspect of the car,

from less significant things such as small dents or scratches on the body to more serious issues such as all the bushings and rubbers that needed replacement, and small oil leaks from the engine.

I sort of expected such a report. However, this gives me the perfect base to work from in the coming years. Leaving Porsche, I drove the car home at a very sedate speed, with the sight of those worn parts swirling through my head. I'm looking into acquiring some basic tools, as I don't have the funds to allow Porsche to carry out all this work.

1999 996 Carrera 4



Rob Clarke
Bristol, UK

Date acquired:
February 2014



It has been a quiet month. I have not made any progress with the new brake lines or engine mounts, so they will just have to wait until next issue. However, we've taken a Macan out for a test drive as we're thinking of changing our family car.

The demo car supplied by Dick Lovett Porsche Bristol was a Diesel S PDK with many extras, including the Sport Plus button and adjustable suspension. For a 4x4, this is a great car, far quicker than our current family vehicle (VW Touareg) and far more sporty. Porsche has done a great job in coupling a mid-sized 4x4 with the punch of a sports car. Engaging the Sport or Sport Plus button turns the Macan into something far more sporty, with a 0-60 not that far behind my 996. The suspension firms up, giving you a sporty feel with very little body roll for such

a large car. We have not yet decided if this will be our next family car, but if we do we will have to wait, as the waiting time is about 12 months at the moment.

One of my hobbies (apart from my 996) is racing 1/10th and 1/12th radio controlled cars. You may be think these are toys, but they are fast toys, with the precision of their full-scale counterparts. As with full-size race cars, you have to pay particular detail to the toe, camber, castor and ride height to maximise the performance from your car. This month I felt like a change, so I attempted to paint my body shells in the Porsche Gulf colour scheme. They got a bit of attention as an unusual colour scheme on the RC circuit, but unfortunately it didn't help my results, as I was still languishing at the back, – but it is cheaper than racing my 911!

1979 911 SC



Sean Parr
Harpenden, UK

Date acquired:
May 2015

There is a saying among cyclists that the perfect number of bikes is $n+1$, with 'n' being the number that you currently have. Well, it seems to be the same with Porsches, and I have found my $n+1$ 911. I didn't last long, did I?

A friend of mine sent me an email with an innocent question of "Would a 911 SC be a good start to Porsche ownership?" and by the end of two email he'd decided that it really wasn't for him, but that it might be perfect for me, as I guess I am a bit more demented than the average bear and always seemingly happy for another project. He forwarded me the number for Paul, the owner of this 1979 911 SC, which he had owned for 11 years and, as it turned out, had been pretty much off the road for most of that period. He loved the car, but never had the money to keep it on the road.

We spoke, and it appeared that the car was solid but tired, and in pretty rough shape in areas. I booked a train ticket to Wigan for Saturday, where Paul was there waiting for me in his van. A thoroughly nice bloke, we went back to his place, and he opened the garage door to show me the Guards red 1979 911 SC Coupe.

Originally delivered to Frankfurt, it was a left hooker, which was just what I was after. After nearly destroying my back in my RHD SC Targa, I wanted a LHD car, and ideally not a US car. A very good history came with the car, including the original owners manual (in German) with stamps for its tenure over there, and plenty of spending going on since it arrived in the UK in 1999.

There were some issues that he hadn't mentioned: the car needs both sills and



probably one kidney bowl replacing, the sunroof doesn't work and the interior is pretty yucky, but after a test drive in which the car performed perfectly, the engine is incredibly strong and feels really fresh. The gearbox (a 915, like my old SC) is absolutely incredible; it feels better than the G50 in my old 964, and nothing at all like the one in the old Targa, crisp and quick in action, no graunches, no crunches, just slick.

I was sold, although not at the price we had originally discussed; it needed too much work to warrant what Paul was after. I felt bad playing hardball, but after about 30 minutes more, we agreed on a price that we were both (relatively) happy with: a bit more than I wanted to pay and a bit less than he wanted, but in the end we both were pretty pleased.

I got the keys and we signed over the V5 form. Then it was just a case of taking up the insurance quote I'd already got (£177 for a year in a high-performance sports car) and

the hassle that is the new tax system. The website failed on my smartphone so I had to go through the telephone system.

Anyway, I got in the car and headed to Halfords. One thing I noticed during the post-drive check was that the oil was low, so Mobil 1 was bought and poured into the car, and I was back on the road. It ran perfectly, smooth and quick. After stopping, it didn't want to start again; hot starts are a real problem apparently with an SC's warm-up regulators (WURs).

I'm chuffed with it. It's a solid, honest 911 that is perfectly driveable. An hour with T-Cut got the bonnet looking a lot better, although a very different red to the wing! The pull from these engines is terrific, quick revving and fast, with a sound that makes you want to cry – although it is quieter than my old Targa.

There's lots to do, but you shouldn't be frightened to pull things apart on a Porsche; they go back together easily.

2003 996 Turbo



Joel Newman
London, UK

Date acquired:
April 2014

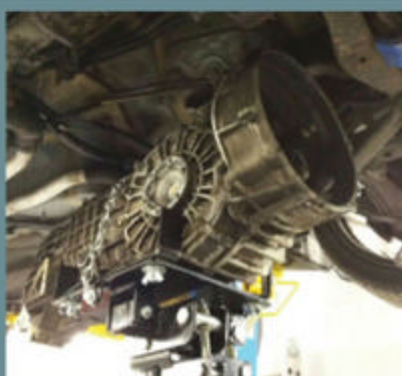
Cars are cars, and as such they will always slap you in the face with an unwanted bill from time to time!

This month I had the misfortune of a clutch that no longer wanted to play ball.

The symptoms were a bit different to the usual signs I was used to; this time instead of having trouble engaging each gear or a stiffer pedal feel, my pedal was simply sticking to the floor! It would, after a second or two, vault back up into operation at great speed, but this meant you could not pull off smoothly, or in fact change gear at all without jumping.

I booked the car in at PorschaCare, a specialist I have found in Hertfordshire, but got a phone call I hadn't expected. "You have snapped the push rod on the slave cylinder. I've not seen anyone do that in 15 years, you must have really been pushing it!" Check out the pic – impressive, right?

I'm not sure if I should be proud of that or not, but it did explain the odd symptoms



I was experiencing, and the good news was that it could be welded and fixed without having to buy a replacement!

It did make sense with the gearbox out and with the replacement clutch sitting there, that swapping the whole thing would make sense, even if not financially.

I bit the bullet and went ahead with a replacement OEM clutch kit and bolts, and



I'm glad I did; the clutch is so light and precise that slow-moving traffic is a doddle (no more calf cramp!), proving that it was likely going to go pretty soon anyway. It would have killed me if the 'box had to come out again, so it's better safe than sorry. Next month let's hope I can get on with improving rather than rectifying the Turbo!

1994 993 Carrera 2



Kyle Fortune
Warwickshire, UK

Date acquired:
December 2014



'I'll admit that there was a degree of buyer's remorse after purchasing the 993. The initial elation at fulfilment of a life goal was tempered slightly by the thought of all the money tied up in what's essentially a frivolous purchase.

That's changed, though. A 300-mile round-trip has cemented my opinion that buying the 993 was absolutely the right thing to do. I'd known the 993 to be an exceptional drive, but all that time in it on quiet, interesting roads underlined something I've been saying for years – the Nineties was the peak decade for the performance/grip/enjoyment/usability scale for cars.

The only buttons to fiddle with are on the radio, the 993 devoid of Sport buttons,



variable dampers, ESP switches or even anything as distracting as a trip computer.

It's just an engine, gearbox, chassis and body. Quick certainly, but with limits high enough to enjoy safely on the road, yet not so unapproachable as to mean it's not possible to feel it moving around underneath me sometimes. That it retains the classic 911 proportions with an upright windscreen and slim pillars only adds to that appeal. Modern performance cars just don't deliver that, at least not at speeds approaching usable or anywhere near legal on the road.

Every time I drive it I get more and more attached, and evermore convinced that while newer cars go faster and grip harder, this is the measure of all of them.



2003 996 Turbo

Ray Chandler
Surrey, UK

Date acquired:
August 2011

My much-beloved 996TT nearly gave me heart failure this month when it belched out a huge puff of blue smoke on start up. It has never, ever done that before, so I was more than a bit concerned.

The thought that struck me was 'what did I do on the last trip out?' That was with a guest we had staying with us, who despite the language barrier, expressed quite an interest in my 911. As he was off back to France the following day, I offered him a run. I'm very careful about warming the engine up before it gets given the beans, and he did enjoy the trip, being quite stunned by the car's performance. But was that the cause of the smoke? It certainly should not be, as the car is built to do that.

I read up on the 996TT and found that blue oil smoke was quite a common thing – but it never has been on my car. The next items I read predicted that the check valves on the turbos needed replacing. They stop oil draining back into the turbo and being burnt off on start up. I had my suspicions about that, as both exhausts puffed smoke on start up, and it was unlikely that both check valves had started sticking or leaking at the same time.

Moving away from using 0–40W oil was recommended for Turbo engines, but my fear was that the oil pressure, already very healthy, might start to build a little more from cold, thus causing the beginning of an oil leak. The penny finally dropped when I went over and over the last things I did with the car before that run. I did all the levels the night before, and even topped the oil up as it was low.

And where did I top the oil up? On the sloping driveway. So when the oil level drops, will the smoke go? Well, the last two weeks have provided the proof I needed. No more smoke to be seen, and the oil level is where it should be.

2011 997.2 GT3 RS & 2015 991 GT3



Tony McGuinness
San Diego, USA

Dates acquired:
February 2011 &
December 2014



The California Festival of Speed is the largest Porsche event in the south-west United States. It is one of the most anticipated car events in the Golden State and takes place over a weekend in April at the famous Auto Club Speedway in Fontana, California. It attracts Porsche enthusiasts from as far afield as Texas, Tennessee and Canada. The weekend has races, time trials, a swap meet, Porsche corral, Porsches for Sale Platz, Porsche timeline display, vendor row, concours and parade laps. It truly is a paradise for Porsche fans.

In 2013, the California Festival of Speed celebrated the 50th anniversary of the 911, which I covered for **Total 911** in issue #101. I was fortunate to have been invited to display my 997.2 GT3 RS as part of the 50 911s on show. This year, I was invited to display my new 991 GT3 at vendor row by

ClearPro. You may recall that last month they installed a clear bra on the GT3 and did an outstanding job. For two days at the Festival of Speed, the GT3 was situated at their booth, and garnered an enormous amount of attention.

This Porsche dream event keeps getting larger each year, as is evident in the number and variety of Porsches on offer. Besides some stunning 911 race cars, in attendance was a 991 911 Club Coupe in Brewster green (a very rare car indeed, with only 12 sold to Porsche Club members worldwide, the 13th being held by Porsche), and a new special edition 911 Club Coupe GTS in a unique 'Club Blau' colour to honour 60 years of the Porsche Club of America. Some of the other 911s included a Falken Motorsport 911, GT3 RS 4.0, as well as a sharp 997 GT2. There is always a 911 for everyone's taste at the California Festival of Speed, and I expect next year will be no different.



1984 3.2 Carrera

**Maurice
van den Tillaard**
The Netherlands

Date acquired:
October 2014

Since my drive to the Essen show, I haven't been driving the car too much, mainly because I have been occupied with other stuff. I did manage to go for a drive with a friend on a nice spring evening, where we shot some great photos of our cars. A few days later I had to go by a Porsche shop nearby to receive a small engine adjustment.

While I was looking around the shop, my eye fell on a very interesting 2003 996TT. A non-sunroof, black/black example with only 40,000 miles. Crazy as I am, and since I'm always on the hunt for interesting Porsches, I asked the owner if he wanted to trade the Turbo for my Carrera. He really liked my car, looked it over carefully, and even went for a drive. Since he already owned a 3.2 he was unfortunately not interested in a trade, but if I wanted to buy his 996 Turbo he said he was cool with it, since he did not drive it very often. He mentioned a very interesting price for me, too.

To be honest it was so interesting that I put my car up for sale. The Turbo owner said he would wait and see what would happen. At the time of writing this – mid May – I have had my car up for sale for about a week, and only had two ridiculous offers. It's kind of weird, because the car is in perfect condition, and tons of work has been done to it. We will see what happens.



1982 SC & 1989 964 Carrera 4



Gina Purcell
Oxford, UK

Date acquired:
September 2004 &
April 2014



You might recall that Wolfi's heater unit was to be sent to Belgium for repair. Just before it was sent, Neil at BS Motorsport thought it prudent to send it somewhere else instead: Norway.

If you own a 964, chances are the heater has developed a mind of its own, and you have looked online for help. If so, you've probably come across the name Tore Bergvill. I assumed he was an online 'guru' of 964 electronics, and didn't think to ask if he actually repaired things himself! He does – with much success – so my heater unit was shipped to Oslo for some Nordic TLC.

Only now can I say it works as good as new! Better still, the bill was very reasonable, came with a breakdown of what was done, and Tore guarantees his work for five years.

Steffi the SC and Sabine the 3.2 haven't been neglected either. Both cars have spent ramp time at Center Gravity, the Porsche suspension and geometry experts, having their pre-setup health checks.

This highlighted two things: first, most resources quote a 1988 3.2 as 1,210 kilograms, but Sabine weighs 1,319 kilograms with a half-tank of fuel. Steffi is quoted as weighing 1,160 kilograms, and checks in at 1,165 kilograms with a half-tank. Full electric seats plus central locking makes for a significant weight penalty.

Secondly, Steffi showed she'd been quite well set up for track work in the past, with corner and front/rear axle weights well judged. She will have a day at Center Gravity next month.



1979 930 3.3



**Richard
Klevenhusen**
Rio de Janeiro, Brazil

Date acquired:
May 2012

I've always tried to maintain my 930 and keep it as original as possible.

I must admit that I find it horrible when I see a car with different wheels, adhesives or worse, with an engine that has been changed from standard. For me, a car must maintain its originality. I believe that every car is like a piece of art, which should only be restored to retain its longevity.

This is why I believe the cars that have maintained their originality have a much higher market value to those that have changed, even if the owners claim to have invested a lot of money in this 'improvement'. If you come to buy a classic Porsche, think about this before 'improving' your 911. In my opinion, you should invest your money in your Porsche just to keep it unique.



1965 911



Magnus Walker
Los Angeles, USA

Date acquired:
2008

Last week, Karen and I were invited down to Atlanta GA for the official opening of OPD-One Porsche Drive. OPD is the new American headquarters for Porsche, located next to Atlanta International airport.

This world-class facility sits on 26 acres. People interested in sampling a Porsche on the test track can sign up for the Porsche experience via the website Porschedriving.com. This way, they can get to drive whatever

Porsche they are interested in on the tight, twisty test track – including the slippery skid pad.

For me, the highlight was being asked to sign the wall in the Heritage Centre along with the likes of Hurley Haywood, Jeff Zwart and a few others. All in all, it was another memorable Porsche-filled night.

2007 997.1 GT3



Ben Przekop
Georgia, USA

Date acquired:
July 2012

The white 991 GT3 just in front of me is screaming at 8,000rpm as it powers uphill through yet another tight switchback on this winding mountain road, but I continue to stay right on its tail through corner after corner as we drive higher and higher toward the Eastern Continental Divide in the Blue Ridge Mountains of North Carolina.

After reaching the summit, we plummet down through another seemingly endless series of tight switchbacks, the wonderfully cambered road letting us get back on full power right at the apex each time, and although his 991 has a substantial power advantage over my 997 GT3, he just can't open a gap! Is this final proof of what a great driver I am, that it is not all about raw power, and that experience and superior skill are what really count? No, it is simply because there are three cars in front of him, and this is not an FIA WRC Rally, it is a 'P-Car Touring' event organised by my friend David Heiden!

Were it not for those cars in front of him, and the fact that this a public road with a posted speed limit, my new friend Henry Kuykendall in his gorgeous 2014 GT3 would probably have had no trouble leaving me



in the dust several corners ago! But these driving tours are not about 'winning'; they are about a group of Porsche owners having fun driving their cars the way Ferry Porsche intended, and about making new friends.

On this lovely Saturday, we had 27 Porsches and their proud owners get together for a lengthy tour of some very challenging mountain roads, along with the chance to socialise over a barbeque lunch in the charming town of The Highlands, North Carolina. After lunch, we were on our own, so

I reversed course and drove back home over these same roads with virtually no traffic to spoil the fun. The incredible capabilities of my GT3 had me once again grinning from ear to ear as I pushed harder and harder through each set of corners, with the car virtually laughing at me and saying "Is that all?"

I was surprised that my well-worn Michelin Cup tyres still had amazing amounts of grip, which also encouraged me to push right to the edge of these twisty mountain roads. What a great way to spend a Saturday!

NEW CUSTOMER CENTRE
We're 2mins from J21 on the M6

NINEMEISTER

Servicing that's
above and beyond

Call +44 (0)1925 242342

Ninemeister, 12 Chesford Grange, Warrington, Cheshire WA1 4RE | www.ninemeister.com | ask@ninemeister.com | www.cloud9m.com



The Premier Ferrari & Porsche
Specialist for the North West



UP TO 50% CHEAPER THAN THE DEALER

Fixed Price Servicing • Repairs • Engine & Gearbox Rebuilds • First Class Body Work
Dealer Level Diagnostics • Factory Trained Technicians • Collection & Delivery Available
Championship Winning Race Team • Track Day Support Team



/JMHAuto



@JMHAuto

T: 01477 534499 F: 01477 544399 E: info@jmh.co W: www.jmh.co

Unit 3B, Holmes Chapel Business Park, Manor Lane, Holmes Chapel, Cheshire CW4 8AF

(5 minutes from Jct 18 M6, less than 30 mins from Manchester & Chester)



// TUNING
// MODIFICATION
// UPGRADES



// EXPERIENCE
// SERVICING
// REPAIR



// CLASSICS
// RESTORATION
// SALES



// KNOWLEDGE
// FACILITIES
// VALUE



THE COMPLETE SERVICE

With nearly 30 years experience, Parr is the UK's leading Porsche specialist.

Porsche service work remains the core business for Parr and we offer the best possible service to our valued customers. Not only are we unrivalled in our Porsche knowledge and expertise but we offer excellent value – if in the unlikely event you are quoted a lower fixed price for your Porsche we will match the price on receipt of a written quote.

PARR Specialists In Porsche

5 The Faraday Centre, Faraday Road, Crawley,
West Sussex RH10 9PX

+44 (0) 1293 537 911 // PARR-UK.COM

UK DISTRIBUTOR FOR:

cargraphic
Thomas Schwaner GmbH



PREMIER PORSCHE

Everything you need for your 911

Experience Centre

Full exposé on Porsche GB's Silverstone Experience Centre in its expanded guise



Data file

Full specs & data of every 911, including the 991 GT3 RS, can be found beginning on **page 86**



Plus

- | | |
|--|---|
| <p>94 ■ Showroom
Looking for a new 911? The classifieds from our independent specialist partners is the first place you should start your search</p> <p>99 ■ Servicing & tuning
Get the very best from your Porsche 911 with the help of our selected performance and maintenance specialists</p> | <p>109 ■ Porsche lifestyle
Helping you make the right lifestyle choices to complement you and your trusted Porsche 911</p> <p>110 ■ Insurance & finance
Get the best cover for your Porsche for both road and track use to ensure happy, safe motoring</p> |
|--|---|

PORSCHE EXPERIENCE CENTRE

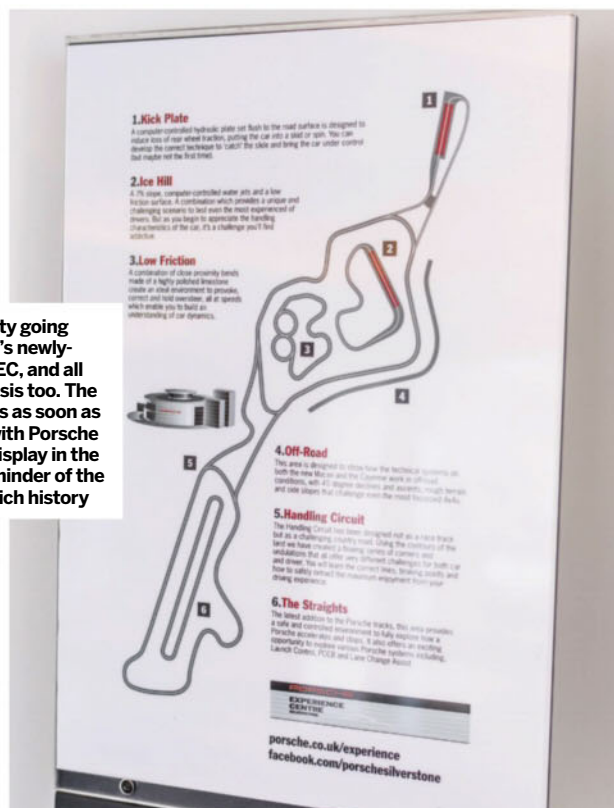
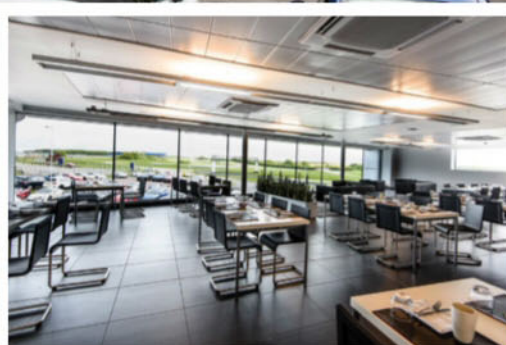
Built with the customer in mind, Silverstone's Experience Centre is a bastion of education and driver development to ensure a Porsche owner unlocks the full potential of Stuttgart's ever-evolving sports cars

Written by **Lee Sibley** Photography by **Phil Steinhardt & Porsche AG**





There's plenty going on at the UK's newly-expanded PEC, and all on a daily basis too. The magic begins as soon as you arrive, with Porsche exotica on display in the Atrium a reminder of the company's rich history



It's one thing having a shiny Porsche 911 on your drive for the neighbours to idolise, but it's another proposition entirely to be able to use that 911 according to the very remit that Butzi himself created the car for – and that's spirited street and track use.

Thankfully, Porsche is still very much aware of this dictum today, and fully recognises the importance of a driver being suitably cultivated as to the abilities and performance characteristics of the sportscar they've purchased. As such, the acquisition of a new Porsche model now secures UK owners a half-day driving course at the Porsche Experience Centre, Silverstone (customers in North America now have the new Experience Centre at Porsche's new headquarters at Atlanta, Georgia). The Centre provides focused driver training to help improve your driving credentials across a variety of situations and scenarios in your Porsche.

One of five such Centres in the world (and a first when it opened in 2008 after some six years of development), the superb facilities at Porsche Cars GB's Experience Centre – appropriately situated alongside the Hangar Straight at the home of British motorsport – include a handling

circuit, ice hill, kick plate, low-friction zone, and even a sophisticated human performance laboratory. Better still, the Experience Centre underwent a hefty expansion programme in 2014 that doubled the size of its on-site facilities. This included construction of a second handling course around an all-new launch-control and brake-testing straight, as well as an enlarged cafeteria and conference room with all-new driving simulators inside the Centre.

The result of all this is quite something: never before has a new 911 owner been lavished with such a platform on which to hone his skill behind the wheel and, ultimately, get the most out of that Porsche 911. It's a two-way thing, of course, because by the time you've reached even the elegantly presented atrium inside the Centre, you can't help but feel inspired by the Porsche brand. Two modern-day motoring greats will likely have commanded your eyesight on the way in (in my case it was the exquisite 997 Rennsport pairing of an RS 4.0 and GT2 RS), while the Atrium itself spoils the enthusiast with any number of evocative racers of years gone by. Today, I'm greeted by the short-wheelbase 911 raced at the recent Goodwood

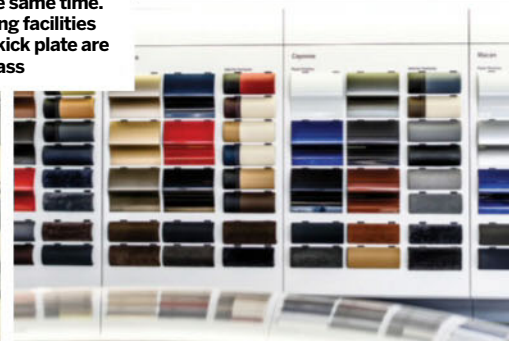
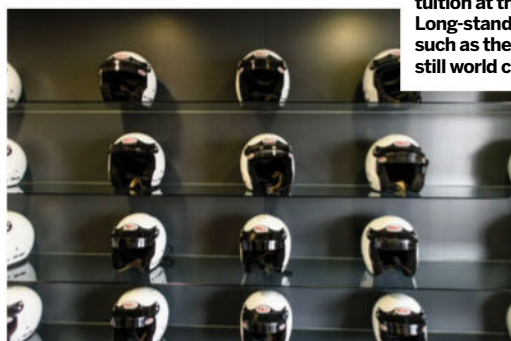
Revival by Porsche's first Le Mans winner, the legendary Richard Attwood, though a 2008 RS Spyder is known to grace the floor space too.

Although the atmosphere around the Atrium is relaxed and serene, there is much going on at the PEC. As well as privately booked conferences and business lunches inside, the asphalt outside is a constant hive of activity, with an array of 911s, Boxsters, Caymans, Cayennes, Macans and Panameras taking to the six various circuits and test beds across the site. Meanwhile, those sitting by the restaurant's bay windows are afforded a panoramic view of a utopian Porsche motoring mini-world.

The most popular course available is the Porsche Driving Experience. These 90-minute sessions offer a focused introduction to the driving dynamics of each particular Porsche model via use of the handling circuits, low-friction zone, kick plate and ice hill. The standout course is 'Evolution RS', where you'll pilot a scintillating selection of 997 Rennsports, encompassing both iterations of GT3 RS (including the one we drove here) plus the halo RS 4.0. We recommend 'Evolution 911' though, which offers up a driving experience through 30 ➡



The two kilometres of new circuit add another dimension to the UK's Experience Centre, allowing more drivers to pedal a Porsche under tuition at the same time. Long-standing facilities such as the kick plate are still world class



“There’s simply no better place for you to garner an intricate understanding of your own capabilities at the wheel of a coveted Porsche 911”

years of Porsche’s fabled 911 via drives in G-series, 993 and 991-generation Carreras.

Away from these gift-orientated experiences, the Porsche Sport Driving School is for those who require a more rigorous exploration of the performance and handling dynamics of their 911. This is split into four programmes: Warm-up, Precision, Performance, and Master, and use of your own 911 will be required for each. The Warm-up training is a half-day course among the driving facilities at the PEC, and it’s this course that you’ll receive as a complimentary gift from Porsche GB upon purchase of a new 911. From there, you can accomplish one and two-course days with the Precision and Performance programmes respectively, before graduating to the Master course, devoted to motorsport-orientated aspects of performance driving on the full Silverstone grand prix circuit next door to the Centre.

It all sounds like the perfect proving ground for you as a driver, but how do the facilities stack

up in the real world? Well, to start with, the handling courses sprawled around the grounds of the PEC mimic more of a fast B-road than a bona fide race track (there’s little run-off and barriers sit just metres back from the black top), but there’s no denying that the new circuit offers another dimension to the Centre. While the old circuit is without doubt the faster of the two, the twists, drops and cambers of the new track require more of a technical approach from the driver. Both beautifully smooth under your N-rated tyres, it’s possible to start linking several corners together and progressively build up a racing line – a style you simply can’t execute on a public road.

Each time you climb behind the wheel of a Porsche at the PEC, an experienced Porsche Driving Consultant, who will provide personal coaching to hone your driving, will join you in the passenger seat. Headed up by Gordy Robertson (he of the famous Porsche GB PR videos on YouTube), the PDC team at Silverstone boasts

Company profile

- **Owner:** Porsche Cars GB
- **First opened:** July 2008
- **Location:** Hangar Straight, Silverstone Circuit, Northamptonshire, UK
- **Most popular course:** 911 Carrera Porsche Driving Experience
- **Other Experience Centres:** Newly opened US premises in Atlanta, Georgia; Centres currently in construction at Le Mans’ Porsche Curves, Los Angeles, as well as Shanghai.
- **Interesting fact about the UK Centre:** The Silverstone PEC is built on the site of the WRC Rally of Great Britain special stage used in the late Nineties.

Contact

- **Website:** www.porsche.com/silverstone
- **Telephone:** 08443 577 911



an enviable resumé of talent and experience – including former Carrera Cup champion Barry Horne and, if you’re lucky, Le Mans hero Richard Attwood himself – to pass on their unrivalled technical knowledge of how to get the best from a Porsche sports car. There’s no question you’ll be learning from the best, in the best environment: there’s simply no better place for you to garner an intricate understanding of your own capabilities behind the wheel of a Porsche 911. **911**

Get a great deal more with Knightwood insurance

Specialist bespoke insurance for all Porsche 911s and a wide range of other risks.



Knightwood PRM provide discerning clients with totally bespoke insurance solutions. From vehicles to jewellery we offer a highly competitive first class service.



- **Performance and Prestige Motor Insurance**
- **Home, Jewellery and Antiques Insurance**
- **Travel Insurance and Personal Accident Cover**



Knightwood Private Risk Management

Providing bespoke insurance solutions for discerning clients.

For a tailor-made quotation contact us:

01279 874699

info@knightwoodprm.com

Or find out more at:

www.knightwoodprm.com



Brooklands track circa 1907

We are now Porsche Service Centre Brooklands.

We are delighted to announce that Porsche Service Centre Byfleet is now called Porsche Service Centre Brooklands.

As the birthplace of British motorsport, Brooklands has an unrivalled motoring heritage. It seemed only fitting therefore to rename our Centre after this historic local landmark.

We will continue to offer the same high standards and service you have come to expect from us and our telephone number remains the same, **01932 341 911**. Our email and web address have changed as detailed below.

We look forward to welcoming you to Porsche Service Centre Brooklands soon.



PORSCHE

Porsche Centre Brooklands

Brooklands Place

1 Abbott Close

Byfleet KT14 7JN

info@porschebrooklands.co.uk

www.porschebrooklands.co.uk

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: Why aren't 3.0 RS prices significantly higher than 2.7 RS values?



Compared to the iconic 2.7 RS, the 3.0-litre Rennsport (built by Porsche in 1974) was lighter, bigger and more powerful. According to Autofarm's sales and heritage director, Josh Sadler, the 3.0 RS is also "a better car to drive without question." Yet, when it comes to comparing the values of these two Rennsport heroes, the 1974 RS doesn't enjoy a significant premium over its predecessor. In fact, in some instances, a 2.7 RS Lightweight will actually command more in the current market. We asked Sadler and Paragon's proprietor, Mark Sumpter, for their opinions.

"Personally, it doesn't make sense that the 3.0 RS is not valued higher," Sadler says. "But it is more obscure and less well known," he continues, pointing out that the 3.0-litre car is "only really appreciated by purists". The classic 911 expert notes that the 2.7 RS is "always the 911 that appears in the magazines and top ten lists."

Sumpter agrees, saying that the 2.7 RS/3.0 RS situation is seen elsewhere in the Porsche world. "It's a bit like the 356

thing: they know the Speedster, but they don't know the other cars. The 2.7 RS gets all the publicity," explains the Paragon man. "Up until recently I haven't really read much about the 3.0-litre RSs."

However, it isn't just a case of the 3.0 RS being too rare. "The 2.7 is arguably the prettier car," adds Sadler. Analysing it further, Sumpter points to the 2.7's "pure bumper shape" as opposed to the 3.0-litre's "chunkier, clumsy look." Autofarm's sales and heritage director feels that "in a market driven by emotion", the 2.7 RS's aesthetics have played a large role in its stratospheric rise in values, while Sumpter feels that, maybe, 3.0 RS prices have been stymied by "people feeling it's too racy for them."

So if the 3.0-litre Rennsport doesn't get the attention it really deserves, where should values sit for this super-rare RS? Sumpter has the last say, feeling that with 2.7 RS Lightweights currently fetching around £800,000, a 3.0 RS should be worth "at least 20 per cent more". Will we see them rise that high? Anything is possible in this market.

(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 carburettors.

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 underbodies.

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



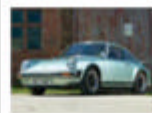
911S was now a mid-range model comparable to the previous 911E. It had the same body changes as the base model, and came as standard with 'Cookie Cutter' rims.

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: Front: 5.5x15-inch; 165HR
Length: 4.163mm
Width: 1.610mm
Weight: 1,020kg



(E series)

911E 1972

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

Production numbers: 4,406 (including F series)
Issue featured: 117
Engine capacity: 2,341cc
Compression ratio: 8.0:1
Maximum power: 165bhp @ 6,200rpm
Maximum torque: 206Nm @ 4,500rpm
0-62mph: 7.5sec

Top speed: 137mph
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 6x15-inch; 185HR
 Rear: 6x15-inch; 185HR
Length: 4.163mm
Width: 1.610mm
Weight: 1,077kg



(E series)

911T 1972

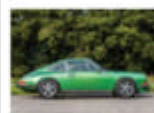
A lower compression ratio and the inclusion of Zenith 40 TIN triple choke carburetors led to the relatively lower power output of 130bhp despite the new 2,341cc engine size.

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

Top speed: 128mph
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 5.5x15-inch; 165HR
 Rear: 5.5x15-inch; 165HR
Length: 4.163mm
Width: 1.610mm
Weight: 1,077kg



(E series)

911S 1972

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

Production numbers: 5,054 (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

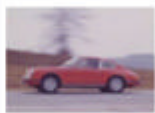
The 911S had same upgrades as the 911E, including deletion of the external oil filler. Also adopted black trim around the front and rear lights and black front quarter grilles.

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: 1.610mm
Weight: 1,077kg



(G, H, I, J series)

Carrera 3.0 RS 1974

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

Production numbers: 109
Issue featured: 102
Engine capacity: 2,994cc
Compression ratio: 8.5:1
Maximum power: 230bhp @ 6,200rpm
Maximum torque: 275Nm @ 5,000rpm
0-62mph: 5.3sec

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



(G, H, I, J series)

911 1974-77

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

Production numbers: 9,320
Issue featured: 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, whaletail spoiler and four-speed gearbox were standard.

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

Top speed: 155mph
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 7x15-inch; 185/70/VR15
 Rear: 8x15-inch; 215/60/VR15
Length: 4.291mm
Width: 1.775mm
Weight: 1,140kg (1,195kg from '76)

**930 3.3 1978-83**

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

Production numbers: 5,807 (plus '78-'79 Cali cars)
Issue featured: 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)



PERFORMANCE AND SERVICE THAT DOESN'T COST THE EARTH!

- Boxster / Cayman / Cayenne / all 911 Models (1984 – present)
- 944 Turbo / 944 S2 Specialists
- Fixed Price Servicing
- Main Dealer Equivalent Diagnostics
- Courtesy Cars Available
- Very Competitive Labour Rates, Exceptional Service, Fast Turnaround
- Large Spares Inventory
- Comprehensive 3D Alignment and Geometry Facilities
- Bilstein and KW Suspension Kits
- 15 minutes from Milton Keynes



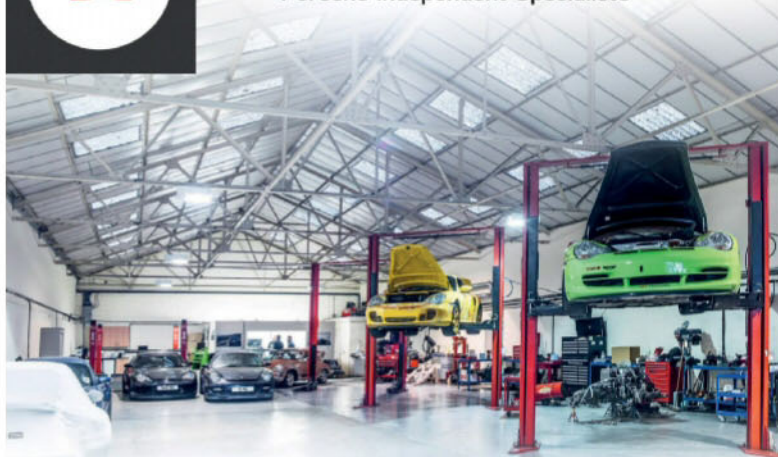
ProMAX Motorsport Ltd, The Warehouse, Sunnyhill Farm, Little Horwood Road, Great Horwood, Bucks. MK17 0NZ. Tel: 01296 714856
service@promaxmotorsport.com • parts@promaxmotorsport.com



www.promaxmotorsport.com



Nine Excellence Porsche Independent Specialists



Servicing

- Servicing, Repairs & MOTs
- Engine & Transmission Rebuilds
- Restorations
- Pre-Purchase Inspections
- Detailing & Aftercare
- Alignment & Geo
- All Porsche Models Covered
- Fully Trained Porsche Technicians
- Fixed Price Servicing

Performance

- 9e Performance Packages
- 9e Performance Exhausts
- 9e Suspension & Brakes
- 9e Engine Builds
- 9e Custom Builds

Unit 3, Axiom Business Park,
41 Balcombe Road, Horley,
(Nr Gatwick) Surrey, RH6 7HF

www.nineexcellence.com
01293 226 911
service@nineexcellence.com

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: 289mm 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: 1,450kg



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 bodysheet, 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/VR16
Rear: 9x17-inch;
245/45/VR16
Length: 4,245mm
Width: 1,735mm
Weight: 1,370kg



993 Carrera 4 1994-97



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

Production numbers: 2,884 (Coupe)
Issue featured: 111
Engine capacity: 3,600cc
Compression ratio: 11.3:1
Maximum power: 272bhp @ 6,000rpm
Maximum torque: 330Nm @ 5,000rpm
0-62mph: 5.8sec

vTop speed: 166mph
Brakes:
Front: 304mm discs;
Rear: 299mm discs
Wheels & tyres:
Front: 7x16-inch;
205/55/VR16
Rear: 9x16-inch;
245/45/VR16
Length: 4,245mm
Width: 1,735mm
Weight: 1,420kg



930 SE 1986-89



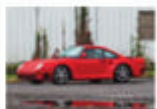
Slantnosed and based on 935 race cars, with pop-up headlamps. Front spoiler made deeper to accommodate extra oil cooler, rear intakes fed air to brakes.

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/ZR17
Rear: 9x17-inch; 255/40/ZR17
Length: 4,260mm
Width: 1,840mm
Weight: 1,450kg



Speedster 1989



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

Production numbers: 2,274 (for both wide and narrow-bodied)
Issue featured: 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: 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: 1,350kg



964 Turbo 1991-92



This used the revised 964 bodysheet, 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/ZR17
Rear: 9x17-inch; 255/40/ZR17
Length: 4,250mm
Width: 1,775mm
Weight: 1,470kg



964 C4 Lightweight 1991



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

Production numbers: 22
Issue featured: 54
Engine capacity: 3,600cc
Compression ratio: 11.4:1
Maximum power: 265bhp @ 6,100rpm
Maximum torque: 332Nm @ 4,800rpm
0-62mph: unknown

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



964 RS 1991-92



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

Production numbers: 2,405
Issue featured: 116
Engine capacity: 3,600cc
Compression ratio: 11.3:1
Maximum power: 260bhp @ 6,100rpm
Maximum torque: 310Nm @ 4,800rpm
0-62mph: 5.4sec

Top speed: 162mph
Brakes: Front: 320mm discs; Rear: 299mm discs
Wheels & tyres: Front: 7.5x17-inch; 205/50/ZR17
Rear: 9x17-inch; 255/40/ZR17
Length: 4,250mm
Width: 1,650mm
Weight: 1,230kg (Sport)



964 C2 Speedster 1993-94



Combined the 964 bodysheet 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/ZR17
Rear: 9x17-inch; 255/40/ZR17
Length: 4,250mm
Width: 1,652mm
Weight: 1,340kg



964 Turbo 3.6 1993-94



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

Production numbers: 1,437
Issue featured: 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/ZR18
Rear: 10x18-inch; 265/35/ZR18
Length: 4,250mm
Width: 1,775mm
Weight: 1,470kg



964 Anniversary 1993-94



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

Production numbers: 911
Issue featured: 112
Engine capacity: 3,600cc
Compression ratio: 11.3:1
Maximum power: 250bhp @ 6,100rpm
Maximum torque: 310Nm @ 4,800rpm
0-62mph: 5.7sec

Top speed: 162mph
Brakes: Front: 298mm discs; Rear: 299mm discs
Wheels & tyres: Front: 7x17-inch; 205/50/17 tyres
Rear: 9x17-inch; 255/40/17 tyres
Length: 4,250mm
Width: 1,775mm
Weight: 1,470kg



964 RS America 1993-94



Offered in five colours, fixed whaletail 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/ZR17
Rear: 8x17-inch; 255/40/ZR17
Length: 4,250mm
Width: 1,650mm
Weight: 1,340kg



993 Carrera 4S 1995-96



The 4S was effectively a C4 with a Turbo wide bodysheet, 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/ZR18
Rear: 10x18-inch; 285/30/ZR18
Length: 4,245mm
Width: 1,795mm
Weight: 1,520kg



993 Carrera RS 1995-96



Lightweight body as per RS tradition, teamed with a 3.8-litre engine, VarioRam intake system and remapped ECU to create 300bhp, fed to the rear wheels only.

Production numbers: 1,014
Issue featured: 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, 225/40ZR18
Rear: 18x10J, 265/35ZR18
Length: 4,245mm
Width: 1,735mm
Weight: 1,279kg



993 GT2 1995-96



911 Turbo, but with reduced equipment. Also included rear wheel-drive, making it a better track car. Fitted with huge front and rear 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/ZR18
Rear: 11x18-inch; 285/35/ZR18
Length: 4,245mm
Width: 1,855mm
Weight: 1,290kg



993 Turbo 1996-98



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

Production numbers: 5,937
Issue featured: 116
Engine capacity: 3,600cc
Compression ratio: 8.0:1
Maximum power: 408bhp @ 5,750rpm
Maximum torque: 540Nm @ 4,500rpm
0-62mph: 4.3sec

Top speed: 180mph
Brakes: Front: 322mm discs; Rear: 322mm discs
Wheels & tyres: Front: 8x18-inch; 225/40/ZR18
Rear: 10x18-inch; 285/30/ZR18
Length: 4,245mm
Width: 1,795mm
Weight: 1,500kg



993 Carrera S 1997-98

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

Production numbers: 3,714
Issue featured: 118
Engine capacity: 3,600cc
Compression ratio: 11.3:1
Maximum power: 285bhp @ 6,100rpm
Maximum torque: 340Nm @ 5,250rpm
0-62mph: 5.4sec

Top speed: 168mph
Brakes:
Front: 322mm discs;
Rear: 322mm discs
Wheels & tyres:
Front: 8x18-inch;
225/40/ZR18
Rear: 10x18-inch;
285/30/ZR18
Length: 4,245mm
Width: 1,795mm
Weight: 1,450kg

★★★★★

993 Turbo S 1998

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

Production numbers: 345
Issue featured: 115
Engine capacity: 3,600cc
Compression ratio: 8.0:1
Maximum power: 450bhp @ 5,750rpm
Maximum torque: 585Nm @ 4,500rpm
0-62mph: 4.1sec

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

★★★★★

996 Carrera 1998-2001

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

Production numbers: 56,733
Issue featured: 117
Engine capacity: 3,387cc
Compression ratio: 11.3:1
Maximum power: 300bhp @ 6,800rpm
Maximum torque: 350Nm @ 4,600rpm
0-62mph: 5.2sec

Top speed: 174mph
Brakes:
Front: 318mm discs;
Rear: 299mm discs
Wheels & tyres:
Front: 7x17-inch;
205/50/R17
Rear: 9x17-inch;
255/40/R17
Length: 4,430mm
Width: 1,765mm
Weight: 1,320kg

★★★★★

996 Carrera 4 1998-2001

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

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

Top speed: 174mph
Brakes:
Front: 318mm discs;
Rear: 299mm discs
Wheels & tyres:
Front: 7x17-inch;
205/50/R17
Rear: 9x17-inch;
255/40/R17
Length: 4,430mm
Width: 1,765mm
Weight: 1,375kg

★★★★★

996 Carrera 4S 2001-05

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

Production numbers: 23,055
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

▲ 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 1993-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 bodyshell of the Carrera S. 20kg of weight saved from GT3 thanks to carbon engine cover and rear wing, and plastic rear window.

Production numbers: 1,106
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/ZR19
Rear: 12x19-inch;
325/30/ZR19
Length: 4,469mm
Width: 1,852mm
Weight: 1,440kg

★★★★★

996 GT3 1998-2000

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

Production numbers: 1,858
Issue featured: 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 updated, PCCB optional. Full-spec interior unless Clubsport option was ordered.

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

Top speed: 190mph
Brakes: Front: 350mm discs; Rear: 330mm discs
Wheels & tyres: Front: 8.5x18-inch; 235/40/R18
Rear: 11x18-inch; 295/30/R18
Length: 4,435mm
Width: 1,770mm
Weight: 1,380kg

★★★★★

997 Carrera 4 2005-08

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

Production numbers: 8,533
Issue featured: 3
Engine capacity: 3,596cc
Compression ratio: 11.3:1
Maximum power: 325bhp @ 6,800rpm
Maximum torque: 370Nm @ 4,250rpm
0-62mph: 5.1sec

Top speed: 174mph
Brakes: Front: 318mm discs; Rear: 299mm discs
Wheels & tyres: Front: 8x18-inch; 235/40/R18
Rear: 10x18-inch; 295/35/R18
Length: 4,427mm
Width: 1,852mm
Weight: 1,450kg

★★★★★

997 Carrera 4S 2005-08

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

Production numbers: 30,973
Issue featured: 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

★★★★★

Porsche Torque Specialists

We carry out a full range of Porsche servicing and Porsche repair projects on all popular and classic models including diagnostics and body repair work. Porsche Torque are able to undertake all types of mechanical, cosmetic and restoration work to your complete satisfaction.

Fully Equipped Workshop
Bodywork and Restorations
Diagnostics and Tuning
Free Estimates
Engine & Gearbox Rebuild Specialists
Collection & Delivery Service
Alignment and Geometry Facilities
Audio & Alarm Fitting

50 YEARS COMBINED EXPERIENCE
FROM EX OPC MASTER TECHNICIANS
(AFN, RUF & HATFIELD)

DISTRIBUTORS FOR



01895 814446

07507 623997

www.porsche-torque.com

Unit C2, Arun Buildings, Arundel Road, Uxbridge. UB8 2RP

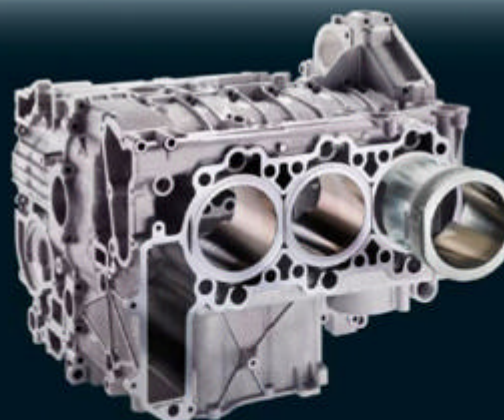


all major credit cards are accepted

PCGB Team Championship & Class 1 Winners 2013

ENGINE REPAIR SPECIALISTS

986 987 996 997 Cayman



T: 01204 302809

E: auto@hartech.org

www.hartech.org

At JMG we are dedicated to helping you get the best experience from your Porsche.

We service, diagnose, repair and improve Porsche Vehicles in our **South of England** workshops.

JMG Porsche are a family-run business built on a foundation of three generations of Porsche experience stretching back to the early 1970s.

JMG Porsche
98 Cobham Road,
Ferndown Ind Est.
Wimborne
Dorset
BH21 7RE

Tel: 01202 488800 or 07000 996911

Email: service@jmggarage.co.uk
mailorder@jmggarage.co.uk

www.jmggarage.co.uk



- Servicing
- Repair
- MOT testing station
- Restoration
- Rebuild
- 4 wheel alignment



www.brauntonengineering.co.uk

01271 814144

Porsche Specialist



DEVON
EX33 2JP



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

Production numbers:
2,000
Issue featured: 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 cues 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;
235/35/19
Rear: 11x19-inch;
305/30/19
Length: 4.435mm
Width: 1.852mm
Weight: 1,420kg

★★★★★

997 C4 GTS 2011-12



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

Production numbers: Unknown
Issue featured: 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 tale light as standard. Also features a torque distribution indicator on the digital dash clock.

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

Top speed: 177mph
Brakes:
Front: 330mm discs;
Rear: 330mm discs
Wheels & tyres:
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: 128
Engine capacity: 3,996cc
Compression ratio: 12.9:1
Maximum power: 500hp @ 8,250rpm
Maximum torque: 460Nm @ 6,250rpm
0-62mph: 3.3sec

Top speed: 193mph
Brakes:
Front: 380mm discs;
Rear: 380mm discs.
Wheels & tyres:
Front: 9.5x20-inch;
265/35/ZR20
Rear: 12.5x21-inch;
325/30/ZR21
Length: 4.545mm
Width: 1.880mm
Weight: 1,420kg

★★★★★

**911 Carrera Speedster (964)**

5-Speed • Polar Silver • Black Leather Sport Seats • 17" Cup Wheels
3-Spoke Club Sport Steering Wheel
36,537 miles • 1994 (L)

£199,995**911 GT3 (991)**

7-Speed PDK • Guards Red • Black Sport Bucket Seats • Sport Chrono Pack Plus • Touchscreen Satellite Navigation • 1,626 miles • 2014 (64)

£157,995**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 Turbo (997)**

Tiptronic S • Midnight Blue • Dark Blue Leather Seats • Touchscreen Satellite Navigation • Sport Chrono Pack Plus
25,536 miles • 2009 (09)

£54,995**911 Carrera 2 S (997 GEN II)**

7-Speed PDK • Platinum Silver • Black Leather Seats • Touchscreen Satellite Navigation • Sport Chrono Pack With Sport Plus • 18,841 miles • 2011 (61)

£53,995**911 Carrera 2 S (997 GEN II)**

6-Speed • Basalt Black • Black Leather Seats • 19" Carrera Classic Wheels
Touchscreen Satellite Navigation
31,449 miles • 2011 (61)

£49,995**Cayman S (981)**

7-Speed PDK • Basalt Black
Black Leather Sport Seats Plus
Touchscreen Satellite Navigation
7,310 miles • 2013 (63)

£48,995**911 Carrera 4 (993)**

6-Speed • Midnight Blue • Dark Blue Leather Sport Seats • Blue Power Hood
18" Turbo Wheels • Air Conditioning
72,490 miles • 1996 (N)

£49,995**911 Carrera 4 S (997 GEN II)**

7-Speed PDK • Guards Red • Black Leather Sport Seats • Touchscreen Satellite Navigation • Switchable Sports Exhaust • 37,869 miles • 2010

£48,995**911 Carrera 2 (997 GEN II)**

6-Speed • GT Silver • Cocoa Leather Seats • Touchscreen Satellite Navigation • 19" Carrera Sport Wheels
26,356 miles • 2011 (61)

£45,995**911 Carrera 4 Targa (964)**

5-Speed • Guards Red • Silk Grey Leather Sport Seats • 16" Design 90 Wheels • Air Conditioning • Teardrop Mirrors • 74,959 miles • 1990 (G)

£41,995**911 Carrera 2 (997 GEN II)**

6-Speed • Basalt Black • Flamenco Red Leather Seats • Touchscreen Satellite Navigation • 19" Sport Design Wheels
33,742 miles • 2008 (58)

£39,995**911 Carrera 2 (997 GEN II)**

7-Speed PDK • Cream White • Cocoa Leather Seats • Touchscreen Satellite Navigation • Sport Chrono Pack With Sport Plus • 53,902 miles • 2008 (58)

£37,995**Cayenne GTS**

Tiptronic S • Carmine Red • Black Half Leather Sport Seats • 21" Cayenne Sport Wheels • Satellite Navigation
57,748 miles • 2008 (08)

£24,995**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**Boxster 2.9 (987 GEN II)**

6-Speed • Meteor Grey • Black Leather Seats • Black Power Hood • 18" Boxster S II Wheels • Wind Deflector
38,698 miles • 2009 (09)

£20,995

At Paragon, we have superb in-house workshop and preparation facilities. Each car is supplied fully serviced with a new MOT and our 12-month/12,000-mile comprehensive parts and labour warranty.

See more of our current stock at paragongb.com



1993 PORSCHE 964 3.6 TURBO - RHD

Metallic Midnight. Black Full leather interior. One of only 159 RHD cars. Many upgrades including: Alloy wheels polished 18in split-rim, Anti-Theft immobiliser system, Electric steel sunroof. FSH. Super rare. Only 22,300 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.



1998 PORSCHE 993 CARRERA 4S - RHD
Metallic Black. Grey Full leather interior. Many upgrades. Excellent Condition. FSH. Only 44,800 miles.



1995 PORSCHE 993 3.6 TURBO - RHD
Solid Guards Red. Black Full leather interior. 18" Hollow spoke alloys. Four wheel-drive. Air conditioning. Only 31,300 miles.



1995 PORSCHE 993 3.6 2DR TURBO GT2 - LHD
Guards Red with Black Full leather interior. Four wheel-drive. Many upgrades. Drives as beautifully as it looks!



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.



1995 PORSCHE 993 GT2 STRASSE - LHD
Metallic Polar. Navy Full leather interior. - Upgrades include, hard back sport seats, graduated tinted windscreen. Only 8,750 miles.



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



1989 PORSCHE 911 3.3 TURBO - RHD
Metallic Silver. Burgandy Full leather interior. Upgrades - G50, Bumpers with impact absorbers. Black roof. 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.

BESPOKE FINANCE ARRANGED AND PART EXCHANGE WELCOME - WE ARE ALWAYS LOOKING TO BUY CARS OF EXCEPTIONAL QUALITY.

A SIGNIFICANT PROPORTION OF THE CARS WE HAVE SOLD THIS YEAR HAVE BEEN BOUGHT TO ORDER. IF THERE IS A SPECIFIC PORSCHE YOU REQUIRE THAT IS NOT LISTED ON OUR WEB SITE - PLEASE CALL JONATHAN FRANKLIN: 07522 911 911

Hexagon Modern Classics, 90 Fortis Green, London, N2 9EY | Tel: +44(0)208 3485151 | Mob: +44(0)7522 911911 | Email: jonathan@hexagon.uk.net

WWW.HEXAGONMODERNCLASSICS.COM

WHITEBIRK, BLACKBURN, BB1 3NU
OPEN 7 DAYS A WEEK



HIPPO
PRESTIGE

01254 919 000
WWW.HIPPOPRESTIGE.CO.UK



Porsche 911 GT3 PDK Clubsport

Body Type: Coupe
Transmission: Semi-Automatic
Engine Size: 3.8
Registration: 2014 (63)
Mileage: 1,800
£182,980



Porsche Cayman 24V PDK

Body Type: Coupe
Transmission: Semi-Automatic
Engine Size: 2.9
Registration: 2011 (61)
Mileage: 26,000
£29,840



Porsche Macan D S PDK

Body Type: Estate
Transmission: Semi-Automatic
Engine Size: 3.0
Registration: 2015 (15)
Mileage: 265
£59,980

We want your Porsche!

Step 1

Provide vehicle Reg
via Website, Phone
or E-Mail

Step 2

Receive your
personal valuation.

Step 3

Have your Porsche
collected and receive
instant payment upon
collection.

A small selection of our stock:

2013 Ferrari 458 Spider DCT in Black
2015 BMW i8 Pure Impulse Design in White
2010 Aston Martin Vantage V8 Roadster in Black
2012 Porsche Panamera Platinum Edition D V6

6,000 miles £181,980
1,200 miles £102,890
17,000 miles £54,995
29,000 miles £46,995

2013 Porsche Boxster 24V S PDK in Grey
2014 Porsche Cayman 2.7 Coupe in White
2014 Audi A6 allroad TDI Quattro in Black
2014 Mercedes C Class C250 BLUETEC AMG in Black

13,000 miles £42,980
350 miles £41,980
3,000 miles £34,920
9,000 miles £30,980

For more stock and full specifications, visit www.hippoprestige.co.uk

WHY USE HIPPO?



RSJ SPORTS CARS

Specialising in Porsche Cars



997 "4S" Targa Gen 2 3.8 (2009 - 09)
GT Silver with Sand Leather, PDK, Sat Nav,
21k miles**£53,000**



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



997 Turbo 3.6 Tip (2008 - 08)
GT Silver with Black Leather, Sat Nav,
42k miles**£50,000**



997 Turbo 3.6 Tip (2007 - 07)
GT Silver with Black Leather, Sat Nav,
52k miles.....**£47,000**



997 "4S" Gen 2 3.8 PDK (2009 - 09)
Atlas Grey with Black Leather, Sat Nav,
41k miles.....**£46,000**



997 "2S" Gen 2 3.8 PDK (2009 - 09)
Basalt Black with Black Leather, Sat Nav,
27k miles.....**£46,000**



997 "4S" Gen 2 3.8 PDK (2008 - 08)
Meteor Grey with Black Leather, Sat Nav,
50k miles.....**£44,000**



997 "2S" Gen 2 3.8 PDK (2008 - 08)
Aqua Blue with Black Leather, Sat Nav,
39k miles.....**£43,000**



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



997 "2S" 3.8 Cab (2007 - 07)
Slate Grey with Black Leather, Sat Nav,
27k miles.....**£36,000**



997 "4S" 3.8 Cab (2006 - 06)
Basalt Black with Black Leather, Sat Nav,
41k miles.....**£35,000**



997 "4S" 3.8 Cab (2006 - 06)
Silver with Ocean Blue Leather, Sat Nav,
30k miles.....**£35,000**



997 "2S" 3.8 (2007 - 07)
Basalt Black with Black Leather, Sat Nav,
45k miles.....**£34,000**



997 "2S" 3.8 (2007 - 07)
GT Silver with Black Leather, Sat Nav,
34k miles.....**£34,000**



997 "2S" 3.8 (2008 - 08)
Basalt Black with Black Leather, Sat Nav,
49k miles.....**£34,000**



997 "4S" 3.8 (2006 - 06)
Silver with Black Leather, Sat Nav,
37k miles.....**£34,000**



997 "4S" 3.8 (2006 - 06)
Basalt Black with Grey Leather, Sat Nav,
45k miles.....**£33,000**



997 "2S" 3.8 (2007 - 07)
Polar Silver with Ocean Blue Leather,
Sat Nav, 47k miles.....**£33,000**

**ALL CARS SOLD WITH
1 YEAR IN-HOUSE
RSJ WARRANTY**

STS HOUSE,
BRISTOL WAY,
SLOUGH,
BERKSHIRE,
SL1 3QA

T: 01753 553 969

www.rsjsportscars.com

PORSCHE WANTED (2003 TO 2012)

1987 PORSCHE 959 COMFORT

www.specialistcarsltd.co.uk



PaulStephens911

Porsche wanted
Porsche for sale
Porsche servicing
Porsche restoration
PS Bespoke 911

Sudbury Road
Little Maplestead
Halstead
Essex, CO9 2SE

01440 714 884
email@paul-stephens.com
paul-stephens.com



PAUL STEPHENS
EST 1994

Porsche 911 993 C2S Manual

Only 64,500 miles from new, arctic silver with black ruffled leather, impeccable example. £POA



WANTED

Air-cooled Porsche for cash or consignment



WANTED

Water-cooled Porsche for cash or consignment

HENDON WAY MOTORS

porsche ferrari and classic car retailers since 1952

THIS IS YOUR GALLERY
for collectors of modern art

Hendon Way Motors was established in 1952, and is now one of Europe's leading Ferrari and Porsche specialists. Please visit our website at www.hendonwaymotors.com for more information on the company and our stock

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, 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.

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).

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, 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 - GT2, TURBO

2002 - 996 GT2 CLUBSPORT (POLAR SILVER) 55,000 Miles
White Dials, PCCB Brakes, Radio/CD Player, Central Locking, Porsche Crested Sports Seats, Correct Carbon Fibre Interior, Full Porsche Main Dealer Service History With Recent Service, One Owner Only.

2005 - 996 TURBO S COUPE MAN (GT SILVER MET) 56,000 Miles
Black Leather Interior, PSM, PCM, Sat Nav, BOSE, 4 CD Changer, Memory Seats, Electric Seats, Carbon Pack, Sunroof, Alcantara Headlining, Rear Wiper, Ceramic Brakes, 18" Turbo Alloy Wheels, Full Service History.

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 993 - TURBO, C2S, C2, C4, CARRERA

1998 - 993 TURBO "S" COUPE MAN (SPEED YELLOW) 60,000 Miles
Black Leather/Carbon Fibre Interior, Litronic Lights, Yellow Dials, 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.

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) 71,000 Miles
Varioram, Metropole Blue Leather Interior, White Dials, Factory Fitted Alarm System, 18" Turbo Alloy Wheels, Fully Documented Service History.

1997 - 993 C2S COUPE TIP (ARENA RED METALLIC) 73,000 Miles
Grey Leather Interior, Fully Electric Sports Seats, Sunroof, Rear Wiper, Original Porsche Radio, 18" Turbo Alloy Wheels, Full Service History.

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/CD Player, Factory Fitted Alarm System, 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) 94,000 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.

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.

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.

1992 - 964 C4 CAB MAN (BLACK) 94,000 Miles
Marble Grey Leather Interior, Semi Electric Seats, Kenwood CD Player And Radio, Electric Windows And Mirror, 17" Alloy Wheels, Full Service History, Toney Cover Available.

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 +

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

1967 - 275 GTB/4 MANUAL LHD (ARGENTO SILVER) 59,000 Miles
Full Black Leather Interior, Concourse And Awards Winner, Engine Rebuilt In Johannesburg 26,000 KMS Ago, Exceptional Condition Throughout.

330 GTC COUPE (GRIGIO SILVER) 86,000 Miles
Ferrari Classiche, Rosso Red Leather Interior, Fully Documented Service History, Original Handbooks And Tool Kit, Original Sales Brochures.

CLASSICS - LAMBORGHINI, AC, PORSCHE, JAGUAR, BENTLEY

2011 - LAMBORGHINI GALLARDO SUPERLEGGERA 10,000 Miles
Yellow, Paddle Shift Gearbox (Automatic), Nero Leather interior, Sat Nav, Fully Electric Seats With Lamborghini Crests, Aluminium Crested Flat Bottom Steering Wheel, Bi-Xenon Headlights, 19" Lamborghini Crested Alloy Wheels With Yellow Callipers, Full Official Lamborghini Service History, Recently Serviced, New Lamborghini Pirelli Tyres Fitted.

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

1997 AC COBRA MK IV (ROLLS ROYCE EBONY BLACK) 11,000 Miles
Hand Crafted Grey Leather Seats With Matching Head Rests, Leather Trimmed Aluminium Dash, Performance 65mm Throttle Body.

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

1972 - PORSCHE 911 2.7 RS TOURING 72,000 Miles
7,000 Miles Since Total Restoration By RUF, Canary Yellow, Black Interior, Left Hand Drive, Complete History Of Restoration.

1973 - JAGUAR E-TYPE ROADSTER SERIES III AUTO 25,000 Miles
Finished In Carmen Red With Black Hide Interior And Crema Soft Top, Chrome Wire Wheels, Totally Restored, Drives Like New.

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

1962 - JAGUAR 'E' TYPE ROADSTER 3.8
Opalescent Silver Blue, Black Leather Seats, Series 1, Concours Level, Manual, Chromed Wire Wheels, Restoration Work Fully Documented.

1936 - BENTLEY 4 1/4 PILLARLESS COUPE (MIDNIGHT BLUE)
Grey Leather Gurney Nutting Coachwork, 1 Owner In 40 Years, Exhibited At Louis Vuitton Concours D'Elegance In Paris 2003.

393-395 Hendon Way London NW4 3LP

tel +44 (0)20 8202 8011 fax +44 (0)20 8202 8013 email info@hendonwaymotors.comwww.hendonwaymotors.com

established 1952



Fully restored iconic 993 Turbo now at Porsche Centre Reading. First registered in 1997, the 993 was subject of the 2014 National Restoration Competition in the Porsche Network

Features include:

- Aerokit Turbo
- Air conditioning
- Airbag driver and passenger
- Alarm system
- All wheel drive
- Automatic brake differential (ABD)
- Cruise control
- Electric comfort seat left
- Electric comfort seat right
- Electric sunroof
- Electric windows
- Leather interior
- Midnight Blue Metallic paint
- On-board computer
- Porsche sound system
- Rear wiper
- Six-speed manual gearbox
- Third brake light
- Windscreen with graduated top tint

After major restoration work, this model is now fitted with new lowered sports suspension and refurbished calipers with new brake discs and pads, entire new exhaust system, new front and rear screen, new rear anti-rollbar, refurbished wheels and new tires, full body re-paint and more.



PORSCHE

Porsche Retail Group

Porsche Centre Reading

tel: 0118 930 3911

email: info@porschereading.co.uk

web: www.porschereading.co.uk



Independent Garage Services

Independent Garage Services is an independent garage specialising in VW, Audi Group, Chrysler Jeep and Porsche. Based in Southampton, we undertake all aspects of maintenance.

Porsche Servicing – With the acquisition of the latest Porsche diagnostic equipment, we can offer menu servicing to factory specifications. Whether you own the latest 911 Turbo, Boxster or Cayenne, we offer a real alternative to main dealers. With considerable experience gained from racing our 996 GT3 in endurance racing we are comprehensively equipped to cater for all.

With little choice in the Southampton area and main dealers over an hour away, give Jim a ring today to discuss your requirements and find out how competitive we can be.

For more details on the services we offer and our pricing range – please visit our website.

www.independentgarageservices.co.uk

Unit 5, Stanstead Road, Boyatt Wood Industrial Estate, Eastleigh, Southampton, SO50 4RZ
Tel: 02380 629606 Fax: 02380 629329



Read anything good lately?

Shop for quality magazines, books and DVDs from Imagine Publishing



imagineshop.co.uk

MAGAZINES

BOOKS

DVDS

DOWNLOADS

Hillcrest Specialist Cars

SPECIALIST IN PORSCHE

Whitehouse Garage, High Street, Nettlebed,
Henley on Thames RG9 5DB
Service, Repair and Sales
by factory-trained technicians



www.hillcrestspecialistcars.com
01491 642911



Yorkshire Classic Porsche

Yorkshire's No.1 choice for classic to modern Porsche

Please call us on 08434 996 911



www.yorkshireclassicporsche.co.uk

Leeds Road, Collingham, nr Wetherby, West Yorkshire LS22 5AA

EuroCupGT.com

PERFORMANCE & STYLING

Carbon Fibre Exterior	Carbon Fibre Interior	Exhaust Systems	Interior Trim	LED Lights	Performance Brake Rotors	Steering & Suspension	Turbo Upgrades	Wheel Spacers & Accessories
--------------------------	--------------------------	--------------------	------------------	---------------	-----------------------------	--------------------------	-------------------	--------------------------------



**82mm Throttle
Plenum Kits**



**996 / 997 Turbo
Intercooler Kits**



**Highflow
Induction Kits**



**Billet Re-Circ Valves
& Silicon Hoses**

**Performance
Brake Kits**

**LED Light
Kits**

**Intake &
Induction Kits**

**Carbon
Fibre Parts**

**Performance
Exhausts**

EuroCupGT Product Showcase



DISTRIBUTORS / TUNING AGENTS

Please go to EuroCupGT.com for your local distributor and fitting agent. All EuroCupGT distributors are established tuners in their own right and can advise on upgrade options and the compatibility of items available for your vehicle.

WEBSITE & CONTACT

www.eurocupgt.com
enquiries@eurocupgt.com

- **BODY SHOP & FITTING FACILITIES**
- **SERVICE & FITTING CENTRE**
- **BODY STYLING & CONVERSIONS**
- **WHEEL & TYRE FITTING**
- **DAMAGE REPAIR & RESTORATION**
- **ENGINE & GEARBOX REBUILDS**
- **SUSPENSION & EXHAUST UPGRADES**
- **PARTS DEPARTMENT**
- **WORLDWIDE DELIVERIES**
- **PERFORMANCE UPGRADES**

DESIGN 911
Centre for Porsche



CarBone

0,1mm (0,004")

**Engine
stickers
needed?**

0,1mm (0,004")

WWW.CAR-BONE.PL

Worldwide marketplace for everything Porsche

Stuttcars.com

**Porsches • Spare parts • Collectibles
VIN decoder • Option & build codes
Porsche history • Sales & parts catalogues**



elf ignition

www.elf-ignition.de

**HIGH PERFORMANCE
SINGLE AND DOUBLE
IGNITION SYSTEMS
FOR PORSCHE
ALSO FREELY PROGRAMMABLE**

Suspension Science, Made Easy.

www.ElephantRacing.com

- High tech suspension systems and parts
- Elephant Racing engineered, in Silicon Valley
- Restoration to full-race
- Easy to configure packages at ElephantRacing.com

The science of suspension is daunting. So many options and complex interactions. Choose complementing parts balanced as a system and your suspension will sing. Choose the wrong mix and the song falls flat.

We are performance-obsessed Silicon Valley engineers who live for this challenge. We've done the hard work so you don't have to.

Using sophisticated development tools, modern materials, and innovation we've re-engineered every component of the suspension. We make it work as a balanced system. Better, faster, smarter.

Best of all, we make it easy.

We have packages to meet your objective - from restoration to full-race. Online tools let you choose and customize your suspension at www.ElephantRacing.com or call and we'll customize a solution for you.

How easy is that?



+1 408.297.2789

www.ElephantRacing.com

Santa Clara, California

Fast Worldwide Shipping, Low Rates.





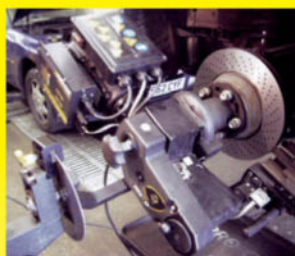
ENGINE REBUILDS - ALL MODELS
GENERAL REPAIRS & SERVICING



GEARBOX REBUILDS
ALL MODELS



AIR CONDITIONING



DISC RE-FACING



TYRE SUPPLY & FITTING
WHEEL ALIGNMENT



WHEEL BALANCING,
WHEEL STRAIGHTENING &
RE-FURBISHMENT



JIG REPAIRS



RESTORATION & RESPRAYS



DAMAGE REPAIR INCLUDING
FOR ALL INSURANCE COMPANIES



TORQUE TUBE OVERHAUL
924,944,968,928

RGA

LONDON'S MAJOR PORSCHE SPECIALIST

UNITS 32-34 MILES ST, VAUXHALL SW8 1RY
WWW.RGAPORSCHELONDON.CO.UK

EMAIL BOB@RGAPORSCHE.CO.UK

ALL WORK TO THE HIGHEST STANDARD AND CARRIED OUT IN HOUSE

MON-FRI 7AM-7PM, SAT 9AM-6PM, SUN - CALL

TEL: 0207 793 1447 - ASK FOR BOB FOR BOOKING ADVICE

Sales & Servicing

Analogue Automotive
Unit 1B
Upper Adhurst Ind Park
London Road
Petersfield
Hampshire
GU31 5AE

01730 892220

www.analogueautomotive.co.uk

info@analogueautomotive.co.uk

facebook: AnalogueAutomotive

twitter: @analogueauto

**ANALOGUE
AUTOMOTIVE**
Independent Porsche Specialist



call now 0121 5577 911

www.ramusporsche.com

independent centre for

RAMUS PORSCHE

Porsche Advanced Fault Diagnosis

High Definition Digital Imaging Wheel Alignment

Alloy Wheels and Tyre Fitting

Suspension Package Upgrades

Performance Exhaust Upgrades

Brake Upgrades inc. Ceramics

Full Body Repair Shop

Chassis Alignment Centre



Fixed Price Menu Servicing for all Models

PERFORMANCE STYLING SERVICE PARTS

Performance Parts for PORSCHE

fast forward automotive provides a programme comprising of engine components and technical solutions to increase the vehicle performance for all Porsche models from 1955 to today.



New in our online shop:

Piston Rings, Con Rods, Pistons, Cylinder Liners, Cylinders, Cam Shafts, Engine Bearings, Piston Pins, Crank Shafts from LN Engineering, Nickies and fast forward automotive.

FAST FORWARD

Automotive

fast forward automotive KG | Burscheid, Germany | info@fastforward-automotive.com | www.fastforward-automotive.com

TARETT

ENGINEERING

Competition Suspension Components

NEW!!!

981 & 991

SUSPENSION COMPONENTS



Swaybar and Drop Link Kits

- Fully Adjustable Roll Stiffness
- Balanced Handling
- Hollow 4130 Chromoly Material
- Adjustable Drop Links To Eliminate Preload



Monoballs and Camber Plates

- Increased Camber Adjustment Range
- Precision Teflon Lined Spherical Bearings
- Replaces Compliant Factory Rubber Bushings
- Quicker Steering Response For Better Handling



Control Arms

- Pro-Series, Cup-Series & GT3 LCA's
- Tie Rods & Toe Control Arms
- Increased Camber Adjustment
- Improved Feedback & Handling Stability



More 981 & 991 Products!

- Bolt In Roll Bars
- Brake Caliper Studs
- Competition Wheel Studs
- JRZ High Performance Coilover Kits



WWW.TARETT.COM

(858) 674-5573

SALES@TARETT.COM

Swift

REBEL
RACING PRODUCTS

ELEPHANT
RACING

IPD
INNOVATIVE DESIGN

IN

JRZ

WEVO
RACING & EVOLUTION

RENLINE
Performance Parts and Systems

E.R.P.
SUSPENSION
ENGINEERING

Gears, differentials, and components for racing

WEEKEND TRACK TOY OR PROFESSIONAL RACECAR, WE'VE GOT THE GEARBOX COMPONENTS TO GET YOU TO THE CHECKERED FLAG.

New Product!

Guard Transmission is pleased to present our new LSD for PDK and 991 applications. Available exclusively through BGB Motorsports!



BGB Motorsports
Grand Am CTSCC
GS Class driver's
champion.



Guard Transmission LLC
(303) 530-1094 www.guardtransmission.com

AUTOFARM

Over 40 Years of Purely Porsche



Independent specialist for servicing, repair, improvement and restoration of all Porsches

T: 01865 331234 E: sales@autofarm.co.uk W: www.autofarm.co.uk

Choose by Model >

[Classic](#) [911](#) [964](#) [993](#) [996](#) [997](#) [991](#) [924](#) [944](#) [968](#) [928](#) [Boxster](#) [Cayman](#) [Cayenne](#) [Panamera](#)

WORLD LEADERS IN PARTS DIRECT

SPECIALIST

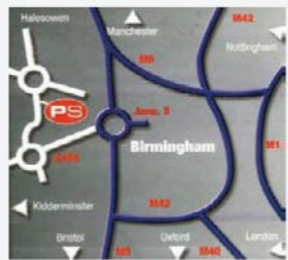
Web/Mail Order

Accessories & Gifts
 Body & Trim Parts
 Body Styling
 Books & DVDs
 Car Care & Touring
 Clothing & Shoes
 Interior Trim
 Mechanical Parts
 Motorsport Related
 Performance Parts
 Pre 74 Classics Parts
 Seats & Belts
 Sports Exhausts
 Steering Wheels
 Wheels & Accessories
 Zymol Products

Onsite Services

Porsche Car Sales
 Retail Shop
 Workshop Services

Map



Address

Unit 4 Block 2,
 Shenstone Trading Est,
 Halesowen, West Mids.
 B63 3XB. UK

Phone Number

0121 585 6088
 +44 (0) 121 585 6088

Opening Hours

Mon-Fri: 9-5:30pm
 Sat: 10-2pm

Vehicle Valuations



Pre & post purchase vehicle inspections, & insurance valuations on pre-bookings

£125+VAT

Gen-2 997 Body Updates



- All G-1 to G-2 updates are undertaken at our premises
- Using all factory Porsche parts
- 20+ Custom options available
- See website for full menu!

Available from £1,500+VAT

Service & Workshop



- Free MOT or brake fluid change with every major service
- Free collection & delivery service
- Courtesy car option on request

See Website for Menu Pricing

(All work is quoted prior to being undertaken)

Advertise your car for sale



- Pre sale valuation & inspection at our workshop (where required)
- You decide how referrals are dealt with
- Interact with 80,000+ Porsche owners & enthusiasts through proven website visibility & interactive media
- £495+VAT, includes a minor service

No Commission!

Racewear & Helmet Deal!



Free Nomex underwear with any combination of Alpinestars, Adidas suits, and/or Arai helmets (or any two of the above combination).
 Fitting room available at our shop

Save over £100...

Website & Mail Order



- PayPal Express checkout
- Automatic page translation
- Immediate dispatch on all stock
- UK & Worldwide courier via UPS
- iPhone & Tablet compatible

All Parts for All Models

EVERY PORSCHE. EVERY PART.

No one has more Porsche **PARTS**.
No one has better **SERVICE**.
No one has more **EXPERIENCE**.

We are Porsche Parts **EXCLUSIVELY** at
www.EBSRacing.com

Join EBS Racing mailing list and take
10% OFF your first order!*

For more than 20 years EBS Racing has specialised exclusively in Porsche parts (Porsche 356, 911, 912, 914, 924, 928, 944, 968, Boxster, Cayenne, Cayman and Panamera). We also supply tools, machine shop services and can provide expert advice for any Porsche projects you may have (high performance, restoration, repair and Porsche racing).



www.EBSRacing.com

Shop **Online** from your computer or hand-held device.



EBSRacing@aol.com Send an email. Become a member of "Team EBS Racing". Get extra discounts, advance sale notices, new product intros, the chance to test new products.

Get advice from our expert sales staff.



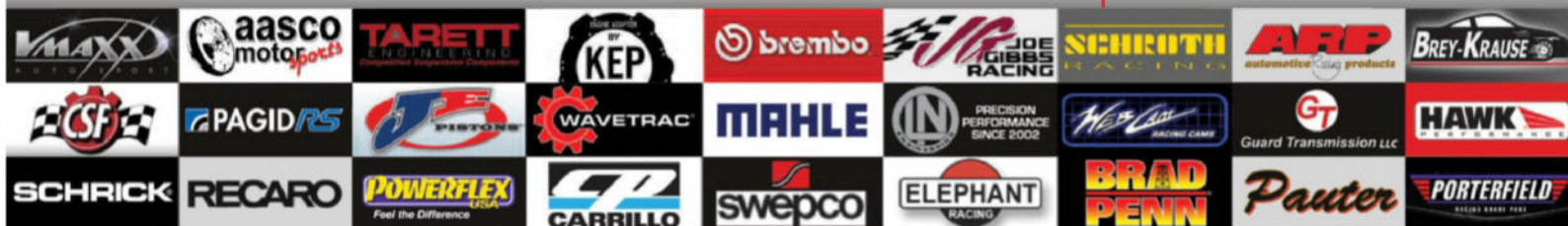
800-462-3774 Toll-Free
775-673-1300 International



4068 S. McCarran Blvd. | Unit B
Reno, Nevada 89502

**EBS
RACING**
PORSCHE PARTS EXCLUSIVELY

*Good for up to \$100 discount.





Fire Extinguisher Quick Release, Mounts and Packages

Most Models

If your car is on fire, the last thing you want to do is fumble with clamps and brackets found on traditional fire extinguisher mounts. In these critical moments the Rennline Fire Extinguisher Quick Release can mean the difference between a minor incident and a total loss. This mount is equipped with Rennline's exclusive Detent Release System (DRS) resulting in the smoothest, most precise operation possible. Designed with the racetrack in mind, our Quick Release is a true metal-to-metal mount which meets all sanctioning body requirements and works with all 3 inch extinguishers. Fully CNC machined from aerospace grade aluminum and assembled with stainless steel hardware, they are designed as a direct bolt-on for all Rennline and most aftermarket fire extinguisher mounts.



Tunable Semi-Solid Engine Mounts

964/993/996/997

Replacing your compliant factory mounts will decrease engine movement resulting in better acceleration, handling and significantly increased shifter feel. Now we have the ultimate solution for your 911 which allows you to tune our mounts for the way you drive. Our mounts are CNC machined from billet aluminum and include three pairs of dampers in varying densities. Tune your mounts by using the softer inserts to reduce engine slop and avoid missed shifts in your street car, or utilize the stiffest inserts for a more focused track car. You can even mix and match, giving you 9 possible combinations to let you dial in our mount to your specifications.

RENNLINE.com
802.893.7366



**From £600 to 600 hp,
we are here for you**



Founded in 1961, our mission is to enhance the Porsche-owning experience of our membership, now in excess of 12,000 enthusiasts. We do this by embracing all models of the marque, from the earliest 356 to the very latest supercar. Whether it's £600 or 600 hp, Porsche Club Great Britain is here for you. **Patron: Dr Wolfgang Porsche**

Porsche Club GB benefits

Porsche certificate of authenticity
High quality monthly magazine
Comprehensive events calendar
Club insurance scheme
Members' discounts

Regions & Registers
Race Championship
Valuation service
Factory visits
Trackdays

Join us

We are proud to be the only officially Porsche AG recognised Porsche Club in the UK and we'd love to welcome you as a member. For a free, no obligation enquiry pack visit www.porscheclubgb.com or call Cornbury House on **01608 652911**



[porscheclubgb](https://www.facebook.com/porscheclubgb)



[@pcgb](https://twitter.com/pcgb)



New & exclusive schemes available now!

PORSCHE

motorInsurance



911 Carrera

Driver Age: 42 / No Claims Bonus - 5+

£565.00*

Value: £70K / xs£700



911 Boxster

Driver Age: 40 / No Claims Bonus - 5+

£425.00*

Value: £40K / xs£500



911 Cayenne Turbo

Driver Age: 43 / No Claims Bonus - 5+

£605.00*

Value: £75K / xs£750



Panamera

Driver Age: 50 / No Claims Bonus - 5+

£505.00*

Value: £70K / xs£700



Macan

Driver Age: 40 / No Claims Bonus - 5+

£450.00*

Value: £50K / xs£500



911 Turbo

Driver Age: 45 / No Claims Bonus - 5+

£890.00*

Value: £100K / xs£1,000

mayfaironline
insurance & mortgage consultants

COVER INCLUDED: May be subject to charge & terms.
Up to Four Named Drivers / Porsche Approved Repairer
Genuine Porsche Parts / Track Days (Available)
Agreed Value (Available) Please call for more details!

mayfaironline.co.uk

Performance
INSURANCE

A member of Mayfair Insurance & Mortgage Consultants Limited

Tel: 08444 935 716

* Subject to Terms & Conditions. Calls may be monitored for training purposes.

Mon-Thurs: 9am-7.30pm / Fri: 9am-5.30pm / Sat: 9am-4pm

WORRIED ABOUT EXPENSIVE PORSCHE REPAIR BILLS?

15
YEARS
ONLINE30
DAYS
MONEY
BACK
GUARANTEE95%
POSITIVE
FEEDBACKAWARD
WINNINGAuto
EXPRESS
RECOMMENDED

If your **Porsche** goes wrong, you could be faced with wallet busting repair bills. Not to mention the hassle of dealing with the garage and being without your motor for days, or even weeks on end.

An award-winning car repair plan from Warrantywise gives you total peace of mind when your car goes bang! All of our plans include car hire, hotel & onwards travel expenses as well as recovery as standard. You can also take your car to any VAT registered garage in the UK or Europe for repairs!

Best of all its been designed by motoring consumer champion, Quentin Willson.

Quentin Willson
Designed by **Quentin Willson**

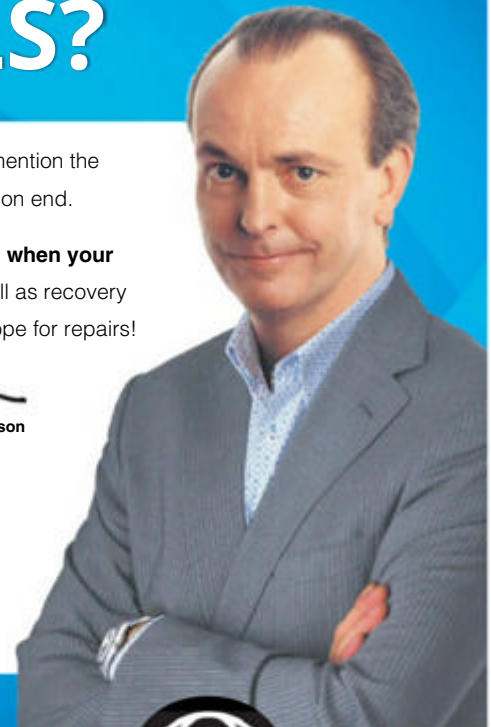


QUENTIN WILLSON'S VIDEO GUIDE

Watch as motoring expert, Quentin Willson, explains the benefits of a used car warranty.

Watch Quentin's Video Guide
www.warrantywise.co.uk/guide

Terms and conditions apply. Accurate at the time of printing.



Get a Quote Online
warrantywise.co.uk



Call us on Freephone
0800 678 1675

Warrantywise
Simply the Best in the Business

Specialist Car Insurance

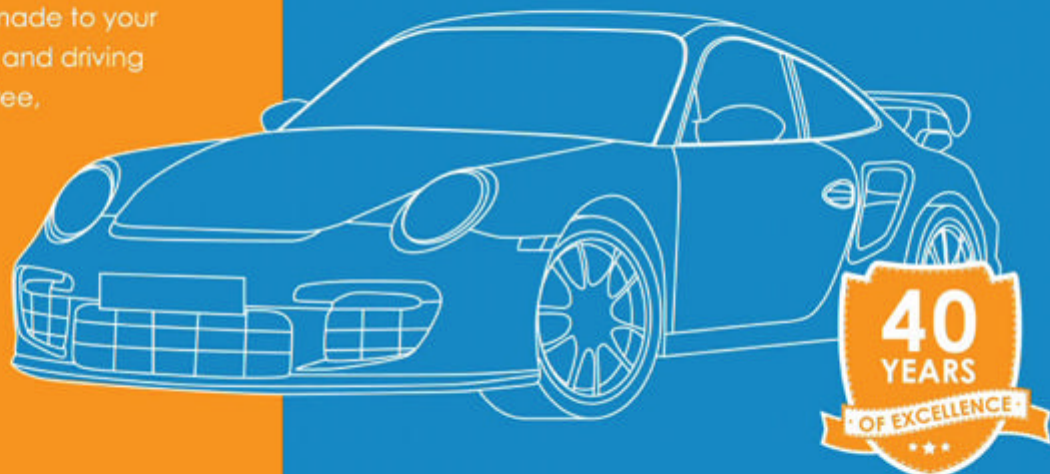
Adrian Flux know how much you love your 911, that's why we are dedicated to finding you a policy, tailor-made to your own personal requirements and driving history. Call us today for a free, no obligation quote.



0800 085 5000
adrianflux.co.uk

Authorised and regulated by the Financial Conduct Authority

YOUR PRIDE AND JOY



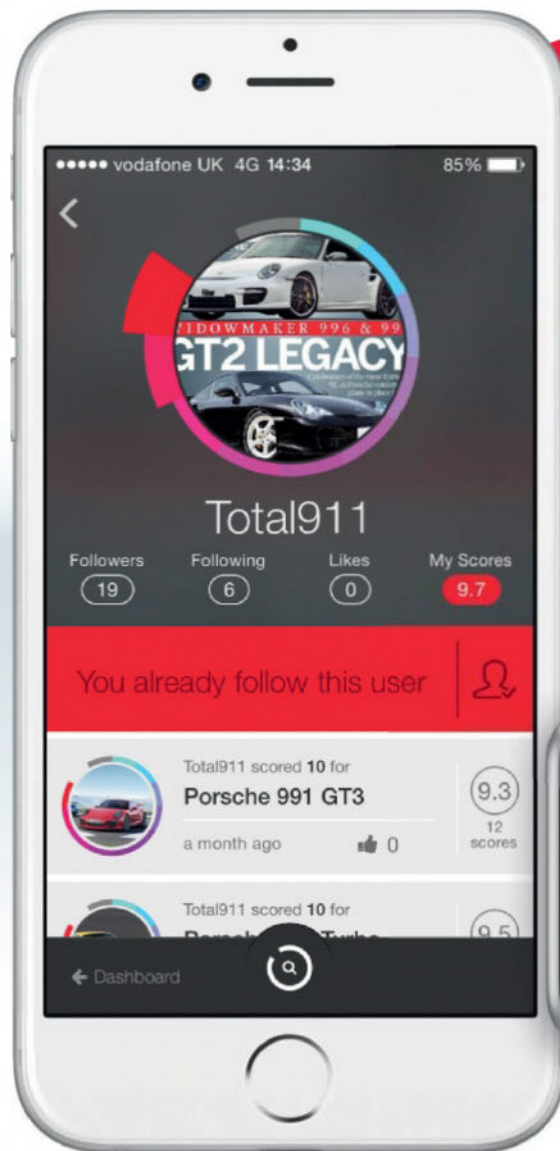
Benefits available include:

- FREE Legal Cover
- Track Day Cover
- Agreed Value
- Club Member Discounts
- Modifications Cover
- Limited Mileage Discounts

Follow Total911 on

JUST A SCORE

THE FREE NEW SCORING NETWORK



**Total
911**

Follow Total911
today to see our
latest scores



**Total
911**

PICK OF THE SCORES...
Is the 991 GT3 RS better
than the 997 RS 4.0?!

You can score absolutely anything on Just a Score. Our favourite this month was seeing how you rated the various 911s from the last 52 years...

10	Total911 scored 10 for Porsche 991 GT3
10	Total911 scored 10 for Porsche 991 Turbo S
9	Total911 scored 9 for 991 Anniversary
10	Total911 scored 10 for 993 Carrera RS
9	Total911 scored 9 for 993 Turbo

- It's completely free
- Get the latest review scores
- Get involved with the team
- Give your opinion instantly
- Like and share scores
- Score anything in the world
- Follow a range of scorers for your favourite topics

SCORE ANYTHING **JUST A SCORE**



NEXT ISSUE

Issue 129 in shops and available for download from **15 July**



Modified GT3s

The factory GT3 is a revered performance weapon, but can it be bettered? We drive to two heavily tuned examples to find out...



HILLCLIMB GUIDE FOR BEGINNERS

We reveal just what's needed to turn your 911 into an accomplished hillclimb master



993 RSR FLAT OUT ON TRACK

Lapping South Africa's Red Star Raceway in the last air-cooled racer



2.2S ULTIMATE BUYER'S GUIDE

Your hive of information for buying one of the most sought-after iterations of 911S

Wild Atlantic Way, Connemara, Ireland

Written and photographed by **Lee Sibley**

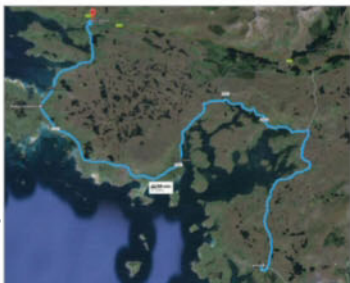


WHAT'S YOUR ROAD?
Upload your own great road via total911.com or get the Great Driving Roads app for your iPhone from iTunes



Essential info

LOCATION: Connemara, County Galway
COORDINATES: 53°29'11.0"N, 10°01'22.0"W



© 2015 Google

LENGTH OF DRIVE:
51+ kilometres

POINTS OF INTEREST:

Clifden Bay, Clifden Castle, fishing at Ballyconneely, stunning views at Inagh valley, various vistas over lakes, land and the Atlantic throughout

FOOD AND ACCOMMODATION:

Atlantic View B&B, Clifden,
+353 952 1291;
Beach Haven Cottage, Carna,
+353 953 2502

Unlock the beauty of Galway's west coast along this scintillating and picturesque northern section of twisting Irish road

What a beautiful country Ireland is. The rolling landscapes are illuminated with breathtaking scenery and vibrant green hues, and the roads that snake through them are some of the best – and most quiet – in Europe.

The Wild Atlantic Way is the undisputed champion of what Ireland can offer the driving enthusiast. Make the pleasant ferry crossing from Britain over to either the south or north of Ireland, and you're nothing more than a short motorway blast away from the sheer driving ecstasy on offer.

We decided to sample the northern section of the Wild Atlantic Way, taking up the route at the Victorian town of

Clifden in the Connemara region of County Galway. Even from the heart of Clifden, you'll see road signs with a blue wave on them followed by an 'S' or 'N'; follow the wave with the 'S' to begin your descent down the famous Wild Atlantic Way, which for this section is officially known as the R341.

Almost as soon as you leave Clifden in the direction of Ballyconneely, the purity of the rural Wild Atlantic Way reigns supreme. Along the R341, you'll witness the majestic North Atlantic Sea to one side of every twist and turn in the asphalt, with picturesque Irish countryside on the other.

The road is smooth and fast, but keep going past Ballyconneely and you'll see the R341 narrowing slightly, giving you ample reason to reduce

your speed and savour the vista of the Atlantic meeting the countryside.

Traffic remains limited as the road traverses around various quiet peninsulas at Roundstone and Cashel, and you'll eventually need to turn right and down the R340 via the R342 towards Carna, where the road assumes a faster pace once more, galvanised by more dramatic scenery as the mountains heave skywards.

On reaching Carna, you can follow the Wild Atlantic Way as it heads down to County Kerry, or go back north towards Inagh Valley on the N59. This route scratches the surface of what the Wild Atlantic Way has to offer, so take a look before the rest of Europe realises this is one of the best driving routes on the continent. **911**



Regal Autosport has a wealth of experience importing and distributing the very best performance enhancing products from the USA.

With a wide range of tuning parts available from stock, and fast, expedited shipping options, Regal Autosport is the trusted solution for exclusive Stateside performance enhancing brands.



SHOWROOM & TUNING CENTRE

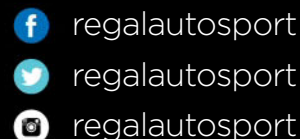
Regal Autosport
72-82 Belgrave Road
Portsmouth
Southampton
SO17 3AN
United Kingdom

Saleslines Open:
Mon-Fri: 9.00am - 5.30pm
Saturday: Telephone enquiries
Sunday: Closed

EMAIL US: SALES@REGALAUTOSPORT.COM



FOLLOW US



WWW.REGALAUTOSPORT.COM

TEL : +44 (0)2380 558 636



*Made in Germany / www.fvd.net
Porsche® Tuning / Parts / Service*

since 1984

Tuning | Parts | Service



Like us on Facebook
facebook.com/fvdbrombacher



Watch our YouTube™ Channel
youtube.com/fvdbrombacher



No matter if you need parts for your aircooled or watercooled, we have everything you need.
Simply visit us at www.fvd.net and discover why more enthusiasts choose to put our passion into their Porsche®

fvd Germany

phone: +49-7665-98990

fax: +49-7665-989920

www.fvd.net

fvd North America

phone: +1-954-571-2050

fax: +1-954-571-2060

www.fvd.net