

Total 911

THE PORSCHE MAGAZINE

993 GT2 GUIDE

Everything you need to know about the fearsome first GT2 widowmaker



www.total911.com

964 RS v C4 LIGHTWEIGHT

Porsche's hardcore competition titans do battle on track. Which is best?

• 162 MPH
• 260 BHP
• 1,230KG



JÜRGEN BARTH

Fabled former Porsche works racer & engineer relives his finest moments

125 MPH •
265 BHP •
1,100KG •



98
911s RATED
INSIDE

PLUS

The history of Recaro seats •
How to buy a restored classic •
Story of the Toad Hall 911 RSR •

991 GT3 V 997 GT3 RS

Which of these £150k fire-breathers makes for the most exhilarating road-legal race car?



996 CARRERA

How the first water-cooled 911 shook Porsche's reputation to its very core

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ISSUE 131





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Welcome



Depending on when you read this, Porsche will either be about to or will have just put to bed the worst kept secret in the modern automotive industry. Obviously, I am referring to the official unveiling of the next-generation Carrera – using turbocharging for the first time – at the 66th Frankfurt International Motor Show. Of course, you already know key details on the car after we revealed exclusive information on the new Carrera last issue, which means that while the rest of the world plays catch up on the future of the 911, you and I can afford to take a look back in time to the heyday of the 964.

The Rennsport 964 was the first of its kind for some 18 years (if you discount the low-production SC RS homologation specials), and today the car personifies near-unadulterated 911 driving purity. The 3.6-litre RS is a firm favourite among those who particularly cherish the later air-cooled Porsches, but that's only because many will have not heard of, let alone set eyes on, a 964 C4 Lightweight. Jürgen Barth and his Weissach

contemporaries only ever made twenty-two of these ferocious featherweights, so they're a rare find, which makes our 964 C4 Lightweight vs RS track test in Finland even more tantalising. The fun begins on page 22.

Our 964 battle isn't the only mouthwatering head-to-head in issue 131. The glorious topography of north Wales played host to two famous race cars with licence plates in the 991 GT3 and 997 GT3 RS. Both have been trading hands for similar money of late, but are there any meaningful differences in performance? Our battle of these modern-day greats gets underway from page 30.

Oh, and in case you didn't know, our inaugural **Total 911 Awards** is now just weeks away – but don't panic, as there's still time left for you to cast your votes and reward those who practice excellence in the Porsche industry. Simply head to www.total911.com/awards to vote, and turn to pages 10-11 of this very magazine to find out how you can get yourself on the guestlist to attend our lavish London ceremony where the all-important Awards winners will be revealed.

“The Total 911 Awards is just weeks away – but there's still time to vote”



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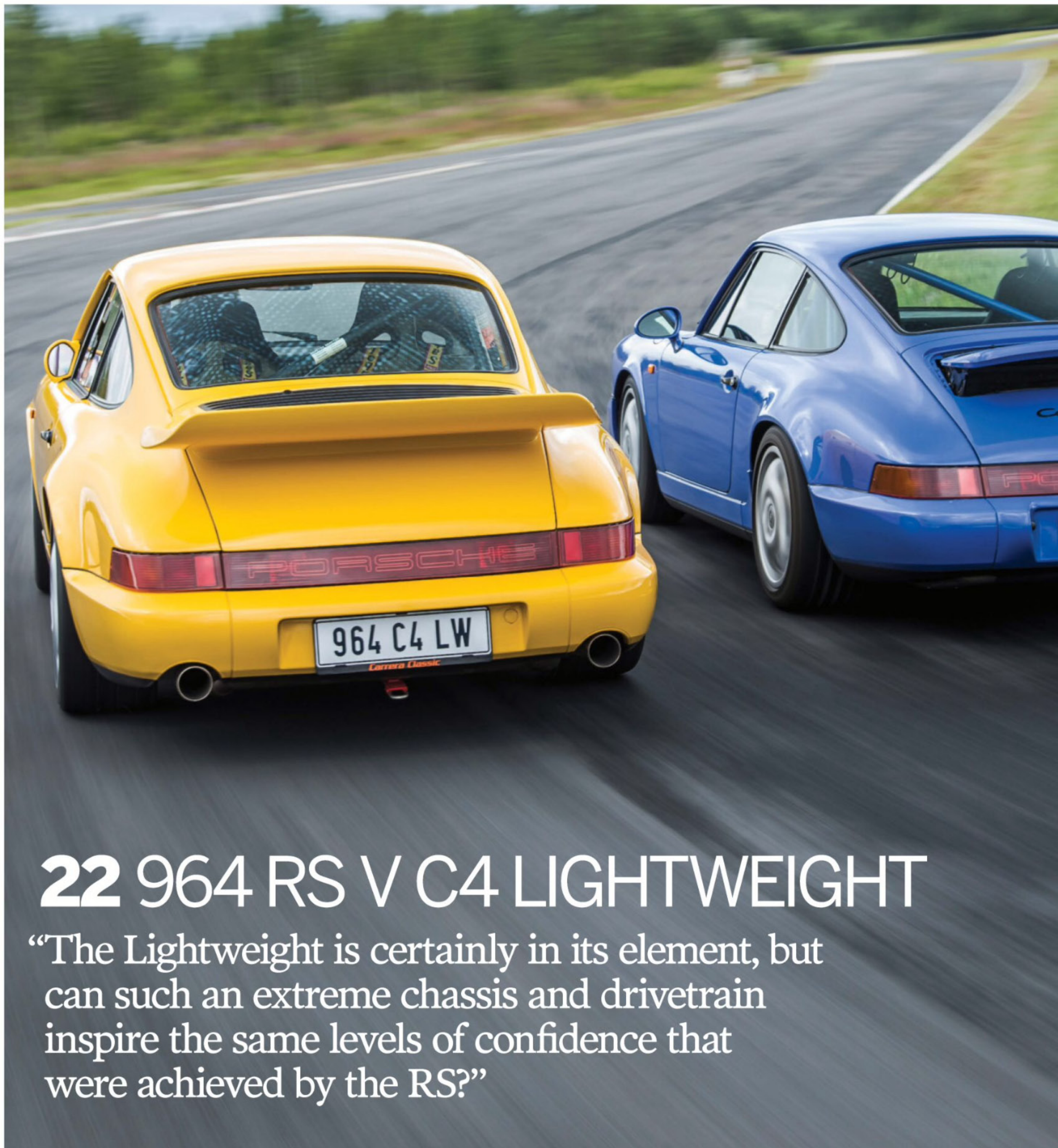
1911 Opening Shot

After last laying eyes on this car when it rolled out of Weissach as a brand new 911 in 1992, Jürgen Barth fires up the only yellow 964 Carrera 4 Leichtbau in existence, before an active demonstration of the car's talents around Botniaring in Finland.

Photograph by **Ali Cusick**



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“The Lightweight is certainly in its element, but can such an extreme chassis and drivetrain inspire the same levels of confidence that were achieved by the RS?”

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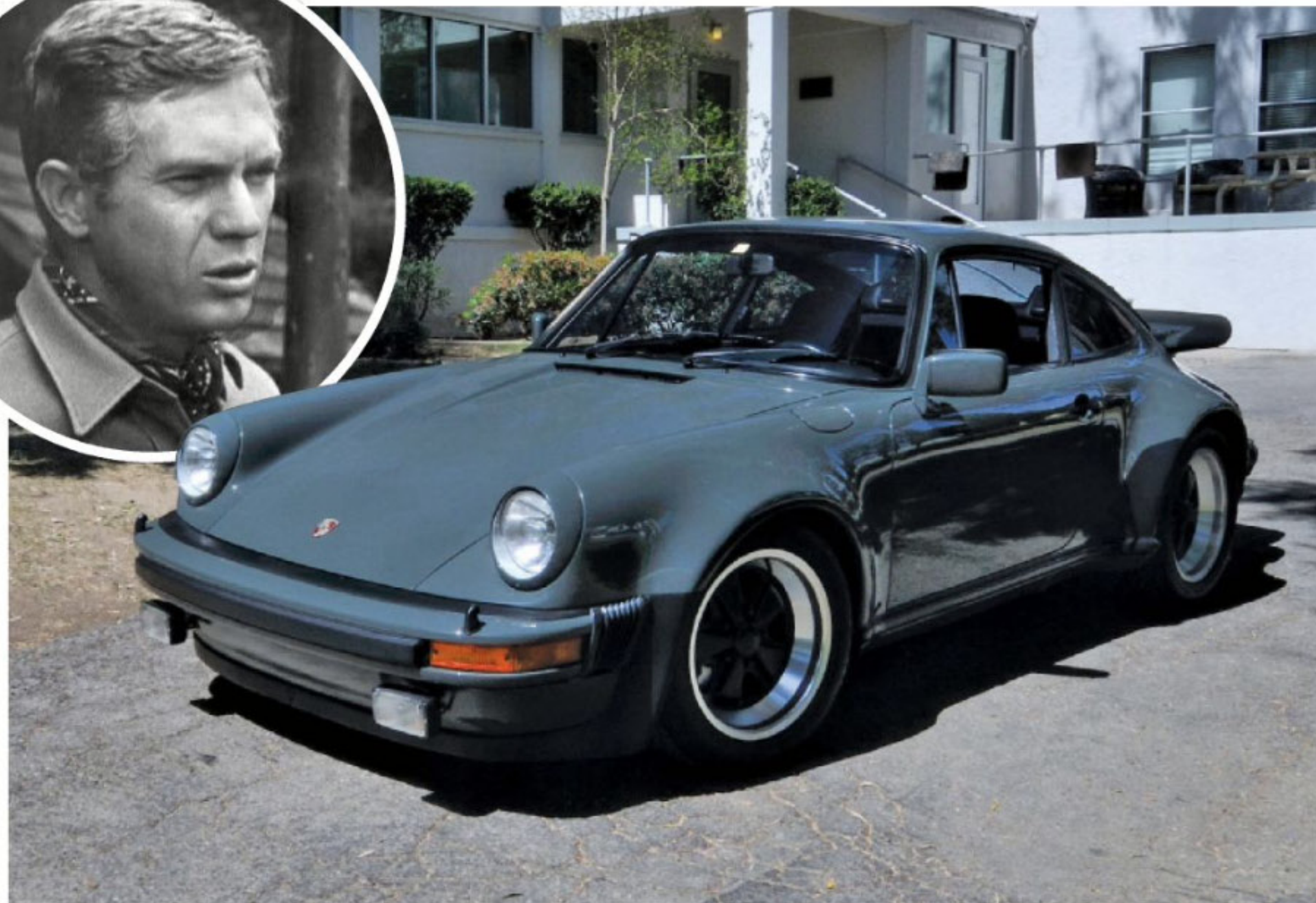


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Update

LATEST NEWS, KEY DATES, STAR PRODUCTS & RACE RESULTS FROM THE WORLD OF PORSCHE



David Bush ©2015 Courtesy of RM Sotheby's



McQueen's last 911 makes \$1.95m

Millions realised at several auctions held during the manic Monterey Car Week festivities

In the annual week-long celebration of all things automotive at Monterey, it's always hard for one single car to stand out from the crowd. However, at Mecum Auction's sale of Steve McQueen's last 911, a special order 1976 930 did just that, selling for a barely believable \$1,950,000 (£1,250,000).

The slate grey 3.0-litre Turbo was the undoubted Porsche star of the Monterey auction season, which was kicked off by RM Sotheby's 'Pinnacle Portfolio' sale on the Thursday. Max Girardo sold the collection's 959 Komfort for an impressive \$1,210,000 (£775,000) before the hammer came down on a 993 Carrera RS for \$550,000 (£350,000).

Gooding & Company had the honour of selling the most expensive 959 though, realising \$1,732,500 (£1,110,000) for a black-on-black Komfort model

formerly owned by Dr Freidrich Flick. This outdid Bonhams' red example from the Tony Hart Collection by \$275,000 (£175,000), after it narrowly failed to break the £1,000,000 barrier at Quail Lodge.

A 1974 Porsche 911 Carrera MFI Coupe sold on the Friday under RM's stewardship for an impressive \$374,000 (£240,000), continuing that model's ascendancy. However, the iconic 2.7 RS – the base for the following year's impact bumper offering – continued to see values plateau. Gooding sold a Touring spec car for \$660,000 (£420,000) at Pebble Beach before topping that figure by realising \$962,500 (£615,000) for a matching numbers 2.7 RS Lightweight in desirable red on Grand Prix white.

Pre-impact bumper 911s generally struggled to hit the headlines as a 1965 911 Coupe only achieved

\$185,000 (£120,000) at RM's main sale. A noticeable exception was a 1967 short-wheelbase 911S, specially ordered in tangerine. The 2.0-litre car realised \$253,000 (£160,000), the best sales figure for any 'S' at Monterey 2015. Soft window Targas also continued to see strong appreciation, with Mecum selling a 911S example on the Saturday for \$225,000 (£145,000), 30 per cent more than Bonhams achieved for a standard 2.0-litre soft window Targa just the day before at the Quail Lodge.

Interestingly, modified 911s fared well at Mecum's sale, with a roadgoing Porsche 935 K2 built by Kremer (complete with BBS turbo fan wheels) selling for \$390,000 (£250,000) before, 108 lots later, an original RUF CTR2 realised \$300,000 (£190,000), again under the hammer of Mecum.

Porsche marks 30 years of 959

Zuffenhausen's seminal supercar, the Porsche 959, has celebrated its 30-year anniversary at the 43rd Oldtimer Grand Prix. Porsche's display at the circuit featured an example of the era-defining sports car that formed the basis of the 1986 Paris-Dakar winning entry.

Only 292 Porsche 959s were ever built by Porsche, however, the car's legacy within the company is undeniable, with much of its technology going on to dictate the 911 Turbo platform.

Further celebrations of the 959's 30th birthday can be seen at the Porsche Museum from 30 September to 18 October where a special exhibition will showcase the car in all its glory.



Braid release Fuchs replicas

Fuchsfelge replicas are plentiful. However, on aesthetics alone, Braid Wheels' rendition is one of the better examples, and their popular BZ line of alloys is now available in 17-inch fitments.

Costing \$3,412 for a set of four and built for Porsche fitment, Braid's BZ doesn't require spacers and uses the correct ball-seat lug holes. They are finished in a period correct silver-on-black anodising, though, and according to director Paul Eddleston, they're not just built to look good: "These wheels take advantage of Braid's high quality construction and can be used on the street or track," he explains. For more information, head over to braidusa.com.



Singer unveil carbon ceramic brakes

Esteemed Porsche 911 restorer to provide upgraded stopping power on its forthcoming cars

For the person who decides to employ Singer Vehicle Design to restore their Porsche 964, the world is their oyster. However, at Gordon McCall's Motorworks Reunion (part of the Monterey Car Week), Singer made that oyster a little bigger, unveiling their new carbon ceramic brake package.

Last year, Singer chose to launch their Ed Pink-built 4.0-litre flat six at Monterey. This year though it was the turn of the composite stoppers, developed in conjunction with WP

Pro Racing Brakes, to hit the limelight. After requests from customers for a carbon ceramic package, the collaboration has yielded a new brake system that Singer claims is 42 per cent lighter than their standard 993 Turbo-based steel package.

The composite discs use a rotor formed by the use of continuously interwoven carbon fibres, creating a '3D multi-directional matrix' which is stronger and more durable than the standard steel discs, reducing brake dust.

The rotors are mounted on aircraft-grade aluminium brake hats, while the callipers (finished in Singer's signature gold) are the same two-piece 'Big Red' items seen on previous 911s restored by Singer.

According to technical director, Chris Walrod, the carbon ceramic package is "still in development" having taken around four months to get to the current stage. However, Singer is about to receive the first kit to be installed onto a waiting customer's car.

What's on in 2015

- Goodwood Revival sale
12 September
Bonhams holds its annual sale at the adopted home of historic motorsport
- Porscheplatz
17-19 September
Join the Porsche Club of America at the Lone Star Le Mans event in Austin, Texas
- IAA Frankfurt
15-27 September
The turbocharged future of the 911 platform will be unveiled in Frankfurt
- The Super Porsche
30 September – 18 October
30 years of the Porsche 959 supercar will be celebrated in the Porsche Museum's latest exhibition
- Total 911 Awards
22 October
Our first awards evening takes place during an evening at Hexagon Modern Classics



Porsche release Targa 4S Mayfair Edition

Special GB only 991 Targa showcases Porsche Exclusive's talents

Special edition UK-only Porsche 991s are not a new thing. However, the new 991 Targa 4S Exclusive Mayfair Edition takes rarity to another level with just ten examples to be built, all of which will be offered for sale only through Porsche Mayfair.

Based on a standard 911 Targa 4S, the Mayfair edition comes with Powerkit (bringing a 30hp boost), the Sport Chrono Package, PCCB, and PDK as standard. Externally, it is finished in 'classic silver' with the Sport Design front bumper.

Inside are Pepita seat inlays and extensive leather trimming on the air vents, PCM surround and steering column. This attention to detail doesn't come cheap though, with the 911 Targa 4S Exclusive Mayfair Edition priced at £148,849.10.



Facelifted 991 Turbo S spotted testing

No camouflage on 991.2 Turbo S test mule as it hacked around the 'Ring

After the reveal of the turbocharged 991.2 Carrera in issue 130, our spies at the Nürburgring have now spotted the face-lifted Porsche 911 Turbo S hacking around the Nordschleife bereft of the usual test mule camouflage.

Compared to the new Carrera (due to be officially released later this month in Frankfurt), the revised 991.2 Turbo S sees even fewer aesthetic tweaks thrown its way. The front bumper is mildly altered, with new

side intake vents featuring thinner LED running lights. At the rear, the exit louvres now look set to feature twin horizontal vanes (as opposed to the single blade seen on the current car).

While the Carrera's switch to a 3.0-litre forced induction unit has been well publicised, the Turbo looks set to retain the current 3.8-litre, twin turbocharged DFI flat six, with the 'S' variant rumoured to put out around 600hp (a 40hp boost over the current car).

Total 911 AWARDS 2015



Here at **Total 911** magazine we are delighted to announce a new, annual initiative aimed at honouring outstanding work in the Porsche industry: the **Total 911 Awards**. As the world's only publication dedicated to the Porsche 911 and the lynchpin between you, as a reader, and businesses based on the Porsche brand, it is our magazine's duty to hold the industry to account and, where it is deserved, offer reward for excellence.

The highlight of our inaugural Awards for 2015 will be a lavish ceremony on Thursday 22nd October at the home of Hexagon

Modern Classics, 90 Fortis Green, London, N2 9EY. Admission to the event is by guest list only, however, you can register your interest in attending by emailing editorial@total911.co.uk. Just put 'register my interest' in the subject line and let us know your name and party size, and you'll receive a confirmation email from us in due course.

The awards are split across ten prestigious categories, with your votes creating a shortlist of five nominees for each (voting will close exactly one month prior to the Awards evening). A specialist panel of judges will then select the category winners from each shortlist. The ten awards on offer are:

- Best independent Porsche specialist – Servicing
- Best independent Porsche specialist – Sales
- Best Official Porsche Centre – Servicing
- Best Official Porsche Centre – Sales
- Best 911 tuner specialist
- Best 911 restoration specialist
- Best 911 motorsport team/individual
- Best 911 insurance specialist
- Best aftermarket Porsche product
- Porsche personality of the year



The public vote is now open and you can cast your votes by visiting

Total911.com/awards



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Each award will be presented to the category winners at our Awards ceremony on 22nd October, with doors opening at 19:30. The Awards night will also feature a mouthwatering array of Porsche exotica showcasing the 911's entire 52-years of existence, plus there will be a live Q&A session with our special guests including **Total 911** columnist Magnus Walker. Complimentary food and drink will also be served for the duration of the event. We'd be delighted if you could join us and other prominent figures from the industry for a night to remember, as we celebrate all that's great about the Porsche brand.

Further surprises are planned for the Awards evening, which are to be revealed on **Total911.com/awards**. We welcome your votes now, and don't forget to email editorial@total911.co.uk to register your interest if you'd like to attend the highly-anticipated Awards event itself.



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Motorsport

THE LATEST NEWS AND RESULTS FROM RACING SERIES AROUND THE GLOBE



Porsche pulls off victory in Virginia

Three-in-a-row for Tandy and Pilet puts Porsche on top in the USCC

Until two rounds ago, Porsche North America Racing hadn't won a TUDOR United SportsCar race since the 2014 12 Hours of Sebring. Now, Weissach's factory US squad can't stop winning, as Nick Tandy and Patrick Pilet took their third victory in the no. 911 Porsche 911 RSR at Virginia International Raceway. Capping off a perfect weekend for Porsche, teammates Earl Bamber and Jörg Bergmeister brought the sister no. 912 car home in second, giving PNAR its second consecutive one-two finish.

On Saturday, Tandy set a blistering pace in qualifying (lapping under the GTLM track record) to secure pole position and become the first three-time pole winner in USCC history. Bergmeister was only 0.097 seconds behind though, as Porsche locked out the front row with its two factory entries.

After his qualifying heroics, Tandy started the two-hour, 40-minute race in the no. 911, immediately building up a healthy advantage over the chasing field. Meanwhile, Bergmeister was immediately embroiled in a battle with the no. 62

Risi Competizione Ferrari 458. Swapping positions in the opening laps, the German would eventually end his stint in third before handing over to Bamber. The Kiwi would rejoin in fifth (behind the early-stopping BMWs) while Pilet, now at the wheel of the no. 911 car, resumed at the head of the field.

The Frenchman continued to solidify the lead at around the 30-second mark, as Bamber carved through the pack, the two works Porsches trading fastest lap times. Eventually the Kiwi secured second place before the two PNAR 911s pitted for their final tyre stops. While Tandy hopped back in the leading car, Bamber stayed at the wheel of the no. 912 RSR and, in the closing laps, was forced to save fuel.

This left Tandy to take a comfortable 27-second victory as Bamber was forced to fend off the no. 62 Ferrari over the closing laps to secure another Porsche one-two. The result strengthens Weissach's grip on the manufacturers' standings, while Pilet and the no. 911 crew jump to the head of the driver and team tables with just two races to go.



Müller and Eng share Spa Supercup success

Eng extends championship lead as Müller takes second win in Belgium

Porsche Junior Sven Müller became the first man to win two Porsche Mobil 1 Supercup races in round six at Spa-Francorchamps before championship leader, Philipp Eng, repeated the feat on the Sunday to extend his lead in the title race.

In the first of three double-headers, race one at Spa saw Michael Ammermüller initially lead from pole, before an accident handed the lead to Eng. After a safety car period, Müller pressurised Eng into a mistake, taking the lead on lap seven. Behind the top two, Christopher Zöchling secured third from Frenchman Côme Ledogar.

Starting from pole on Sunday, race two was a much simpler affair for Eng who led throughout, withstanding the attentions of Müller to extend his championship lead to 20 points with four races remaining. Christian Engelhart overcame Zöchling to take the final podium place.

Total 911 columnist Ben Barker battled hard in the races to finish sixth and eighth in races one and two, having started eighth and 14th respectively.



Motor racing in 2015

September

Goodwood Revival
11-13 September
The annual historic racing extravaganza returns to sleepy West Sussex

Lone Star Le Mans
17-19 September
Both the FIA WEC and TUDOR USCC will be in action at the challenging COTA in Austin, Texas

Carrera Cup GB Silverstone
26-27 September
The home of British motorsport plays host to the penultimate round of 2015

October

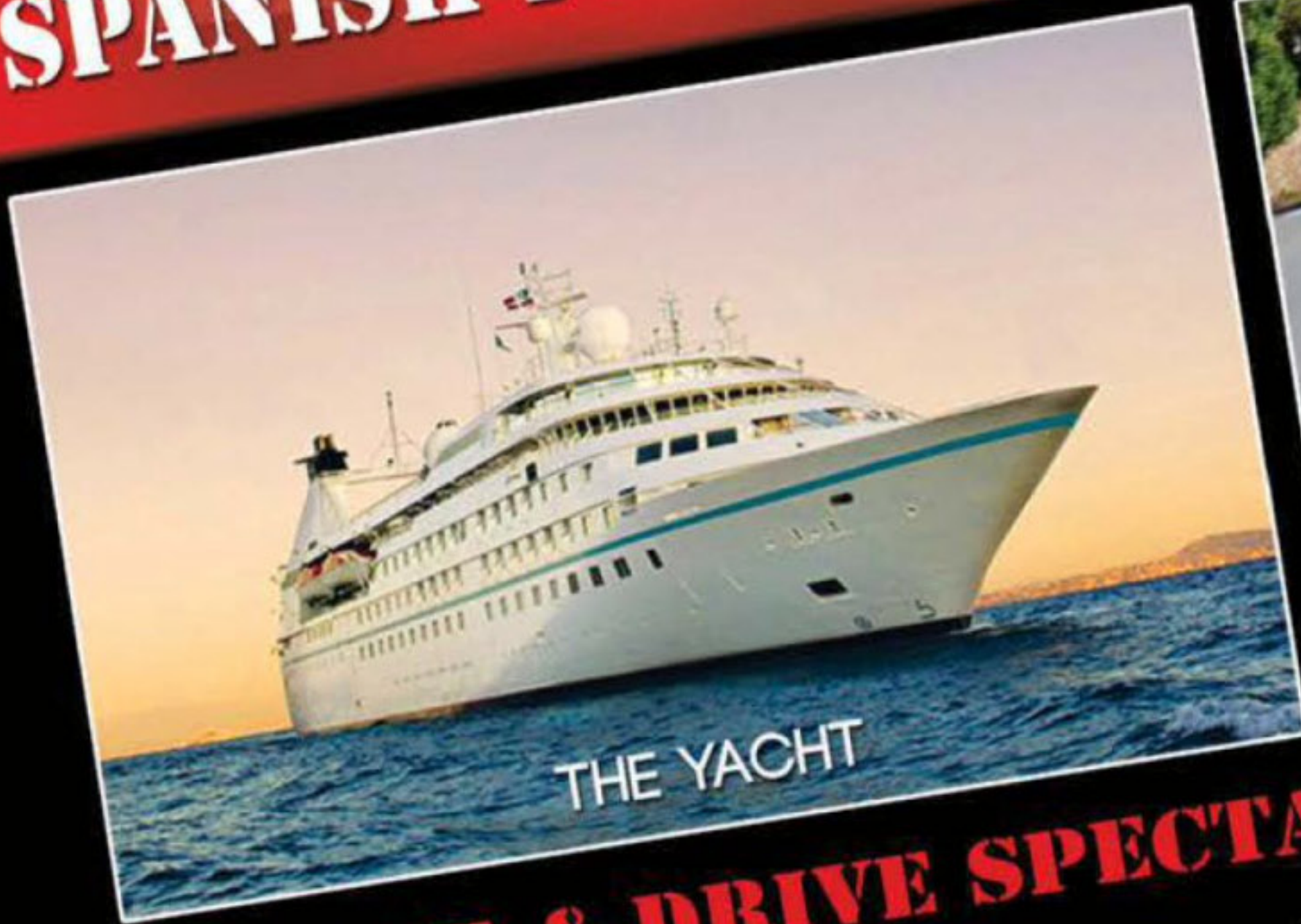
Petit Le Mans
1-3 October
The 2015 USCC concludes. Can Porsche win again and take the title?

Six Hours of Fuji
9-11 October
The FIA WEC's flyaways continue with a visit to the famous Fuji Speedway

Carrera Cup Deutschland
16-18 October
Hockenheim plays host to the season finale of the German Carrera Cup



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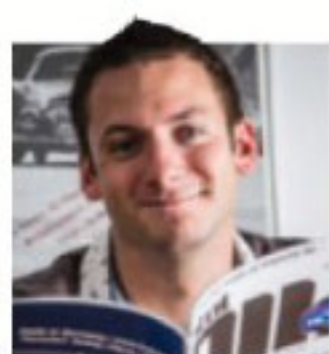
Nick Tandy

THE LE MANS WINNER GIVES HIS VIEWS FROM BEYOND THE PIT WALL



Having fun on and off the race track

More silverware, a few drinks and a new addition to the garage were in store for Nick this month



The busy mid season racing schedule may have prevented me from indulging in a proper week-long break (like, I hope, many of you have enjoyed), but summer 2015 has treated me incredibly well both on and off the track.

After getting back onto the top step of the podium at Mosport – as you read last issue – Patrick Pilet, myself and the no. 911 Porsche North America Racing crew continued our winning streak at Road America, becoming only the second GTLM team this year to secure back-to-back victories. Last season, Road America didn't suit our 911 RSR but, since then, we've been putting in a lot of work to improve the car. Alongside our tyre supplier Michelin, we've developed an awesome new tyre.

The RSR is now much better in the medium and high-speed turns (our major weak point in 2014), and it's showing in our results. Before my break for our Le Mans project we were nowhere in the United Sports Car Championship but now, with some good reliability, we're right back in the hunt. Porsche is now leading the manufacturers' standings and the no. 911 car is just five points off the top of the teams' table. The run-in looks favourable too, we ran well at both

COTA and Road Atlanta tracks last season. If our reliability continues to be strong, I see no reason why we can't be celebrating another title in October.

Away from racing, Earl, Nico and myself travelled to Stuttgart recently to take the whole crew of the no. 19 Porsche 919 Hybrid out for dinner and a few drinks. Since the Sunday evening after Le Mans, it was the first time we'd all been back together, and it was a nice way for us as drivers to thank the team for all their hard work. Thanks to a delayed flight, I arrived late and had to head straight to the nightclub but, from what I can remember, it was a good night.

Before that, I recently spent a few days at the Lausitzring in Germany helping Porsche at a press event we put on. A select bunch of journalists from around the world were invited to test a number of the latest 911s, from the base Carrera right through to the Cup race car and factory RSR. Along with Jörg Bergmeister and Michael Christensen, our primary job was to be on hand and give advice on how to operate and get the most out of the race cars, but also to act as a sort of pace car, lapping as fast as the journalists behind us could keep up when they were in the street cars. While it wasn't quite the same as my normal day job, pedalling a 991 Turbo S

as fast as I could to keep ahead of Chris Harris and Jethro Bovingdon (in GT3 and GT3 RS machinery respectively) left us all with huge smiles on our faces.

The event also gave me my first proper taste of Porsche's latest GT3 road cars. Bar a brief blast up the road at Weissach, I hadn't jumped behind the wheel of a 991 GT3 until then, and it was a properly eye-opening experience. Compared to the standard Carreras, it feels a world away. However, the real revelation was the new GT3 RS.

Where the GT3 is still a road car for the track, the RS really feels like a race car for the road. It's fantastic and is only limited by its tyres. Put it on a set of slicks and it wouldn't be far off the GT3 Cup cars. I liked it so much that I've ordered one as my next 'company car', in white. Replacing my Panamera, it's definitely going to get some proper use, though I may need to get something as a daily smoker. I've got some time to work out a plan though, as I'm not expecting delivery until March.

I'm sure that I'll have plenty to keep me entertained in the meantime; I'm off to Silverstone to drive a 918 Spyder with ex-IndyCar champion, Dario Franchitti. Being a Le Mans winner has got to have some perks, right?

Total 911's racing columnists



SUPERCUP SUPERSTAR:

Ben Barker



On track in a Porsche, Ben is besotted with a modern 911 to rival his Cup car

I have to admit that driving dedicated road cars on track doesn't normally float my boat. However, that all changed recently when I got the chance to pedal a new 991 GT3 RS at the Lausitzring.

The owner of Montaplast, one of my sponsors in the Carrera Cup Deutschland this year, is pretty pally with Porsche and has had an enviable collection of 911s over the years. He managed to secure one of the early RSs out of the factory, but he's definitely not precious over it. Instead, he wants it to be used properly, so he hired out the track and brought along a load of his friends (including me) to have a play, even though I hadn't driven a 991 road car before.

He had a normal GT3 as well, but I said, "I'm going straight in the RS" and I wasn't disappointed, even though I'd just jumped out of my Cup car, providing hot laps for some of his clients. The GT3 RS has just enough power to have fun on track, with great torque throughout the rev band; there aren't any struggles at the bottom end. If anything, we were running out of steam a little bit in a straight line, but that's probably down to the extra weight of the RS over the Cup 991.

It's the handling and usability that impressed me though. Internally, it is solid, you can feel the quality and can cruise around comfortably, but when you push the 'Sport' buttons, it really

changes the driving dynamic of the entire car.

The rear-wheel steering probably has the biggest impact. At first, it felt a bit strange, almost as if the car was crabbing but, once I got used to it, the chassis is just so direct. The style required in terms of turn-in, trail braking and weight transfer is very similar to the Cup car, while the rear steering definitely helps get you round in the tighter stuff. Despite this, it's really user friendly: in the dry, with the semi-slick tyres that we were running, it's quite hard to get the tail out under power. Instead, you've got to use the nose to get the car to turn in. Occasionally this can create a bit of turn-in oversteer, but it's never snappy or harsh. The RS is just a supremely balanced rear-engined car.

The PDK paddle shift is great too. It's direct, it's sharp and it always changes when you ask for it (yet you obviously can't over rev it). We had a Mercedes Benz SLS AMG there on the day too and, in comparison, the SLS was so much slower to shift. Those carbon ceramic brakes are excellent as well. They had a really sharp bite yet, compared to most road cars, they just didn't fade, despite the hot laps.

And that sound. It's better than the Carrera Cup GB's exhaust package. For a road car, it's got to be the sexiest sounding thing around. Now all I've got to do is win the lottery...



CARRERA CUP CHAMPION:

Josh Webster



A German adventure in Austria gave Josh plenty to learn on his Carrera Cup Deutschland debut

Recently, I was fortunate enough to get a call from Team 75 Bernhard, the Carrera Cup squad run by Porsche factory driver, Timo Bernhard.

They asked me if I'd like to go to the Red Bull Ring in Austria and drive for them in a round of the Carrera Cup Deutschland. Obviously I said "yes". Thinking ahead to next year, although nothing is concrete, the German series is definitely a championship I'm looking at progressing to, so it just made sense to grasp the chance of a one-off drive in the series this year.

The opportunity came about thanks, in part, to the work of my engineer at Team Parker Racing, Brad Fincham. Brad has recently become my manager and, while he's not doing all of my negotiations, he's taken a significant load off of my parents who had previously been doing the lion's share of the work. Brad had contacted Timo and his team to talk about plans for future opportunities and, when one of their drivers suffered with a recurring back injury at Zandvoort, we were able to sort out a deal to get me into the car in Austria.

I'd never been to the Red Bull Ring before (it wasn't on the calendar when I was in GP3) and, although it's not the longest circuit, it's really technical. Unfortunately, I only got 15 laps done in practice thanks to a stone ripping the water pump belt apart, causing the engine to overheat. From there

it was straight into qualifying against the likes of Supercup championship leader, Philipp Eng, and Michael Ammermüller, putting me on the back foot as I tried to get onto their pace.

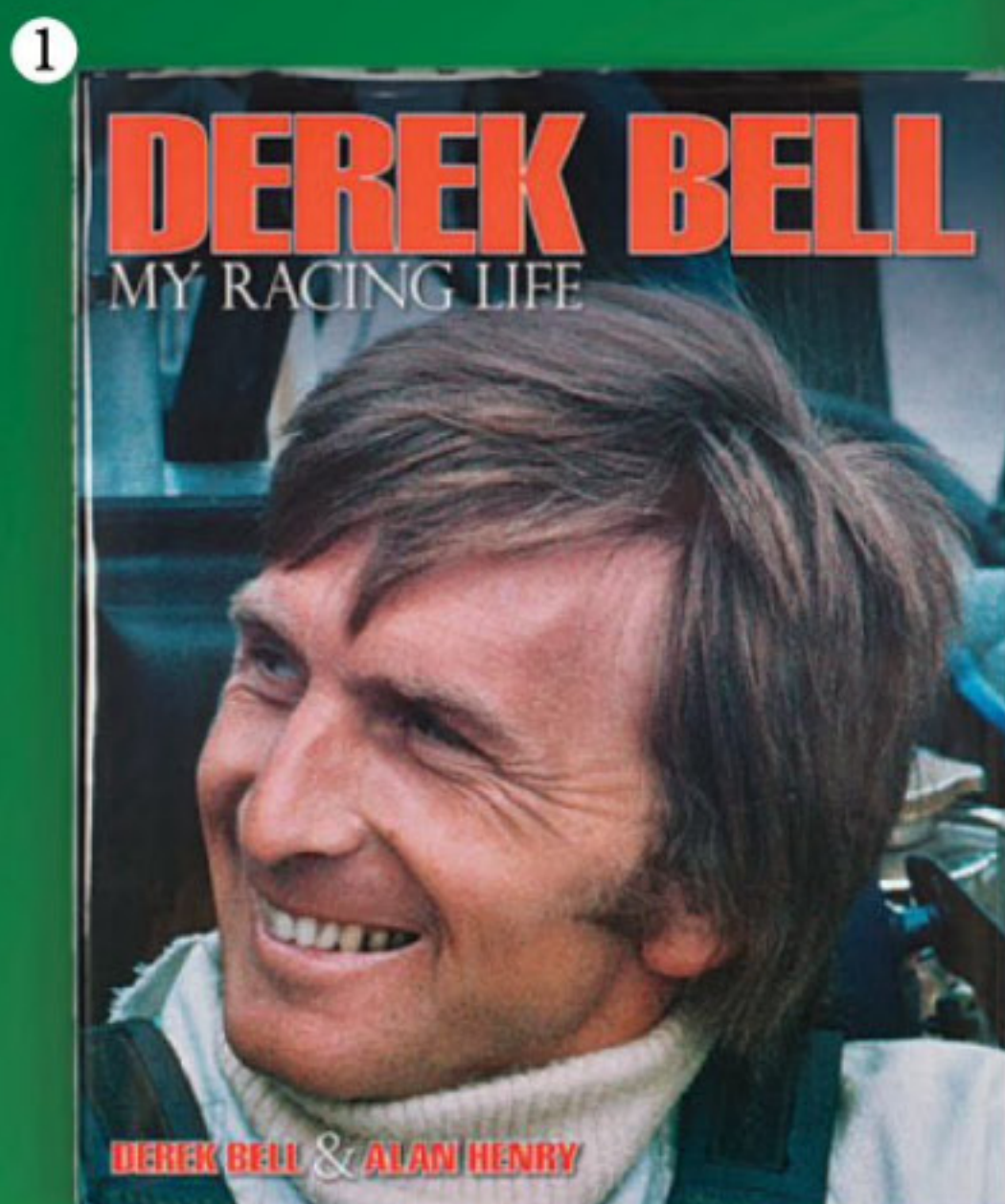
We still had some really good races though, with P15 in race one followed by P12 in the second encounter. It could have been even better in race two if I'd decided to switch to wet tyres. Instead, I stuck it out on slicks as the rain began to fall. Like the Supercup, the racing is really tough too: I had to quickly switch to 'kamikaze' mode as the regulars will race you as hard for P20 as they will for the lead! Despite being a massive learning experience, it was great fun though and gave me some extra time behind the wheel of a Cup car.

2013 Supercup champion, Nicki Thiim, was my teammate for the weekend and he was a really cool guy to work with. He's got loads of experience and is really chilled out. Every time I had a question, he was more than happy to give advice and having Timo Bernhard on hand to help was really cool.

The meeting also gave me a chance to work with different engineers, something that as a professional racing driver I will have to get used to doing in the future. It was an interesting learning experience with the Carrera Cup Deutschland and one that I can hopefully do again soon.

Lifestyle

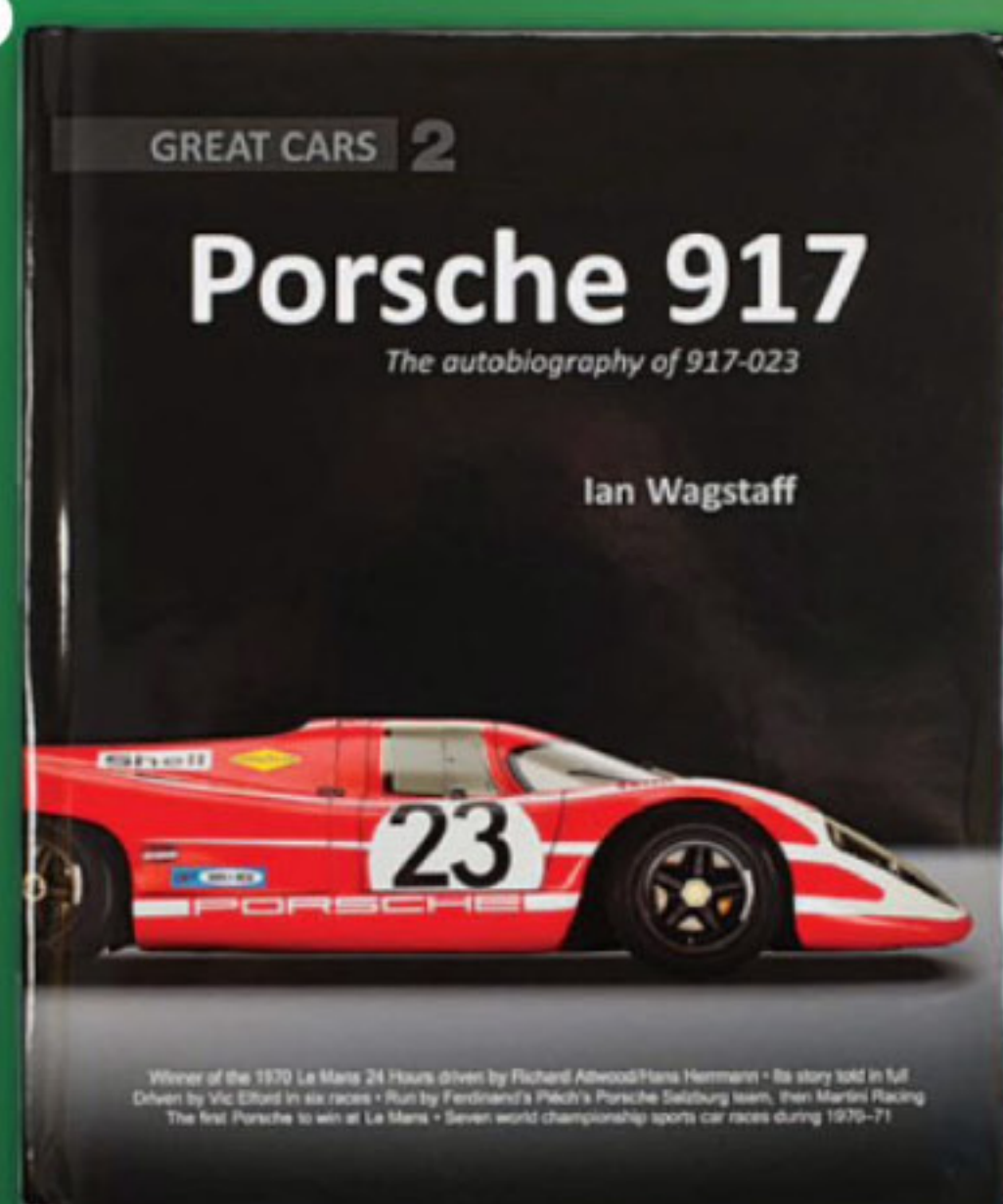
THIS ISSUE, **TOTAL 911** BRINGS YOU SOME OF THE BEST PORSCHE MOTORSPORT BOOK RELEASES IN THE WORLD



1 Derek Bell – My Racing Life £35

With a frontline racing career spanning four decades, Derek Bell's autobiography was always going to be entertaining. Co-written by esteemed motorsport author, Alan Henry, Bell's tales from the cockpit – from his early years trying to make it in F1 to winning Le Mans five times as a factory Porsche racer – make for compelling reading.

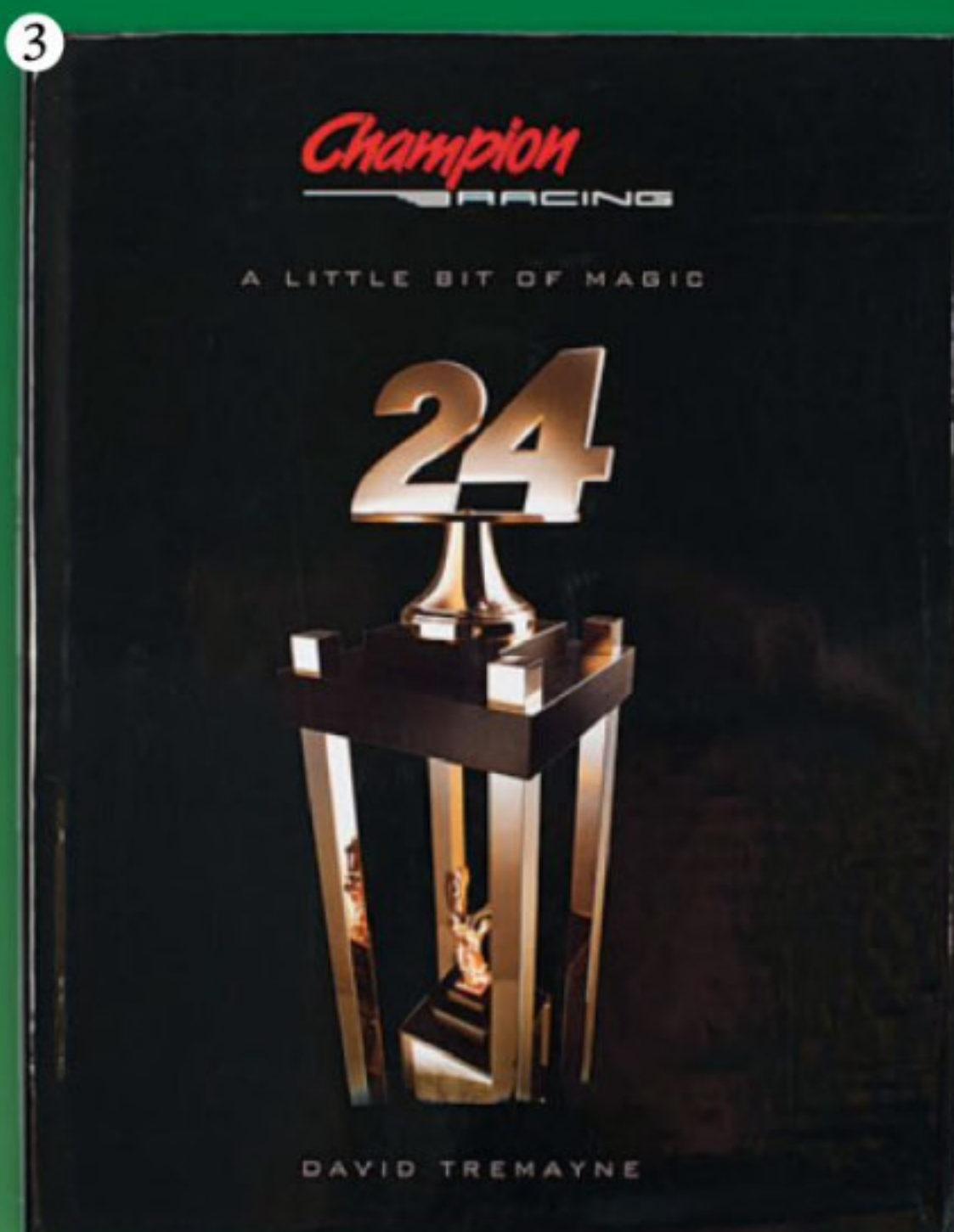
www.evro-publishing.co.uk
ISBN: 978-0-9928209-9-2



2 Porsche 917 – the autobiography of 917-023 £60

Biographies are mostly limited to people. However, some things are too important not to have their story told. Porsche 917 chassis no. 023 is one such car. Ian Wagstaff tells the story of Porsche's first Le Mans winner, with a full history of the chassis, its drivers and its later life; complete with archive shots and some beautiful studio photos.

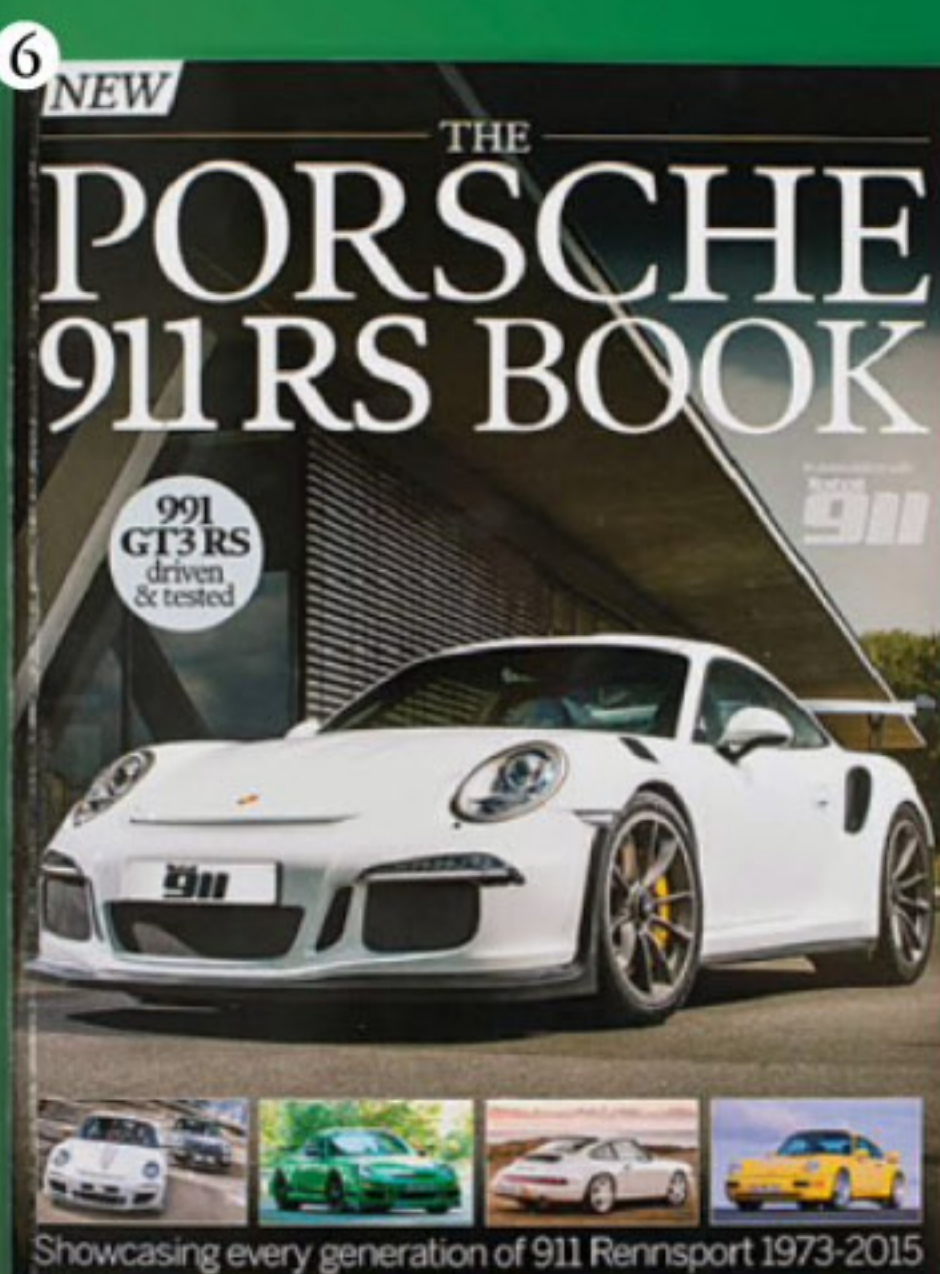
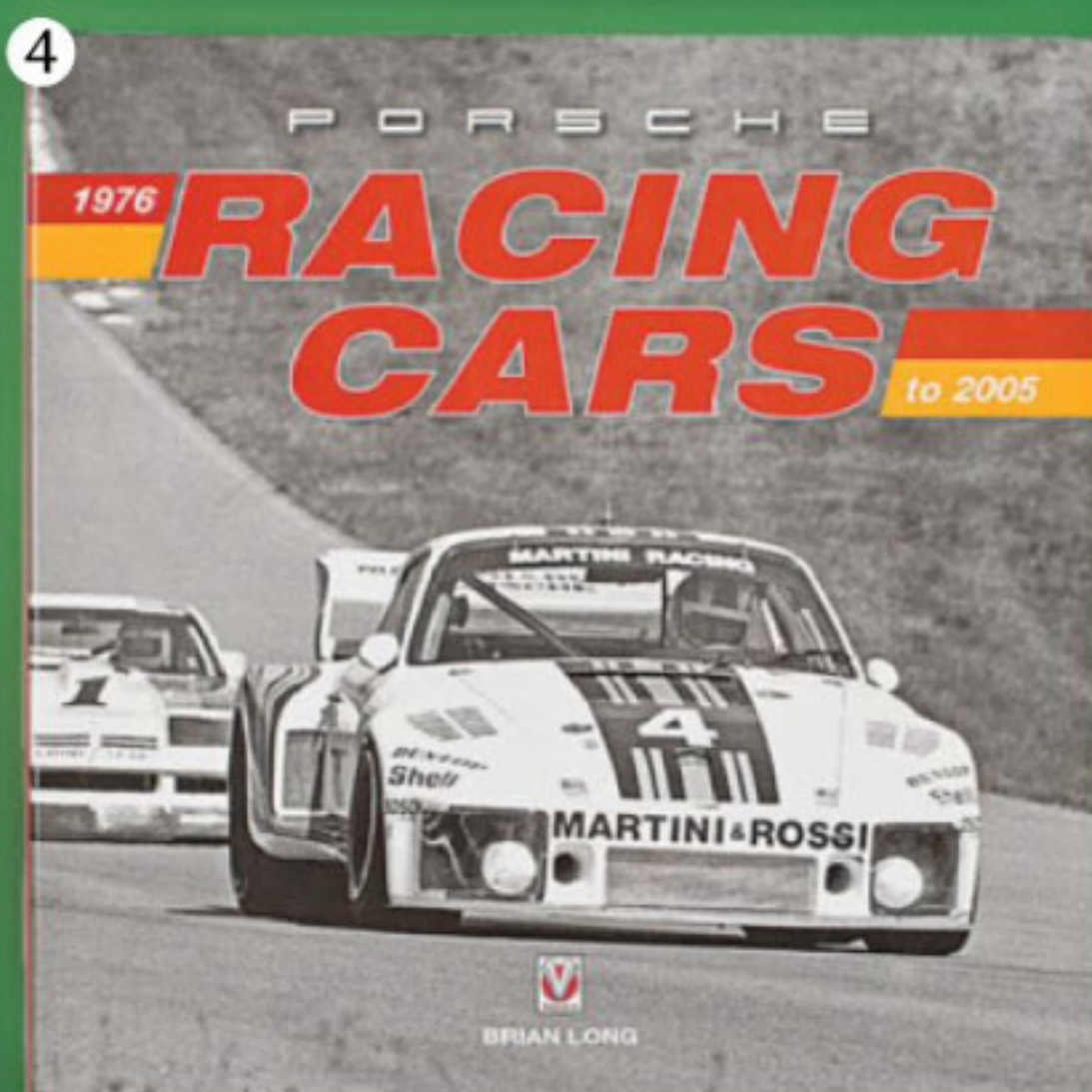
www.porterpress.co.uk
ISBN: 978-1-907085-21-5



3 Champion Racing: A Little Bit of Magic £80

David Tremayne is one of the most respected motorsport authors around, and he was the perfect person to tell the inspiring story of Dave Maraj's Champion Racing team. The Florida Porsche dealer built their way up from the bottom, eventually conquering Le Mans with Audi in 2005. Stunningly presented, this 472-page epic is definitely worth investing your time and money in.

www.bullpublishing.com
ISBN: 978-1-935007-26-5



6 The Porsche 911 RS Book £9.99

Volume three of Imagine Publishing's *Porsche 911 RS Book* sees the usual exciting mix of Rennsport icons, head-to-heads and interviews with the men that turned these track-ready Porsches into legends. As well as a test drive of the latest 991 GT3 RS, this bookazine also features some of Weissach's RSR racers that battled it out on track in the Seventies.

www.imagine-shop.co.uk
ISBN: 978-1-785460-84-5



4 Porsche Racing Cars – 1976-2005 £45

The second of a two-part series (the first title covers 1953-1975), Brian Long's *Porsche Racing Cars – 1976-2005* is packed full of archive photography that any discerning Porsche fan needs to see. Along with a comprehensive history of all Porsche's racing cars from the period (complete with results), this is the ultimate Weissach motorsport compendium.

www.veloce.co.uk
ISBN: 978-1-904788-45-4

5 Porsche 936 €98

One for German speakers, *Porsche 936 – die documentation des Rennsport-klassikers* is written by Le Mans winner, Jürgen Barth, alongside his co-author, Bernd Dobronz. A car close to Barth's heart, the book (like all the German's Porsche titles) has been fastidiously researched, documenting the origins, development and successes of the 936, accompanied by numerous unseen images as well.

www.motorbuch-versand.de
ISBN: 978-3-613-03756-4



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THE VERY BEST OF YOUR PORSCHE OPINIONS VIA EMAILS, LETTERS, THE WEBSITE & SOCIAL MEDIA



RUF start

Dear Sir,

I have been a subscriber for three years and I love your magazine. My 911 story started, like many others, when I was very young. Growing up in Holland there weren't many 911s around, but I saw them regularly on the autobahn on the way to my grandparents. My favourite matchbox toy was an early 911 police car, which I still have.

Then we moved to New Zealand where I built up a small collection of Porsches through my teenage years, until girls became my main focus. I have kept an eye on the different model changes over the years but they were always way out of my financial capabilities. My first sports car was an MG Midget at age 18, before I got a 150hp fuel-injected Triumph TR6. Then came the kids!

It wasn't until ten years later when I spotted a manual 964 at an auction that I could almost afford.

I let that one go to raise some more funds, but the seed was sown. Over the following four years I saved more money but, as I kept looking, I narrowed my choice down to a wide body manual 993, which was almost impossible to find. In the end, the car I bought was the first I had seen advertised. It wasn't only a 993 manual, but a genuine RUF BTR2 convertible model.

I didn't know anything about Ruf, but after doing some extensive research I found out I had stumbled upon a very special car. It's a 1995 car built for the Asian market, spending its first five years in Asia without being sold. The main Porsche dealership in Auckland then imported it into New Zealand, before selling it on to a local car dealer. He spent lots of money on it, fitting a MoTeC system; the factory specs quoted it as a single turbo with 420hp, but a magazine article it appeared in quoted the power

at 540hp! It's also running a standard Porsche six-speed manual gearbox because the original RUF system was playing up.

The car has been amazing. It looks incredible and the performance is unbelievable. I was looking for a hard top, but when this came along, I just had to have it. As it doesn't go out in the rain (and I don't park out in public), I rarely drive it with the hood up.

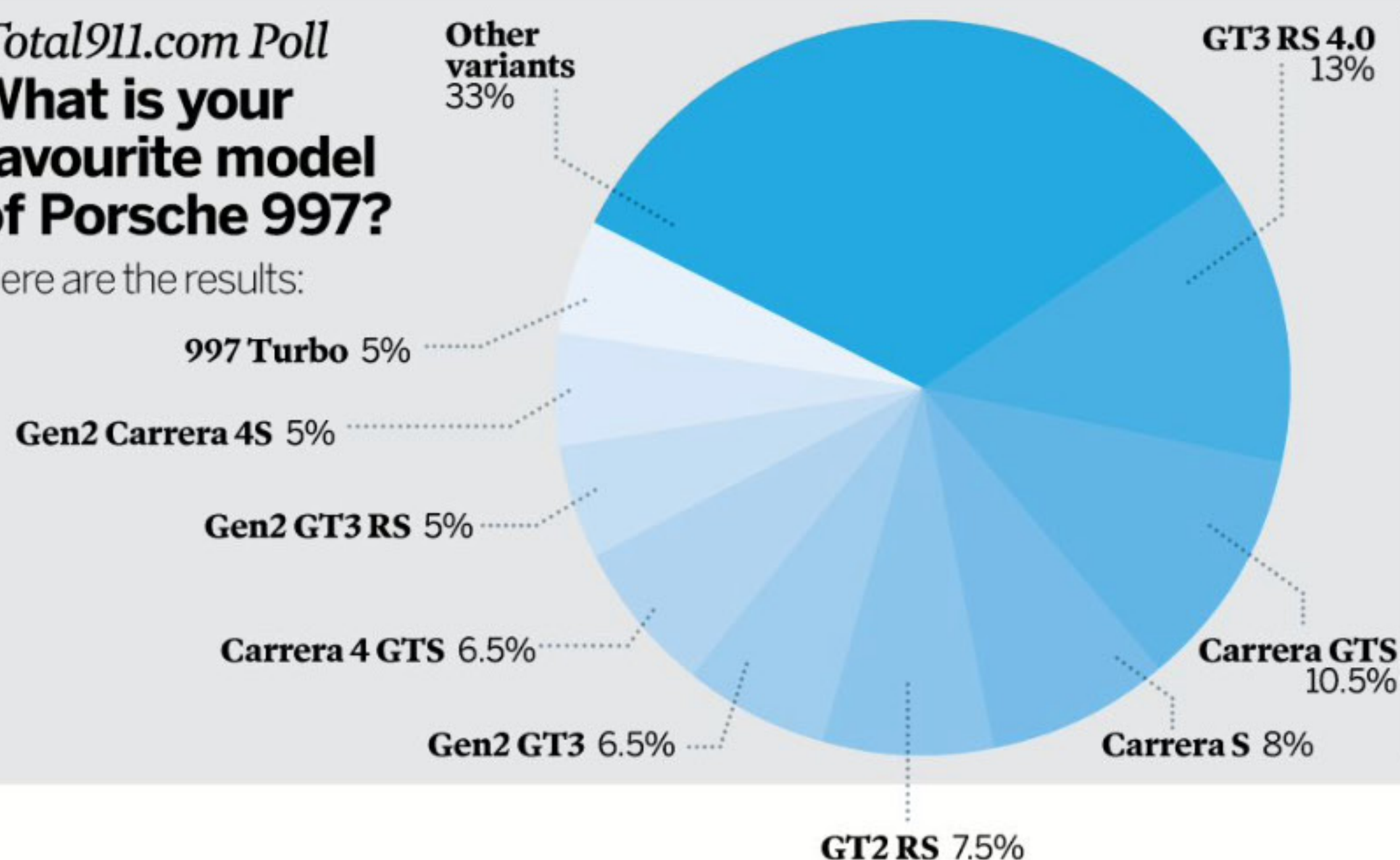
The only sad part of this story is that, due to a marriage break up, it has to be sold. I know I will get another 911 at some stage, but it will be hard finding another after owning this car.

Ron Starke

That is quite a car to kick off your Porsche 911 ownership streak with, Rob. Any parties interested in the car should drop us an email to the address at the top of the page.

Total911.com Poll What is your favourite model of Porsche 997?

Here are the results:



@Total911

The tweets that caught our attention this month:



@dariofranchitti Fun day blasting round @PorscheGB at Silverstone in a 918 with LM24 winner @NickTandyR



@canfordclassics Back for first service and some very minor adjustments – #canfordclassics restored RHD 1972 911E!



@earlbamber Thanks to #Porsche for the nice surprise of having a #GT3RS to drive for the week



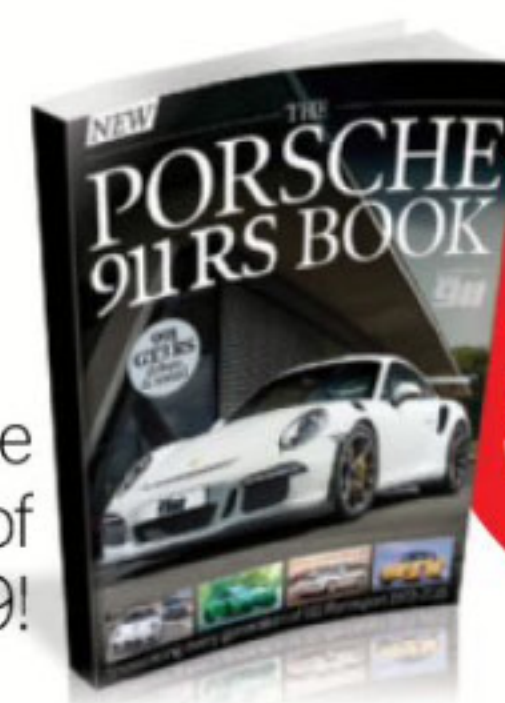
@alain_feld Jeremy Clarkson driving a Porsche Targa for their new show?



@AutoweekUSA Monterey auctions see \$393 million in sales – the first decline since 2009



Write to or email us with your Porsche opinions and the star correspondence will receive a complimentary copy of **The Porsche 911 RS Book volume 3** bookazine worth £9.99!



WIN!
The Porsche 911 RS Book worth £9.99



Size matters

Dear Sir,

First of all, thank you for a fantastic magazine. I really enjoy it. I have a 930 Turbo from 1979 (9309800381), made for the US-market, but re-imported to Europe where I am located in Denmark.

I have measured the total length of my car, from the front lip to the rear bumper. The length measures approximately 4,265 millimetres. However, according to your Data file, the length is 4,491 millimetres. Could you please let me know what is the difference between my car and the measurements given in **Total 911**? I look forward hearing from you.

Steen Larsen

A good spot. 4,491 millimetres is, as you may have guessed, a typo. It should (and now does) read

'4,291 millimetres'. An additional 26 millimetres difference will likely be down to a Parallax error when the car was being measured.

Ministry of Trouble

Dear Sir,

I feel the need to share my problem with the rest of the 996 world. For the past five years I have owned an immaculate 2002 C4 Gen2 with 80,000 miles on the clock and, apart from a failed coil pack and sticking gear selector (which caused the key to be retained every so often), I have had no problems. It is used as a sunny weekend driver only, so I only do 1,500 miles a year.

Having changed the front discs and pads (and given the car a good once over underneath too) it went off for its MOT, which I expected it to fly through. The car was dropped off on

the morning for a 2pm spot, but by 2.15 I had already received a call from the test centre. While the car was on the rollers having its brakes checked, within seconds it began to blow white smoke and water out of the passenger-side exhaust: the sign of a cracked head or cylinder liner.

It had already passed its emission control showing that the engine was fine, but the car had to come home on a trailer and has now sat in the garage for nearly a month while I've gone through my options. The MOT station has refused responsibility or to help, so I am on my own.

I have, however, come to a decision that the only place I feel it should go for rebuild/repairs is Hartech, the water-cooled Porsche engine specialist. Fingers crossed it's not too badly damaged once opened up. I will report on damage and costs when all the work has been completed.

Paul Crawford

Unsung winner

Dear Sir,

Issue 129 was full of great highlights from Le Mans. You really managed to capture the essence of Le Mans for Porsche enthusiasts.

Just one comment to add from your 'Welcome' note, Jeff Zwart is an outstanding person and superior racer, but I would like to highlight another competitor who also took first in class at Pikes Peak. Mr Christopher Lennon drove a classic 911 to victory,

and has competed for a number of seasons in the Pikes Peak International Hill Climb. Thank you.

Mike Osborn

Thanks for bringing this to our attention, Mike, and congratulations to Christopher for his great success at Pikes Peak.

Amendment

Dear Sir,

Thank you for running my letter and the photo of my car, titled US RS. However, you used the wrong name. I am not David Williams.

Jack Kuhn

Many apologies for the production error, Jack.

Beautiful 996

Dear Sir,

Some fuel for the 996 debate. Despite what many say, I feel the 996's design is more in keeping with the original 911. It's got no massively flared wheel arches, just a beautiful flowing silhouette instead.

The 997 may have been heralded as the return of the 911's curves, but early 911s didn't have them! I even love the headlights, though there was no way the purists were going to accept them alongside the switch to water-cooling.

People are always surprised when I tell them mine is 15 years old. It's a future classic!

Damien McGrath

Join the debate

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@PorscheGB @PorscheRaces has an unrivalled tally of 17 @24hoursoflemons wins – but also a record eleven #TargaFlorio race victories

@SteveBuick1 @Total911 You gotta admit the ol' 996 is starting to look good these days. Much smaller than a 991. The Mk1 last of the true analogue cars.

@ImagineMD Meanwhile in the @Total911 car park...

@harrym_evo Really liking the view in the mirror...



Total911.com hot topic:

Total 911's top 5 Porsche 964s

It's a much loved generation, but what did you make of our 964 picks? Here are the best of your responses:

964 RS > Speedster
Left Lane Prius

All of the above are interesting choices for the best variation of the 964. But, while they are excellent cars, they still fall short, in my opinion, of the manual 964 C2. It may not out perform most of the 964s listed, but it shines in its ability to do everything so well.
jv44heinzbar

Top three should be 964 Carrera 4 Lightweight, 3.8 Carrera RS and in the top-spot, the original and still the best...Turbo S.
@sycmatt

Prefer my standard Carrera 2
@AchimKlennert

I can't believe you left out the Porsche 964 Anniversary. Viola metallic is the perfect 964 shade too.
@NeillWatson

Where are the RUFs?
Adam Zohs



If the price is right

Dear Sir,

I am a huge fan of **Total 911** and, of course, the 911. I actually live in Croatia but went to school in the 1990s in Cambridgeshire, so I am also a huge fan of the UK and London. Every time I am there (which is very often) I buy your magazine.

My Porsche career started in the mid Eighties when I was just a few years old, spotting my first 911 in Graz, Austria. I still remember the rims! Four and a half years ago I bought a Boxster S, before upgrading to a 996 Carrera 4S that was in perfect shape at Ljubljana's Porsche Centre (Slovenia). It had just one previous owner, a full service history, tons of equipment and only 40,000 miles on the clock. I've sent a few photos; I think this car still looks amazing, in my opinion, better than most 997 models.

I have a suggestion for the magazine: would it be possible to expand Data file in order to give values for each model? It would be good to have a few columns such as 'current



market value', 'value when new' and 'future value approximation'. I know that a lot of new 911 fans, when it comes to pre-owned cars, don't know which model to buy, what is a good price, how much it was valued and so on. I would base this on an approximate value of a regular model with average mileage.

I really like the stars and plus/minus values you have next to each model, but I think a price range is something that is missing (along with future price

estimations). I am seeing the market change and it seems to me that my C4S 996 will go up in years to come.

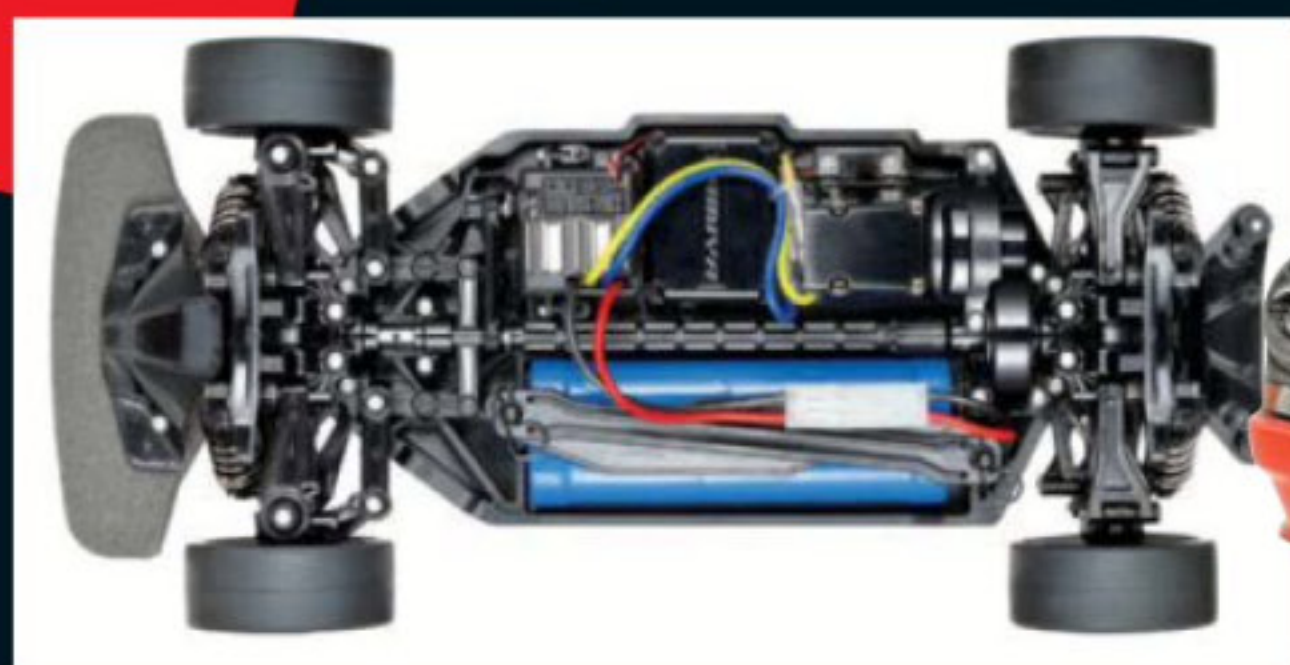
Lovro Banfic

While it would be nice to supply definitive prices, it's impossible to approximate, even on cars of similar mileage. Body condition and documented history can vary so wildly, affecting values. And don't even get us started on predicting the future...

WIN!



Win a Tamiya RC 911



Have you ever wanted to build your own Porsche 911? Well, thanks to **Total 911's** partnership with Tamiya (and their UK importer, The Hobby Company) now you can. It may be in 1:10 scale but in our latest competition we're giving away a radio-controlled Tamiya Porsche 911 Carrera RSR kit.

Based on the iconic 1973 Targa Florio-winning Martini Racing car, the Carrera RSR's polycarbonate body is wonderfully detailed, complete with wide arches and ducktail spoiler. The Fuchs-style wheels (shod with proper rubber tyres) even sit on disc brake-shaped hubs. Underneath that evocative shell is where Tamiya's years of RC expertise really come into play though.

Their TT-02 chassis features full independent suspension with a double wishbone setup, coil springs and friction dampers at each corner. The wheelbase can be altered 6mm and the ride height by 4mm, allowing you to finetune the handling of the car to your liking. Even the gearbox can be fettled, with ten different ratio sets available. Driven by a powerful electric motor, the TT-02 is four-wheel drive, providing traction in all conditions.

This is an excellent kit for both the RC beginner and those with some experience of radio-controlled vehicles, so to be in with a chance of winning this awesome prize courtesy of Tamiya all you have to do is answer the following simple question:

What chassis does the Tamiya Porsche 911 Carrera RSR RC car use?

TT-01

TT-02

TT-03

Email your answer to competitions@total911.com with 'Tamiya' in the subject line. The Editor's decision is final, full terms and conditions can be found on the **Total 911** website. If your required tyre size is not available, a second choice may be made. The closing date is 6 October 2015. Good luck!

Total 911

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Saturday 17 October 2015

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Participating Centres only. Complimentary vehicle health checks subject to availability.



PORSCHE



964 RS V C4 LIGHTWEIGHT

One is a hugely loved Rennsport legend, the other a little known motorsport footnote. Can the Leichtbau manage to trump the RS? We take to the track to find out...

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



As introductions to a new track go, this undoubtedly registers at the 'surreal' end of the spectrum. I'm no stranger to learning unfamiliar circuits, but I don't normally initiate myself to new surroundings quite like this.

At the wheel of a 964 Carrera RS, I'm familiarising myself with Botniaring's nine distinct turns, all the while battling 1.62 miles of damp Finnish Tarmac soaked an hour or so earlier by an unseasonably heavy rainstorm. As if that wasn't challenging enough, I'm attempting to keep up the pace with one of Weissach's racing legends, Jürgen Barth. Yes, that Jürgen Barth, the man who has stood on all three steps of the La Sarthe podium,

topped off by a victory in the 1977 24 Hours of Le Mans.

Did I mention that Jürgen is driving a near-priceless 964 Carrera 4 Lightweight, a car that he devised while heading up Porsche's customer motorsport division? No? Well he is, and the advantage of four-wheel drive traction (and his obvious surplus of talent) is making my job entertainingly difficult. I said it was surreal.

Thankfully, the 964 Carrera RS – as I found out on the Peak District's roads in issue 128 – is the friendliest Rennsport partner a 911 enthusiast could ask for, one of the key factors behind its current resurgence in the eyes of Porsche collectors. Unlike later GT3-prefixed RSs, the 3.6-litre 964 is

no high horsepower animal, meaning that I'm left to revel in the delicious chassis devised by Roland Kussmaul and co at the turn of the 1990s. More on that later though.

The Porsche 964 RS – the first Rennsport to get a large production run since the iconic Carrera 2.7 RS – was, like many of Weissach's greatest road car creations, born out of the necessity to go racing. In 1988, after a six-year stint at BMW, Ulrich Bez returned to Weissach as technical director after Helmuth Bott's decision to retire. At the time, Porsche's Cup series in Germany and France were using the front-engined 944 Turbo but, with the 964 generation of 911 due to debut at the end of 1989, Bez believed that the one-make



championships were the best shop window for the new neunelfer.

Based on the newly launched Carrera 2, research director Helmut Flegel devised the specification of the 964 Cup car before the build process was entrusted to Kussmaul, who oversaw the seam welding of the body shells and the fitment of the Matter roll cages. Contrary to popular belief, the Cup cars' engines weren't blueprinted. Instead, Kussmaul simply tested a selection of M64/03 engines on a dynamometer, before choosing those with the best power outputs.

With Barth in charge of the commercial side, the 964 Cup cars proved popular, debuting in 1990 with Olaf Manthey winning the inaugural Carrera Cup Germany to feature 911s. However, in order to be homologated for international competition, the FIA required a number of road cars to be built as

proof of the Cup car's production credentials. Step forward – in numerous 'flavours' – the 964 Carrera RS. Featuring the same seam-welded shell and 3.6-litre air-cooled flat six (boosted to 260bhp by a tweaked ECU as the Cup car), even the touring version of Rennsport inherited the Cup car's motorsport DNA.

Compared to the standard Carrera 2, which hit the scales at a portly 1,350 kilograms, Kussmaul's team managed to diet the Rennsport version down to a sprightlier 1,220 kilograms in Lightweight trim. An aluminium bonnet, three millimetre side and rear glass, and plastic 92-litre fuel tank all helped to reduce the RS's dry weight, as did the pretty teardrop wing mirrors borrowed from the Turbo. Perhaps the most famous mass reduction measures though were the iconic 'Cup 1' alloy wheels, forged from magnesium. An instant icon, they were later

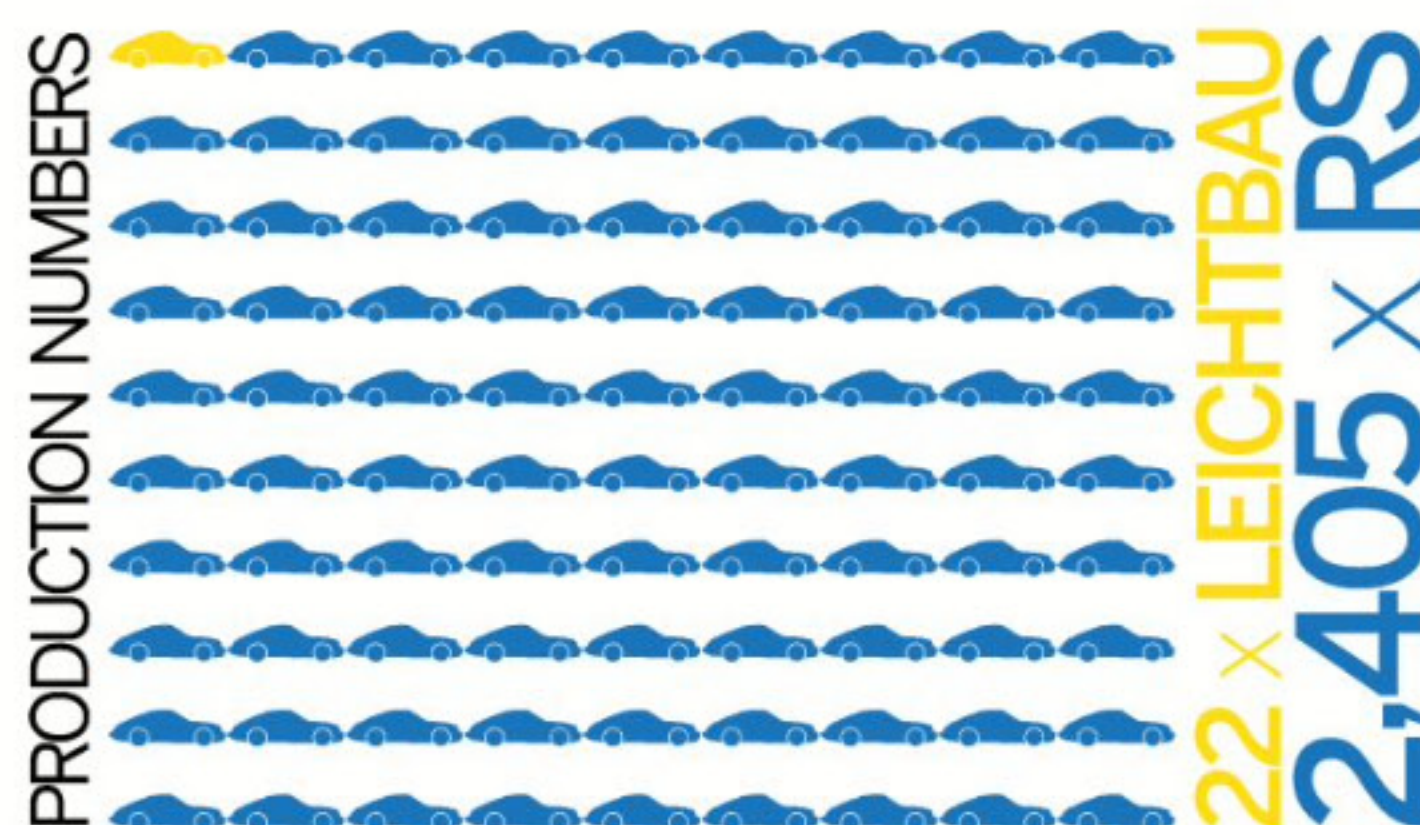
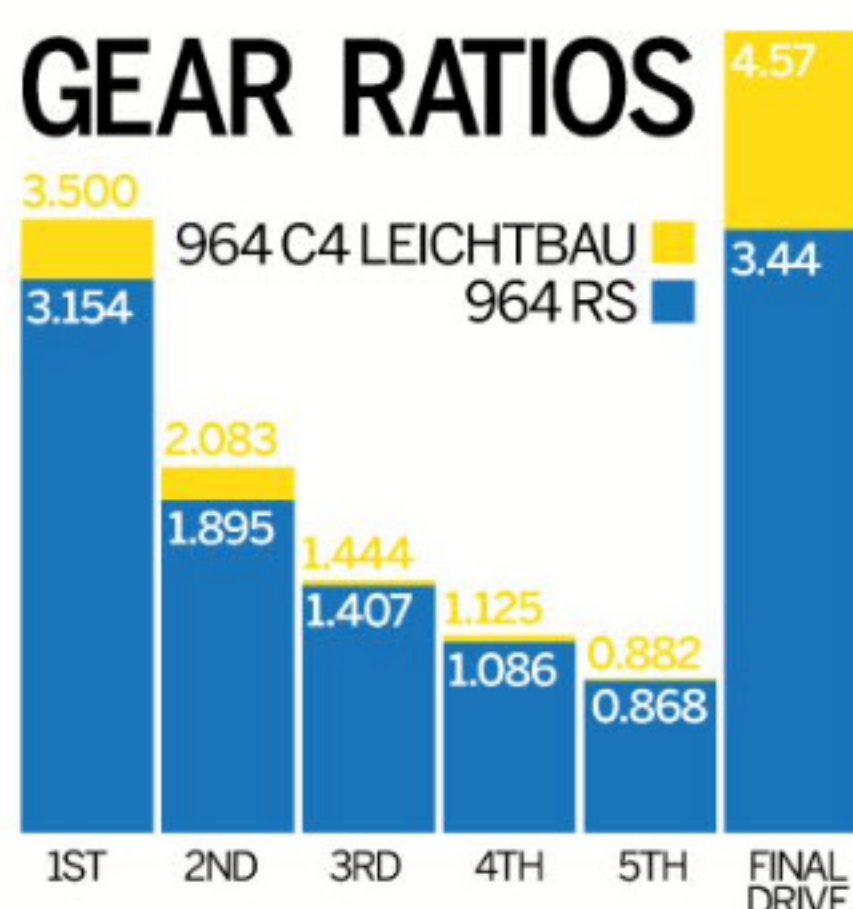
offered as an option on base Carreras (albeit in a heavier aluminium alloy guise).

While a focus on weight reduction has always been a central tenet behind the Rennsport philosophy, Weissach's engineers did not forget to upgrade a number of the 964 RS's mechanical components either. The majority of examples were fitted with a single-mass flywheel, aiding the M64/03's throttle response, while the standard Carrera 2's Getrag-built 'G50' was bestowed with different ratios and stronger synchromeshes. A limited-slip differential was a spec sheet highlight, as were the addition of the Turbo's cross-drilled and ventilated (ABS assisted) brake system.

The pièce de résistance though was undoubtedly the suspension setup. Benefitting from the 964's switch to coil springs at all four corners, the RS sat a full 40 millimetres lower than the standard car, while a brace across the front axle helped to stiffen the MacPherson struts. Even at rest, the 964 Carrera RS looks right; it's no wonder the stance has been copied by many a Carrera 2 and 4 owner.

It was also proof that, despite the lack of engine tinkering, Porsche had given the RS the attention that its famous moniker deserved. The mainstream automotive press may have been underwhelmed by its lack of headline-making power figures (the horsepower arms race continues to blind many motoring hacks) but Weissach's attention to detail on the 964 RS truly pays off in spectacular fashion, especially on track.

Over the last 24 months, Porsche 964 Carrera RS values have shot skyward, with cars that were previously available for around £40,000 now changing hands for, in some cases, north of £200,000. The market's reappraisal has created more than its fair share of speculators though, with the end result that many Rennsports no longer ➔



130KG
DIFFERENCE IN WEIGHT BETWEEN
THE RS & LEICHTBAU

211bhp per tonne
POWER TO WEIGHT

THE RS HAS WINDOWS MADE OF
GLASS
WHEREAS THE LEICHTBAU'S ARE
PERSPEX

964 Carrera 4 Lightweight 1991-1992

Engine

Capacity
3,600cc

Compression ratio
11.3:1

Maximum power
265bhp @ 6,720rpm

Maximum torque
304Nm @ 6,720rpm

Transmission

Five-speed manual with adjustable differential lock

Suspension

Front

MacPherson struts; Bilstein dampers;
coil springs; anti-roll bar

Rear

Semi-trailing arms; Bilstein dampers;
coil springs; anti-roll bar

Wheels & tyres

Front

7x16-inch magnesium 'Design 90' alloys;
205/55/ZR16 tyres (17-inch Cup 1s optional)

Rear

9x16-inch magnesium 'Design 90' alloys;
245/55/ZR16 tyres (17-inch Cup 1s optional)

Brakes

Front

322mm drilled and vented discs

Rear

299mm drilled and vented discs

Dimensions

Length

4,275mm

Width

1,652mm

Weight

1,100kg

Performance

0-62mph

4.5 secs

Top speed

125mph



964 Carrera RS 1991-1992

Engine

Capacity
3,600cc

Compression ratio
11.3:1

Maximum power
260 bhp @ 6,100rpm

Maximum torque
310Nm @ 4,800rpm

Transmission

Five-speed manual

Suspension

Front

MacPherson struts; gas-filled
dampers; coil springs; anti-roll bar

Rear

Semi-trailing arms; gas-filled
dampers; coil springs; anti-roll bar

Wheels & tyres

Front

7.5x17-inch magnesium Speedline
'Cup 1' alloys; 205/50/ZR17 tyres

Rear

9x17-inch magnesium Speedline 'Cup
1' alloys; 255/40/ZR17 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

0-62mph

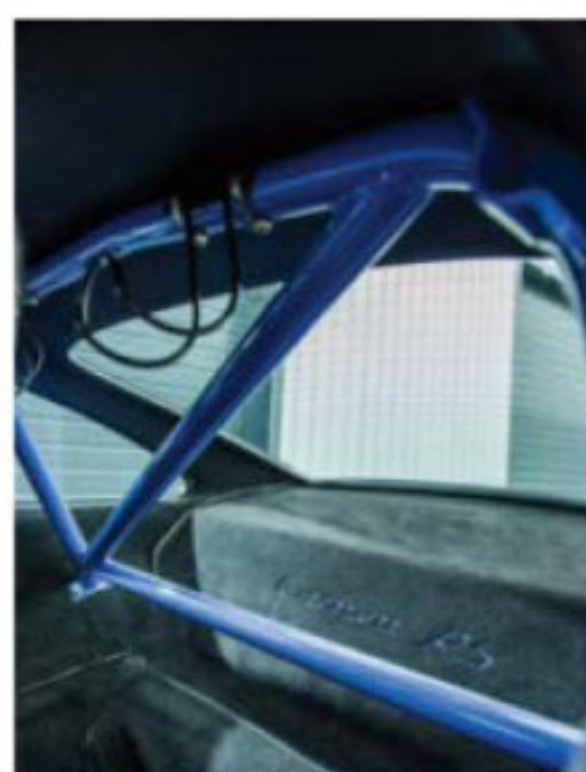
5.4 secs

Top speed

162mph



“At the time of the RS’s genesis, Barth was dreaming up his own featherweight special”



see much active service. Thankfully, the maritime blue 964 Carrera RS I've strapped myself into has been entrusted to me by Jussi Itavuori, a Porsche collector who appreciates that the true beauty in a 911 is not its shape or its investment potential, but the experience it creates behind the wheel.

The RS is already warm and ready to go after the morning's trip to the track through wooded Finnish lanes, which is just as well, as Jürgen has shot out of the Botniaring's pit lane in the 964 C4 Lightweight like the proverbially scalded cat. My pride isn't the only thing that requires me to keep up either; our seasoned snapper Ali needs me to keep the two cars in frame for some of our planned photos. I better get a shift on...

On the road, many have complained that the 964 RS's springing and damping is simply too stiff to enjoy. With freshly resurfaced tarmac under the Michelin Pilot Sports though, the car actually feels remarkably soft, with a suppleness to its weight transfer that immediately and, most importantly, clearly informs you of the impending changes to the Rennsport's cornering attitude. Coupled with a power steering system that doesn't go overly light at speed, you've got the perfect recipe for a hugely capable track car that anyone can get along with almost immediately.

With a single lap of the circuit under my belt, I'm already confident enough to start pushing

the 964 RS's limits. Barrelling into the 95-degree first corner, a mixture of a rapidly tightening exit parabola and a hidden damp patch at the apex conspire to give me a scare, as the kerbing on the outside of the circuit rushes up to greet me. Thankfully the car's behaviour is constantly telegraphed to my fingertips and backside, but my complacency has taught me a key lesson.

This is a 911 where managing your entry speed and angle is key. Every time I'm too aggressive with my turn in, the front end's trajectory quickly zeroes in on the track's edge (and the barriers beyond). Turning in too late only provokes large doses of understeer from the RS, requiring me to focus on perfecting my lines at each corner. What's more, with stereotypically sterling traction, I can't go all lead-footed on the accelerator in the hope of provoking some oversteer. Minimising my steering inputs and carving the ideal arc is the key to keeping up my momentum and carrying prodigious amounts of speed at each apex through the third-gear corners at turns two, three and nine.

Through the slower hairpins at turns five and six it's easy to provoke a little bit of tail out action, especially with a judicious lift off the loud pedal. Through the ever-tightening turn four/five sequence, the business end of the RS quickly swings around. The talents of Kussmaul's team flatter my abilities though, with a beautifully

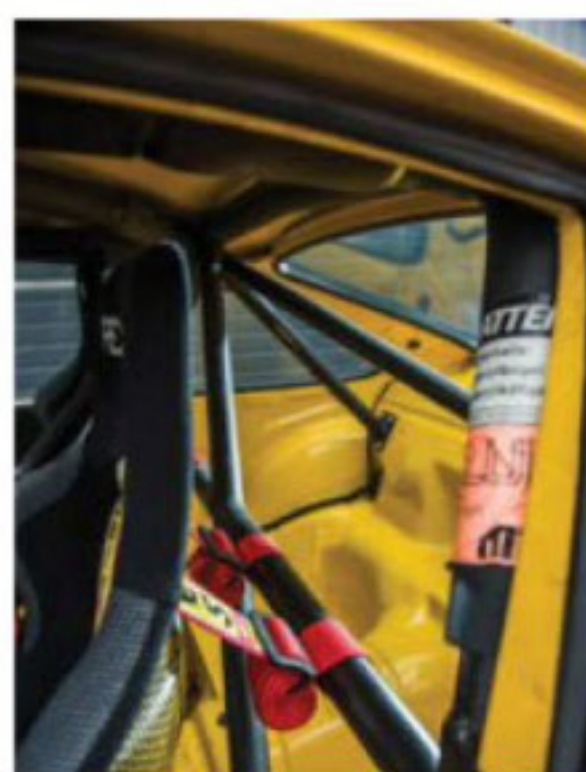
Left: It may have the same redline but, thanks to added trimmings in the cockpit, the RS feels noticeably less sprightly on track

Right: The half roll cage points to the RS's motorsport pedigree, without compromising day-to-day usability

balanced relationship between anti-roll control and damping enabling me to catch the slide with relative ease. Unlike classic 911s, where the torsion bar suspension setup catches out many, the coil sprung rear end of the 964 proves much more progressive, enabling you to really get down to the business of exploiting and playing with the fantastic chassis.

Not that the handling is the only highlight to the RS's on-track experience – 260bhp may not be much on paper but, in practice, the 964 Rennsport packs plenty of punch, especially with a welcome slug of torque from about 3,000rpm. So much so that it's possibly more satisfying to shift early and enjoy another shove from the M64/03's mid-range than ride the rev counter all the way around to its Cup car soundtracked red line.

The Botniaring's almost constant succession of corners (linked predominantly by short straights) certainly accentuates the G50 gearbox's long ratios. I'm only hitting fourth gear on the chute between turns one and two, with all the corners taken in either second or third gear, utilising the flat six's torque rather than exploiting an electric top end



(as you do in later GT3s). The relationship between the engine and gearbox doesn't feel perfectly suited to the track, especially somewhere as tight and twisting as our Finnish venue. Thankfully though, with Jürgen peeling into the pit lane, I'm about to experience a more hardcore 964 that should be better suited to the rigours of circuit work.

Across the hallways at Weissach, at the same time of the 964 RS's genesis, Barth was dreaming up his own featherweight Porsche special – not as a rival to the impending Rennsport, but as a project to keep his customer motorsport department busy. After the end of Group C's turbocharged era, and the subsequent demise of the 956 and 962 programme, the engineers under Barth's guidance needed something to build; something to save them from redundancy. The result was the 964 Carrera 4 Leichtbau, a delectable concoction brewed up with the assistance of Porsche Motorsport's significant spares store.

Ever the astute businessman, Barth identified that the 964 Carrera 4 (the newly introduced four-wheel 911) could be appropriated for competition in the US rally scene, where rules were a novelty. After convincing the board, Barth's team set about giving the 964 its most extensive diet yet, putting even the Cup car to shame.

The bonnet was fashioned from aluminium, as were the lightweight doors, while the decklid

and whaletail wing were made from fibreglass. The latter was actually a direct carry-over from the SC RS, another of Barth's limited-run rally specials. Apart from the windscreen, all the glass was replaced with Perspex to reduce weight, with the 964's standard Design 90 wheels forged in magnesium specially for the C4 Lightweight. Officially listed at 1,100 kilograms, the Leichtbau truly lived up to its moniker.

Inside, the interior was also completely gutted, the cockpit featuring just a pair of nomex-clad Recaro seats, a custom roll cage and a pared-back

Left: Kevlar-backed bucket seats hold you firmer than the RS, which is just as well given the Lightweight's ability to stick to tarmac

Right: The Lightweight's interior makes the RS feel plush and luxurious. Door cards are especially Spartan

dashboard. Of the additional race-bred switchgear, two turn dials (borrowed from 935 stock) dominated. These controlled the trick differentials, the star of the C4 Lightweight show. With no rules dictating running gear, Barth decided to use up the surplus drivetrains from the 953 Dakar-winning project. The left-hand knob controlled the ➡





front-to-rear torque distribution, with the right-hand dial adjusting the level of locking on the two differentials. Mated to these trick diffs was a short ratio five-speed 'box, while propulsion was served up by a Cup-spec 964 engine. With a motorsport exhaust manifold installed and catalytic converters removed, the Lightweight's flat six pushed out around 265bhp (and made one hell of a racket – 107 decibels at 4,500rpm).

Mechanically, the attention to detail didn't end there, with an adjustable front strut brace, stiffened and lowered Cup suspension (with adjustable dampers), and a dual-circuit brake system – with bias adjustment – taken, like the whaletail wing, from the SC RS. The oil tank was moved forward of the rear axle to improve weight distribution, seeing a return of the 1972-style external filler cap on the right rear wing.

This particular 'Blume Gelb' 964 Carrera 4 Lightweight (the only such lemon-hued Leichtbau) also belongs to Jussi and, even though it is one of just 22 ever built, I'm now replacing a Le Mans legend in its cockpit. The rapidly drying track is mine, after I've secured myself into the Kevlar-backed bucket seat and ensured I'm not dreaming.

Unlike the RS, which always feels like a road car from the driver's perspective, the Lightweight's motorsport lineage is obvious. The MOMO steering wheel is perfect to grasp, and the Spartan cockpit quickly puts my mind into focus. This car means business and that's before I even twist the ignition. With a flick of my wrist, spark, fuel and pistons surge into life with barely hidden fury. With only a simple metal bulkhead (rather than layers of sound deadening) between my ears and the flat six, the Lightweight is noticeably more trebly and raucous, even if Jussi's example does feature some TÜV-approved Cargraphic exhaust components.

The clutch is proper race car stuff too. It feels like 95 per cent of the pedal's minimal travel is nothing but free play before all the engagement comes rushing in aggressively. It's not my prettiest





launch but I'm away, quickly snatching second as I approach the blend line at the end of the pit lane. Here we go.

Foot to the floor, the 6,800rpm limit rushes up so much faster than in the RS. The short ratios make the M64/01 engine feel much livelier, with my right hand almost constantly on standby for the next shift through the perfectly weighted gearbox. The lever's throw feels a lot shorter and much more precise than the Rennsport too (though that may just be a virtue of this Leichtbau's incredibly low mileage). The entire package feels immediately more suited to this environment. The car is certainly in its element, but can such an extreme chassis and drivetrain inspire the same levels of confidence in me that were achieved by the RS?

I needn't have worried. With around 130 kilograms less mass than a standard RS (Jussi's C4 Lightweight hits the scales at 1,095 kilograms thanks to those originally optioned Kevlar seats and the Cup 1 wheels), this is a 964 that just wants to get its nose into each corner with such verve that it takes me a few turns to readjust my driving style. With less weight to shift around, the Leichtbau is more accommodating to a direct turn in and, when

required at the Botniaring's final corner complex, can change direction in a hurry. Darting left then right under my every input it's readily apparent that, where I was driving around the idiosyncrasies of the RS's chassis, the Lightweight accommodates my style, a sign of a thoroughbred racing weapon.

Adjusting those trick differentials is a true epiphany though. Choosing to leave the level of lock alone (I trust Jürgen's set them pretty much correctly), the left-hand dial – the front-to-rear torque spread – enables me to alter the C4's attitude turn-by-turn, without having to change my driving style. It's no wonder that similar (albeit more complex) modern systems are now found on cars such as Porsche's Le Mans-winning 919 Hybrid.

Botniaring's fast turn three sees the track transition from heavily cambered to flat on the exit, which should normally create understeer. However, the early rain coupled with the topography has left an excitement-inducing damp patch that has been unsettling the car. By winding the dial clockwise, I send more torque to the front wheels, countering the track conditions with greater understeer. This enables me to keep my foot hard to the floor when, in the RS, I would be lifting and losing time.

Conversely, for the hairpins, I wind the torque bias all the way to the back (a total split of 80:20), forcing the Lightweight to oversteer more when I get on the throttle. It's truly a revelation, enabling me to adjust the car's handling on the fly, without pitting for anti-roll bar changes.

As the track dries out, I find myself winding the torque more and more to the rear while, thanks the much shorter ratios, I'm a gear up in every corner compared to the RS. It's truly invigorating. The sound, the chassis, the drivetrain, all combining to produce an on-track experience unlike any other Porsche 911 out there. It doesn't take me many laps to decide that I want one. Badly.

Unfortunately, prising it out of Jussi's hands may prove difficult. Considering they are around 100 times rarer than a standard 964 RS, pricing a Leichtbau is a truly dark art (one recently sold for a rumoured €800,000). To secure the keys to this one, you might as well write down a sensible figure and then add a zero to the end of it for good measure. Compared to a Rennsport though, it would be unarguably worth it, with the RS shown up as a jack of all trades and the Leichtbau being the undoubted master. **911**

991 GT3 v 997.2 GT3 RS PERFORMANCE PEERS?

Does the imperial 997 GT3 RS have a common adversary in the 991 GT3? Total 911 heads to Wales to find out...

Written by **Lee Sibley** Photography by **Will Aron**





We'll be honest; it almost feels a tad naughty pitching a Rennsport 911 against a contemporary that's not endowed with the fabled 'RS' lettering affixed to its decklid. After all, the Rennsport nomenclature is reserved for only the very best, representing the pinnacle of Porsche artisanship. In sheer performance terms, nothing should come close – and in the case of the 997 GT3 RS, very little else from its age group does. However, the 991-generation is a quantum leap forward in technological terms, spawning a potential challenger to the 3.8-litre RS's motorsporting credentials – a challenger bereft of that most cherished lettering duo at its rear.

Right from launch in 2013, the 991 GT3 has taken its place at the top table of elite 911s. A well-documented worldwide recall and subsequent full engine replacement in early 2014, the result of half

a dozen examples catching fire, hasn't dampened enthusiasm for this spectacular flat six-powered weapon. Market values in its short life have so far reflected this: walk into any Porsche Centre today with the intention of purchasing even a Porsche Approved 991 GT3 and you'll have to part with substantially more cash than the £100,540 original list price for the privilege.

By comparison, the 997 GT3 RS has enjoyed a quieter yet no less dazzling existence. Originally retailing for £109,123, it is the Rennsport that has enjoyed the shortest time at the top of the RS tree, eclipsed after only one year of production by the 997 RS 4.0. Such a rapid in-house upstaging of its decorated RS model has only happened once before at Porsche, when the pioneering 2.7 Carrera RS of 1973 was replaced by the 3.0-litre variant in 1974 (though the 2.7's cache of being the first Rennsport has stood it in good stead in the history books ever since). That said, the second-generation 997 GT3

RS is by no means an underrated sports car – far from it. Considered a talisman of modern-day road and track exhilaration, it too has seen values rise in the last two years, with examples changing hands from around £150,000.

Their comparative journey to this point may be dissimilar, but there's a metaphor to be had as these two cars sit side by side before us in the glistening summer sun. To our left, the latest GT3 represents a scintillating performance package in a car that's feasibly usable everyday, more than any GT3 generation before it. With an insatiable 9,000rpm redline and an exquisitely balanced chassis, it's a real **Total 911** favourite. To the right, the 997 wears its RS decals with both pride and purpose. Previously described by yours truly in issue 125 as the peoples' champion Rennsport, this is a machine that defines the word 'precision' in a sports car – and at half the current price of an RS 4.0, the 3.8-litre represents unbelievable value for money.



There's no doubt that we're in the presence of two brilliant Porsche 911s here, but having spent plenty of time peddling both cars independently this year, questions began to surface repeatedly back in the **Total 911** office: what's the real-world performance gap between the two? Surely, the 991 GT3 can't encroach on the capabilities of one of the greatest Rennsport 911s – or can it? It's time to fire them up and find out.

Our location is Cerrigydrudion, north Wales, and 20 miles of the so-called 'Evo Triangle' lays before us. A delightfully eclectic playground full of fast straights, flowing S-bends and technically-challenging corners, it's a bona fide proving ground on public roads – and the most apt environment for these two Porsche race cars with license plates.

'911 GB', Porsche Cars Great Britain's 991 GT3 Clubsport press hack, is the first of this delectable duo to face the music, while '911 CA' remains occupied by its owner, Christian Ayres, a serial



Thanks

Thanks to Christian Ayres for bringing his stunning 997 GT3 RS to Wales for our road test



owner of Porsche Rennsports and a long-time subscriber to **Total 911**. Needless to say, the man has good taste.

Just like Christian's 997 Rennsport, our 991 GT3 is fitted with a bolt-in factory roll cage behind the carbon-backed Sport bucket seats. Forward of the 'B' pillar though is familiar 991 territory, complemented by the use of alcantara for the door inserts and around both the steering wheel and PDK lever. Inserting the 3D 911-shaped key fob into the dashboard and twisting it right while applying the brake pedal sees the latest GT3 engage and then bark into life with a course shrill. Quickly settling to idle, tick-over is rough and rattly, two characteristics that are evocative – and likeable – from the previous 'Mezger' dry-sumped GT3 and RS models.

Following Christian's 997 onto the A543 on our first 'lap' of the Triangle, the 991 GT3 wastes little time in reminding us why we're so fond of it. With 'PDK Sport' engaged, gear changes are lightening quick and effortless: a swift pull on the weighty, steering wheel-mounted paddles sees the dual clutch gearbox switch gears with a smoothness only matched in prowess by its rapidity. There are many forward gears at the driver's disposal, accentuated by the GT3's short ratios, but the ease and preciseness of PDK ensures the driver will not be afraid to frequently use each and every one of them for ultimate use of the torque spread.

Corners themselves are disposed of with irresistible ease. The 991 generation's tweaked chassis dynamics in moving the engine forwards slightly and increasing its wheelbase reduces

natural understeer until only the most ludicrous of speeds, and with rear axle steering utilised with Porsche Torque Vectoring Plus in GT3 guise, the car feels unshakeable heading into and through the mid point of bends. It's rather a new sensation for a 911, and this additional poise encourages greater confidence from a driver to attack curves at a rate that would end in tears in a passive-axled 997.

Then there's the noise. Though a driver will seldom experience it on a public road, the coarse shriek emanating from a 991 GT3's tailpipes is a sound unlike any other 911 before it. A resonance so gloriously enchanting it might well be an echo from the gods above, its spectre is the most gratifying reward for spinning that rev needle right round the tachometer to its halo 9,000rpm limit.

There's also a tame side to the GT3 though, which holds great appeal in underlying its all-round usability. The car is happy to coast along at low speeds with zero fuss, and in full-automatic mode the GT3's mapping executes a quick change up through the gears to retain low revs, conserving fuel consumption. This also keeps noise levels to a minimum, keeping below the 3,800rpm needed to activate an additional bellow as the Sport exhaust comes into effect. In fact, the only quibble in terms of exceptional refinement is rolling tyre noise, which is just as prominent as that from inside the 997 GT3 RS, which is fitted with a lightweight and audibly more penetrative Perspex rear screen. ➡

Tyre test: Pilot Sport Cup v Pilot Sport Cup 2

Though there are myriad chassis deviances between a 997 GT3 RS and 991 GT3, each of these illustrious 911s are also connected to the road via differing sets of rubber: the bright red centrelocks of the 997 GT3 RS are wrapped in Michelin's Pilot Sport Cups, while the 991 GT3's shoes of choice are the later Michelin Pilot Sport Cup 2s.

The inaugural Sport Cups have long enjoyed widespread acclaim among GT3 and RS owners for their dry grip, though a valid criticism has been levelled at the rate of degradation – making their constant need for replenishment an expensive exercise. This is vastly improved on with the Cup 2, the latest generation enjoying up to 50 per cent more life on the outer shoulder in particular. Our test in Wales was devoid of any wet weather, but plenty of bloggers and forum users have noticed improved performance in the wet, though we did make a note of an increased tread depth on the Cup 2s. Both generations of tyre offer outstanding performance levels, though 997 GT3 RS owners shouldn't be surprised to find out that Pilot Sport Cups are harder to come by going forwards as the Cup 2s are gradually phased in.



Above: The RS's lightened and adjustable rear wing is evocative of a more 'focussed' setup overall

Right: Both 911s boast similar power yet it's the driver experience that sets them wildly apart

“The GT3’s resonance through
the valleys is so gloriously
enchanted it might well be an
echo from the gods above”



**991 GT3
Clubsport
2015**

Engine

Capacity
3,800cc

Compression ratio
12.9:1

Maximum power
475hp @ 8,250rpm

Maximum torque
440Nm @ 6,250rpm

Transmission
7-speed PDK

Suspension

Front

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

Rear

Multi-link; coil springs with internal dampers; anti-roll bar; active rear-wheel steering; PASM

Wheels & tyres

Front

9x20-inch centrelocks; 245/35/ZR20 Michelin Pilot Sport Cup 2s

Rear

12x20-inch centrelocks; 305/30/ZR20 Michelin Pilot Sport Cup 2s

Dimensions

Length

4,545mm

Width

1,852mm

Weight

1,430kg

Performance

0-62mph

3.5 secs

Top speed

196mph



**997.2
GT3 RS
2010**

Engine

Capacity
3,800cc

Compression ratio
12.2:1

Maximum power
450hp @ 7,900rpm

Maximum torque
430Nm @ 6,750rpm

Transmission
6-speed manual

Suspension

Front

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

Rear

Independent; multi-link; combined coil springs and dampers; anti-roll bar; PASM

Wheels & tyres

Front

9x19-inch centrelocks; 245/33/ZR19 Michelin Pilot Sport Cups

Rear

12x19-inch centrelocks; 325/30/ZR19 Michelin Pilot Sport Cups

Dimensions

Length

4,460mm

Width

1,852mm

Weight

1,370kg

Performance

0-62mph

4.0 secs

Top speed

193mph



When quick bursts of speed are necessary, the GT3's kickdown function proves useful, more so than manually flicking back down through gears using paddle shift. However, you'll need careful execution of force on the accelerator pedal here to avoid dropping from seventh right down to second, causing the car's weight – and occupants – to lunge forward in an ungainly fashion.

With a lap of the Triangle complete, a quick radio through to Christian in the 997 ensures that both 911s soon find a suitable roadside pullover for the drivers to swap cockpits. On leaving the 991's confines, it's hard not to be impassioned by its sheer ability. All too aware that something special has just been peddled, there's a confidence in the air that the GT3 has displayed enough to cause serious concern for the Rennsport's fate.

Clambering into position behind the 997's alcantara wheel (complete with ubiquitous 'neutral' marker at 12 o'clock), a more traditional 911 setup awaits. The cockpit feels smaller and more intimate, while a six-speed manual shifter, mechanical handbrake and clutch pedal are welcome additions over the 991s repertoire. Pulling away, the shifter's short throw and the clutch pedal's meaty, affirmative weighting are instantly uplifting, while the brake and accelerator's expert positioning invites a liberal use of the heel and toe technique. Excitement levels are rapidly heading north in response to the Rennsport's hard-edged approach to sporty driving. Hold your tongue 991 GT3 fans; this isn't over yet.

It takes a little while to adjust to the change in chassis dynamics (the first sweeping corner questions my commitment) and at first the 997's driven axle seemingly dances around mid-corner. It's the weight transfer that gets you: far more pronounced in the 997, work with it and you'll find it's just as easy to pitch the Rennsport's nose into an apex as it is in a 991, and you'll relish the added drama from inside the cabin when achieving it.



Above: The GT3, widebodied for the first time, is transformed through tighter corners thanks to its rear axle steering

Damping is harder, more uncompromising in the 997 too, and PASM remains off on this undulating stretch of blacktop, as the RS willfully tracks over every minute bump and dip in the road's surface. This works harmoniously in tandem with the Rennsport's steering – my god, the feel – which provides an abundance of dialogue over every centimetre of blacktop. It is only at this point do you realise that, though the GT3's electrically assisted system is to be commended for its amplified weighting and feedback over a 991 Carrera, its steer simply can't touch the prowess of a mechanically assisted 997 Rennsport. Its directness in communicating back from the front wheels is one of the best examples you're ever likely to find in a modern Porsche 911. It is simply awe-inspiring.

All of a sudden, the earlier 991 GT3's experience appears rather more cosseted, numbing the sensation of driver involvement. For all that it's lacking in clear technological assistance, the 997

GT3 RS feels so much more alive, giving the driver much more to think about, more of the time.

Christian, who also owns a 991 GT3, is philosophical as our head-to-head test draws to an end: "I've not put my 991 GT3 on a circuit, but after today I wonder if I'd get bored by lunchtime on a track day. With the RS, there's absolutely no chance of that happening." He's right, too. The 991 GT3 may be half a second quicker to 62mph and be able to power on to 196mph when the GT3 RS runs out of puff at 193mph, but the sensation of speed and the carrying of it through twists and turns and climbs and cambers is more profound in the 997. It's easy for the average peddler to drive fast in the 991 GT3 and while this will of course appeal to some, for the traditionalist – purist, even – the 997 GT3 RS is the undisputed king for its sheer driver involvement alone. **911**



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WATER-COOLING AND THE GT2

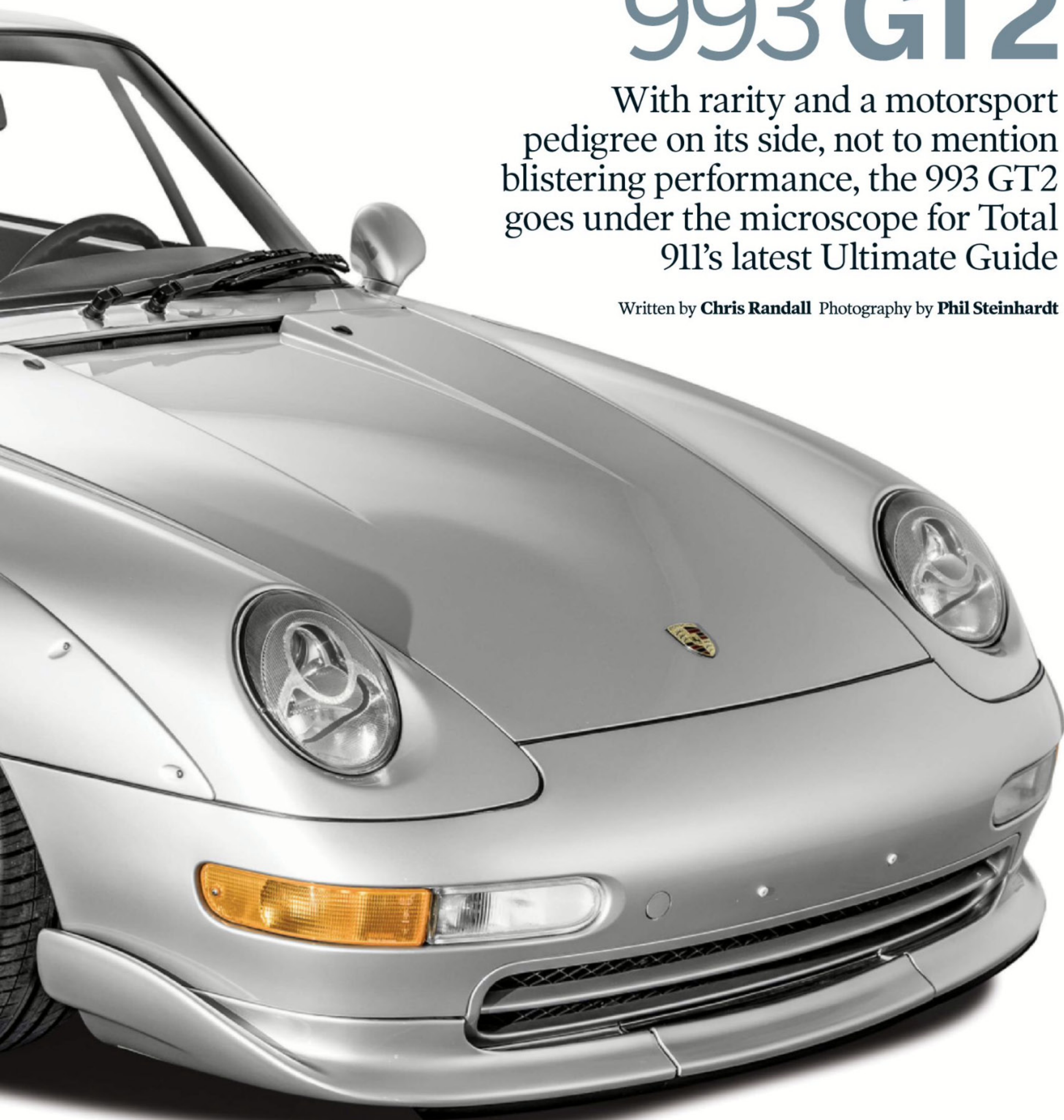
With such a rapturous reception for the 993 variant, it was hardly a surprise that Porsche would look to repeat the success with the water-cooled 996. The GT2 model duly arrived in 2001, once again, based on the Turbo model and boasting a hefty six-figure price tag. The wider body shell was to receive the attention of the aerodynamicists, gaining a composite front splitter and adjustable rear wing as part of a package of measures aimed at keeping the car in proper contact with the ground. It was for the best, as the top speed was now just a whisker short of the magic double-ton, propelled there by a further development of the 996 Turbo engine. Larger KKK24 blowers and 13.5psi of boost helped stretch the power to 462bhp, and once again, a six-speed manual gearbox and rear-wheel drive were standard. It was also the first Porsche to get PCCB composite brakes as standard and buyers could again choose from 'Comfort' or 'Clubsport' specifications.



993 GT2

With rarity and a motorsport pedigree on its side, not to mention blistering performance, the 993 GT2 goes under the microscope for Total 911's latest Ultimate Guide

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



Porsche's motorsport history is truly legendary. Let's face it, they've now won the Le Mans 24 Hour race a record 17 times and on this occasion they had our very own Nick Tandy at the wheel, so there's plenty to celebrate at Zuffenhausen and Weissach these days. Part of the reason that they've been able to dominate in so many motorsport disciplines is the ability to adapt – to meet changing regulations and the needs of those that sat right at the top of their respective sports. In the 1990s, that would lead to the development of the 993 GT2. Designed to compete in the new GT2 class, it would go on to be a huge success on track and form the basis of a very special homologated road car.

Soon granted the dubious 'widowmaker' tag, the GT2 appeared at the 1995 Geneva Motor

Show being nothing more than a thinly disguised racer – and nowhere was this more apparent than on the outside. The 993 Turbo formed the basis of the new car, which adopted the same hot-dip galvanised steel body but with added stiffening, including a front strut brace. However, from there the appearance took on a far more brutal slant compared to the smooth lines of the original Tony Hatter design.

At the front was a deeply sculpted bumper made from polyurethane, which fed air to the twin oil coolers mounted in the nose and featured a prominent air dam, complete with wing-like extensions at the outer edges to aid airflow around the front wheels. Purposeful sill extensions added to the hunkered down look, and while the rear bumper was a smooth and fairly simple affair, the spoiler that sat above it was

anything but. The biplane wing sat atop a plastic engine cover and not only was it adjustable, but it was also the biggest yet to be seen on a 911. It also featured a pair of distinctive air intakes, one on each side, that helped feed air to the glorious flat six – we'll come to those details in a moment.

In a move that would contribute to the shedding of nearly 200 kilograms from the weight of a Turbo model – the GT2 tipping the scales at a relatively lithesome 1,290 kilograms – the doors and front luggage cover were fashioned from aluminium and there was thinner glass for the side and rear windows. Of course, then there were those wheel arches. With metal pared from the edges of the wings in preparation, Porsche bolted plastic extensions to the arches. Measuring an extra 32 millimetres at the front and 30 millimetres aft, their ease of replacement ➔

“Designed to compete in the new GT2 class, it would go on to be a huge success on track”

Model 993 GT2

Year 1995-1996

Engine

Capacity 3,600cc

Compression ratio 8.0:1

Maximum power 430bhp @ 5750rpm

Maximum torque 540Nm @ 4500rpm

Transmission Six-speed manual, rear-wheel drive

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 9x18-inch; 235/40/ZR18

Rear 11x18-inch; 285/35/ZR18

Dimensions

Length 4,245mm

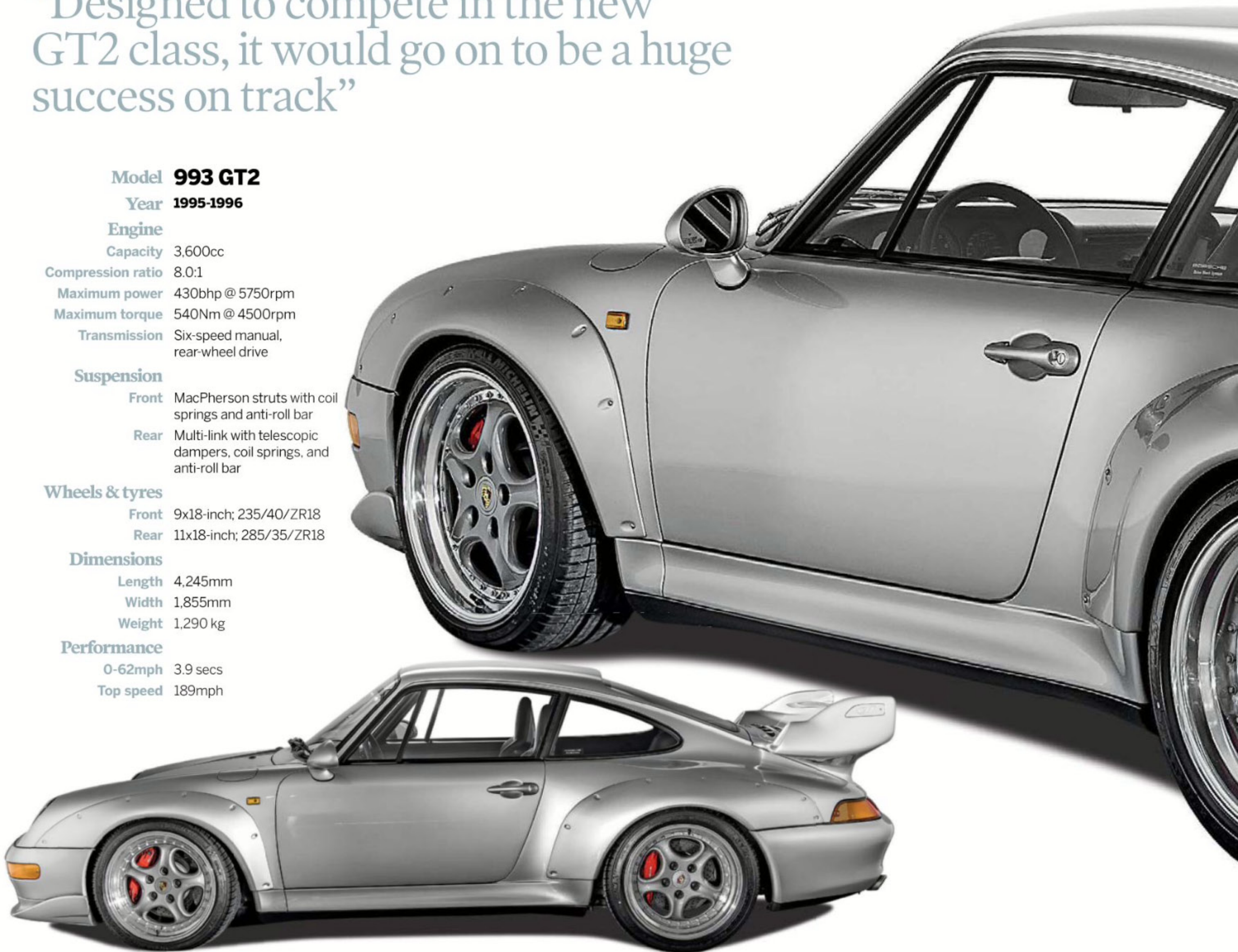
Width 1,855mm

Weight 1,290 kg

Performance

0-62mph 3.9 secs

Top speed 189mph





Styling of the 993 GT2 – badged 911 GT – left little illusion as to its homologated racing heritage, with ram-air intakes, plastic bolt-on arches and tweaked bodywork to better manage airflow at speed

TIMELINE OF THE PORSCHE 911 GT2

1995

Porsche introduces the first GT2 with the 993 generation. Its 430bhp and beefy aerodynamic addenda distinguish it from lesser 911s.

2001

996 GT2 becomes the most powerful 911 to date. Rear-wheel drive only and with no traction control, it's as focused as they come.

2004

A revised model goes on sale, now boasting a massive 483bhp via tweaks to ECU and turbos. Thankfully, carbon ceramic brakes are standard.

2007

The 997 GT2 arrives with 530bhp and 680Nm of torque. Essentially a Turbo with rear-wheel drive and the wick turned up to 11.

2010

Porsche go back to basics, shedding weight from the bodywork and interior, and adding more power to create the 997 GT2 RS.

2013

Spy pictures emerge of the 991 GT2 testing at Nurburgring. Porsche then announce there are no plans for another GT2.





“There was no doubting the ferocious performance on offer with the GT2”

suited the motorsport ethos perfectly, not to mention cementing the GT2s racetrack refugee image. With its look completed by the classic red reflector panel between the rear lights containing fog and reversing lamps, this was a 993 like no other. Lastly, as an interesting aside, the badges were somewhat unusual, as the car wore a ‘911 GT’ badge on the engine cover and ‘GT’ was embossed into the ends of the rear spoiler.

Needless to say, the mechanical recipe was just as enticing. Once again it was the Turbo model that donated its engine – a 3.6-litre unit featuring twin KKK blowers boosting at 0.9 bar, and twin intercoolers that were fixed directly above the motor. Along with dry sump lubrication, the

cylinder heads were forged rather than cast and there were stronger connected rods, while the re-profiled camshafts were driven by double-row chains and operated two valves per cylinder. With fuel and ignition taken care of by a modified version of Bosch’s DME Motronic 5.2 system that featured full OBDII diagnostics, tweaks to the exhaust and an 8.0:1 compression ratio, the results were nothing short of sensational. Maximum output was 430bhp at 5,750rpm, backed by 540Nm of torque at an accessible 4,500rpm, with the specific output at an impressive 119.4bhp per litre. All of which translated into a maximum speed of 189mph and a sub-four second 0-62mph time – the sort of numbers that wouldn’t be matched

until the 997 Turbo appeared a decade later. As for fuel consumption, it was probably better not to ask. Making proper use of the performance would see the 92-litre fuel tank empty remarkably quickly, as the figures tumbled into the early to mid-teens. It’s unlikely that potential buyers cared one jot, of course. Somewhat unbelievably, given the sledgehammer performance that was on offer, Porsche had chosen to ditch the four-wheel drive hardware that featured on the 993 Turbo, so drive was transmitted to the rear wheels only, via a dual mass flywheel and the G64/51 six-speed manual transmission. Overall gearing was slightly higher and the GT2 benefitted, thankfully, from a limited slip differential with a locking ratio of 25 per cent under load and 40 per cent on the overrun.

So it certainly looked the part, and there was no doubting the ferocious performance on offer, but Porsche weren’t finished yet as the chassis was to come in for some detailed changes. Power



Comfort-specification GT2s such as this example had carpets and leather-trimmed seats rather than buckets and a Matter rollcage as found in the Clubsport. Air conditioning, airbags and audio were all options

assisted steering was standard, although more direct than that fitted to the Turbo, and the brakes comprised of ventilated and cross-drilled discs at all four corners – 322 millimetres in diameter, 32 millimetres wide at the front and 28 millimetres wide at the rear. The ‘Big Red’ calipers were made from aluminium alloy and used four pistons to clamp the upgraded pads, then everything was backed by Bosch ABS. As for the suspension, the front featured the ubiquitous MacPherson struts with dual-tube dampers, while the lower wishbones were in light alloy. At the rear was the ‘Lightweight, Stable, Agile’ arrangement, again in lightweight alloy and with dual-tube dampers, and there were beefier anti-roll bars at both ends. The ride height was 20 millimetres lower than normal and there was considerable more use of solid bushings and added adjustability.

The final piece of the aesthetic puzzle was provided by three-piece Speedline wheels ➡



BUYING TIPS

Given the rarity and spiralling values, you could almost consider this section to be somewhat immaterial. Buying from a specialist source and exercising due diligence on condition and history are going to be the crucial factors.

- **Provenance:** With so few around, it will be easy to establish the car's past. Let's face it, no one should part with such serious sums of money without being certain of the history.
- **Bodywork:** Chances are the car has sat rarely used in a collection, so any damage should be viewed with suspicion. Replacing or repairing the lightweight parts is going to be costly, while it appears that items like the rear wing are no longer available new. It would have cost £5,000 with VAT.
- **Engine:** It should be faultless, but examine the history for any signs of major work. Needless to say, a rebuild is going to be a pricey business so a potential purchase will need a thorough inspection, including a computer diagnostic check for any signs of abuse.
- **Running gear:** Neither the brakes nor the suspension should exhibit any inherent weaknesses, but a complete overhaul isn't cheap. A full set of brakes will cost in the region of £1,300 in parts alone, while the Speedline wheels are near to a thousand pounds each.
- **Interior:** Build and material quality should be top-notch and, like the rest of the car, it should look like it hasn't been used at all.

that used aluminium for the rim and even lighter magnesium for the centres. Measuring a total of 18-inches in diameter, they wore 235/40 rubber up front and a rubber band-like 285/35 at the rear.

As usual with Porsche, buyers had a further choice to make – whether to go with the 'Comfort' specification (relatively speaking, of course, for such a road racer) or tick the option box marked M003, which would buy them something a little more extreme in the form of the Clubsport. Either way, manual windows and a lack of sunroof were the order of the day, although those that opted for a tad more civility benefitted from beautifully sculpted leather trimmed bucket seats and three-point seatbelts. A Momo steering wheel was standard too, while air-conditioning, air bags and an audio system were all available as options – although the limited soundproofing and carpeting in all GT2s would no doubt have rendered the latter somewhat pointless. That's without considering the aural delights of that engine which is surely all the soundtrack you'd ever need. Clubsport buyers, on the other hand, would find themselves behind the wheel of something that made no pretence of hiding its circuit origins. A Matter roll cage was welded in place, and there were fixed racing seats covered in fire-resistant Nomex with full harnesses. Simple

pull straps were fitted to the doors, the roof lining was deleted and there were mats rather than carpets – and just in case you needed further reminding that this was a 911 built for Silverstone and not suburbia, the cabin featured a battery kill switch and fire extinguisher. If all that mattered to you was the serious business of driving, then this would certainly have been your car of choice, any comprises it demanded for road use piling into the background the first time those blowers spooled up.

At this stage it's worth talking numbers. The headline alluded to the GT2s rarity – there are 173 examples built in total, with 16 of those reckoned to be Clubsport variants. Although the GT2 was officially made between 1995 and 1996, a further 21 examples were made in 1998 – these differed by featuring steel doors, standard rather than thinner gauge glass, and engine mods that resulted in 450bhp. The price for these last models was in the region of DM 287,500 – not an insubstantial sum back then – although the 'standard' model demanded DM 268,000, which was around £135,000. But then such excellence never comes cheap, and the first of the GT2s was excellent indeed. Judging by the values that are being fetched today, it's a star that's unlikely to wane any time soon. **911**

“Such excellence never comes cheap, and the first of the GT2s was excellent”

SPECIALIST VIEW

“The Porsche 993 GT2 is an exceptionally desirable sports car. With such limited production numbers, seeing one in the metal is a rare sight, and its phenomenal performance credentials has many believing it represents the pinnacle of the air-cooled flat six – and I'd have to agree.

A race-ready car with a licence plate, it is perhaps one of the most coveted and breathtaking 911s you could ever hope to own.”

Jonathan Franklin,
Hexagon Modern Classics





OWNING A 993 GT2

- **Price new:** £135,000 (1995)
- **Numbers built:** 173
- **Service intervals:** 1 year/12,000 miles
- **Service costs minor:** £528
- **Service costs major:** £900
(Figures are courtesy of Paragon Porsche)



Thanks

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

Jürgen Barth

After a daring escape from behind the Iron Curtain, Jürgen Barth became a Porsche Motorsport legend. We delve into his extraordinary story with a frank face-to-face

Written by **Josh Barnett** Photography by **Alisdair Cusick & Porsche AG**



Today, despite the involvement of the Volkswagen Group, Porsche AG remains, at its heart, a family business. There is no doubt that, to help set the company on a path to

becoming an automotive powerhouse, Ferry and his closest relatives would have made many sacrifices. However, it is unlikely that they were as risky as those made by Jürgen Barth's family.

Forced to sacrifice their livelihoods in East Germany, Jürgen and his mother crossed the border into the Federal Republic on Totensonntag 1957 (the annual 'Dead Sunday' celebration in November), a process that was complicated further by the fact that their passports had been confiscated by the Communist authorities. Thankfully the festivities enabled them to catch their train and meet up with Edgar, Jürgen's racing driver father who had recently switched his allegiance from EMW to Porsche.

It was perhaps inevitable that Barth would follow in his father's footsteps – "At a certain stage, my parents put a sign around my neck saying, 'If found, please return to pit number so-and-so'" – but his widespread influence in the world of Porsche motorsport stretched far beyond his talents behind the wheel. After joining Porsche in 1963 as an apprentice, Jürgen's career in Weissach was spectacular, as the 1977 24 Hours of Le Mans winner explains.

ESSENTIAL FACTS

- Won the 1977 24 Hours of Le Mans alongside Jacky Ickx and Hurley Haywood in a factory Porsche 936/77.
- With Rolf Stommelen, Barth triumphed in a 908/03 Turbo at the 1980 Nürburgring 1,000km.
- Returned to Le Mans in 1993 after an 11-year hiatus, winning the new GT class in a 964 Carrera RSR.
- Alongside Patrick Peter and Stéphane Ratel, Barth formed the BPR Global GT Series in 1994 before it was taken over by the FIA in 1997.
- Author of multiple books about Porsche's cars and Weissach's racing history.

How did your family's association with Porsche first begin?

He [my father] was driving motorcycles and formula cars, and winning championships with those in East Germany. He was a factory driver for EMW. It was not possible to have a communist country running a race team and my father moved over to Porsche, winning his first race [for them] at the Grand Prix of Nürburgring in 1957. The organisers played the wrong anthem, the United Germany anthem, but he was still East German.

Every time he was in West Germany, the government took passports off my mother and myself, and there was always a KGB guy to 'look after' him. So he was celebrating and didn't think about the fact it was the wrong anthem. After this, he could not go back [to East Germany]. That was

the beginning of the year and at the end of 1957, in November, my mother and myself left the house and our sock factory, and went to East Berlin to take the train without any passports.

In 1959 he won the European Hill Climb Championship and the Targa Florio with an RSK. At Le Mans in 1963, he lost the rear suspension on the way to the pits and then pushed the car over one kilometre. The pits at Le Mans go a little bit uphill and he was completely finished afterwards, but they still got eighth place overall and won their class in the excellent 2.0-litre Porsche 718, which was a really nice performing car.

He won the European Hill Climb Championship three times with the same car – chassis number 047. In 1963/1964, the same car did all the long distance races and all the hill climbs, so they called it 'The Grandmother' because it did everything.

When did you start at Porsche?

I started at Porsche in 1963. I did two apprenticeships: mechanic and business from 1963 to 1968. I was working on engines like the four-cam 356 engine. Then in 1968 I was some sort of ice driver for Bjorn Waldegård and Pauli Toivonen. In 1968, 1969 and 1970 we won the rally world championship. I was doing the organisation: entries, hotel reservations and the service plans, and I was driving the ice car. I was driving the stages before and checking the conditions. There I learned a bit of my driving as we did some testing in December and January on the Monte Carlo stages. ➡

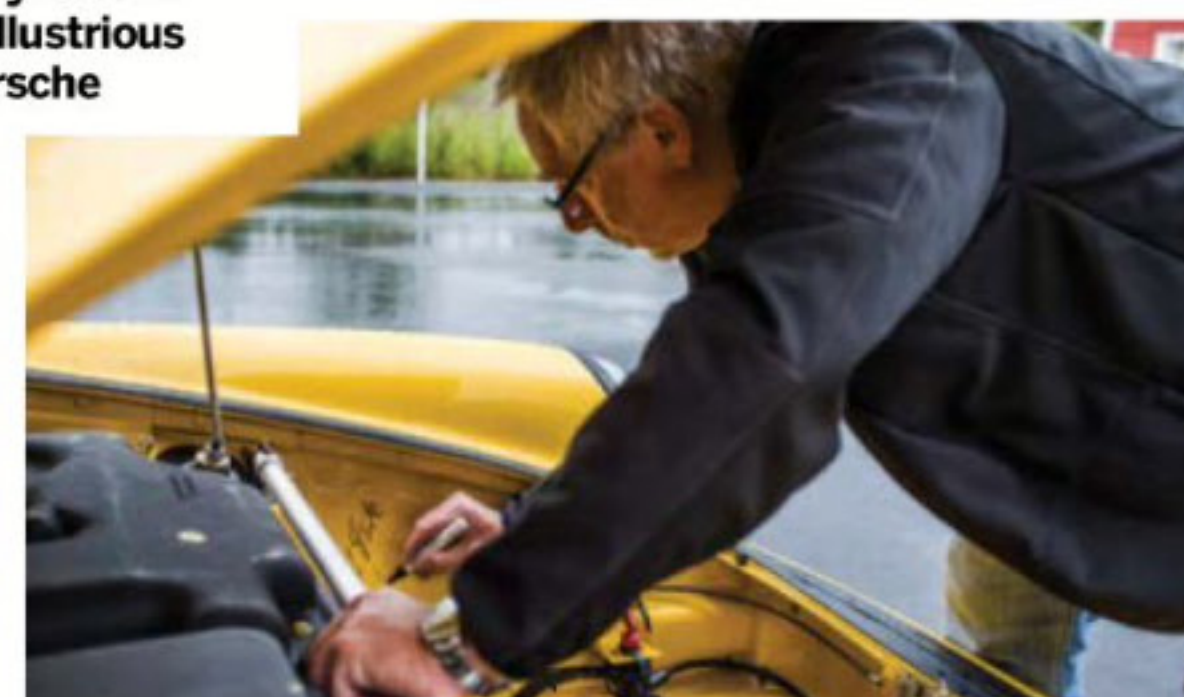




Victory at Le Mans in 1977 (above) ranks highly on Barth's list of achievements but he is just as proud of his "special" creations (top)



Barth's father won the F2 class in the 1957 German Grand Prix (second car, above right). Soon after, Jürgen would escape East Germany before starting his illustrious career at Porsche



Is that the point when you decided to start competing yourself?

Because I was the son of Edgar Barth (the European Hill Climb Champion), organisers wanted me to run. So I had some starting money with which I could buy this old car that had the engine broken. It was a 911, one of the rally cars at the time.

Then I drove with John Buffum – who was in the American army in Germany. We had a deal, I always prepared the car and, for this, I was co-driver. But at this time I didn't speak any English, so it was 'T-left', 'T-right' (using hand signals)! I remember one nice point though, he took this army food – little tins of chicken and noodles. We found a good way of heating them up. In the 911s (like the 356) you have these little things at the bottom of the engine bay's side, you just put it there and you had hot chicken and noodles.

Did your engineering background help you with your driving?

It helps a lot to understand. But it can also make you slower because you see much more. When I was driving the 908s, they had such fragile suspension that you had to not go over the kerbs. So you had that to think about and, of course, it makes you slower. But I was always the guy, and this is why the factory chose me, who was good with consumption, really good on consumption. I didn't use a lot of brakes, so I was a regular driver who could go a long time.

When Porsche put you as the head of customer racing, was that something you wanted?

No, when I finished my apprenticeships I was

already in the press sports department, and at this time it also involved occupying the customers. So like I said, you could be sent here, you could be sent there with the job.

The real new order I got in 1982, when we started Group C, was to move out of the press department and build up a customer race department in Weissach with a store and do everything. That's what I did. We built all the Group C cars for the customers (and afterwards 964 Lightweights and 3.8s). Also, when there was no more racing for GT cars at Le Mans we started to create BPR – that's Barth, Peter, Ratel – where we organised our own races, because the federations didn't do it. I organised the series myself in order to sell cars. The biggest race in BPR, after three years, was 56 cars at Suzuka.

Was that something you were looking to get into once you finished your racing career?

I've not finished my racing career. When we were running the 956 and 962s and Le Mans, I was reserve driver and when Hurley got sick in 1982 I jumped in the car and finished third. I never stopped. It keeps you fit.

Once you became a works driver, did you continue working on the engineering side?

I won Le Mans in 1977, one week after I got sent to Australia with my toolbox to service Sobieslaw Zasada, the Polish guy who was doing the London-Sydney Rally in a 911. At one service point near Ayers Rock, we asked the hotel guy to give us his pickup to get the toolbox there because we knew the driver had a problem with his steering. When we

came to see Zasada, his steering column was cut off from the aluminium cross member. So what do we do in this situation?

I remembered seeing this old tractor around the farm. So, I'm driving back with this pickup quite sideways. I cut off this U-shaped piece, put some holes in it and drove back to Zasada. Afterwards, I took the piece with me back home, they tested it and it was much stronger than the standard piece! But the funny thing was, the guy with the pickup came walking to the service place where I was under the car and he started shouting at us, saying it's the last time he gives us the pickup because we'd been driving too fast.

In your career, what achievement are you most proud of?

I think the books are a nice thing and of course winning Le Mans. But it was nice when we started BPR, to end up with the factory building cars, especially for my series in GT1.

Even though the 911 GT1 tended to bend the rules quite a lot?

On the one side you are proud but on the other side, Porsche went to Spa and were going two seconds faster than anyone else. You could see all the customers and the other manufacturers. It was a really bad thing.

At this moment we came up with the idea for Balance of Performance with Stephané. It's the best thing because what we did with BPR was nothing different to the current BoP. At each circuit, we got together with the major guys from the main manufacturers and said, "these holes on your





Having never officially retired from the cockpit, Barth enjoys getting out in historic races as often as possible: "It keeps you fit," he tells us



fender, now we don't like them." And like this we started Balance of Performance. But then we come to the point where three guys want to rule over manufacturers and it's not possible. You need an independent group to make these decisions. It was possible in BPR because the series was really based around private drivers and private teams, but as soon as you have factory teams coming in it becomes impossible.

When the 3.8 RSR was introduced, did Porsche want to go back to GT racing or was that an idea you put forward?

Yeah, we convinced the management that we needed something to fill in, and I had some good talks with the manufacturers because I was sitting on the FIA manufacturers' commission. At the time of Group C, I was the head of the Sportscar Commission. In this, after Group C, we created the move towards GT, which nearly went wrong when we did the Dauer Porsche because Le Mans really was not happy. Then, the next logical step was to do GT racing with the 3.8 RSR.

Is the 964 Carrera 4 Lightweight one of your favourite projects?

Yes, it is one of the interesting things because it is always nice to do a special car, and we did several other special cars before and after. But, I like to always have these toy cars; for me it's toy cars because it is what the customer likes. Really specialised, and sometimes we designed cars after the regulations, like the 2.7 RS. It was a logical step to go after the 2.5 S-R with this Lightweight. Then, afterwards, we did the 50 3.0-litre RSs.

Later on, we did the Monte Carlo Rally with Roland Kussmaul in the 911 SC (1981 or 1982). It

was the end of the homologation for the 911 and we said, "It's not possible; it's the end of the 911". So we came back from the Monte Carlo and knocked on the door of our management. There was a hole in the regulations that meant we could build 20 other cars to keep the homologation running so it was decided, directly from the management, to build 20 SC RSs. Then we had a car that we could have five years racing from again.

Could Porsche build a special car like a C4 Lightweight now?

No, I think, for me the factory has got too big now (and also the racing department). There are too many guys in the building and automatically work gets slower. Look at it when we were winning Le Mans with the 956 or even the 962, the racing team was 30 people, and today, how many are there? 350 people. It's all become very complicated.

In terms of the cars that you have had a hand in creating, which is your favourite?

I was always looking closely to see where the regulations would be going. Automatically you come back and you propose stuff, because at this time it was always based on the number of production cars: 50 cars or 500 cars. You had to see where you could fit your production car into something. That's how the 2.5 S-R then 2.7 and 3.0 RS led to the RSRs.

There is a nice story after the Group 5 didn't pick up as it should have done. We approached Mr Singer and said: "What we need is a series where engineers are free" but here, again, Mr Bott came and said: "We should make the base of a standard engine the homologation base. And we should make a sort of consumption regulation", which we did with Group C. To set up the regulations, I

remember going into the museum and measuring the windscreen of the 917 as we said, "The 917 is so popular, let's use the same dimensions."

You are still impressed by the new FIA WEC cars today though...

Yes because for me it really sets the future. I think in ten years time we will all drive hybrids. The performance that they are showing with their different systems is fantastic, and it will go back to the production. It did in Group C with the electronics and everything. As we had the fuel consumption regulations, the engineers had to think about different ways that they could make it better and, automatically, the standard production line was also using it.

Do you think sports car racing has always fed into road car technology?

It should do, yes. Of course, disc brakes and things like this came from racing. We had a long time, after Group C, where there was no direct link to innovating something.

Now, with the hybrid thing, it gives people a chance to recover things out of racing. I think in the future, especially at Le Mans, you will see more manufacturers in attendance because they must be there to better their road cars, to understand the systems. I think the next one to get involved will be BMW and then I think Mercedes will follow, because they need to understand and figure out what is going on.

Do you like the proposed idea of a hybrid 911 road car though?

From what I understand, it will be full electric. I'm completely fascinated by it. **911**

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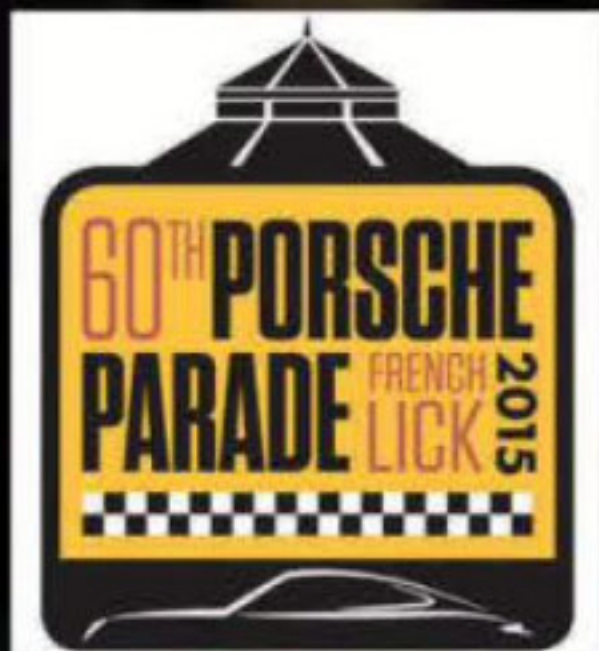
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RECARO

THE PORSCHE CONNECTION

The name is synonymous with producing some of the finest seats in sports cars, but Recaro has a very close link with Porsche as Total 911 investigates...

Porsche has long been associated with other brands: at one time it was closely linked with Fuchs wheels, Mahle pistons or Matter roll cages. Today Porsche obtains its rims and pistons elsewhere, and Matter has vanished in the mists of time. One brand, however, has been connected with Porsche since the birth of the 911, and that is Recaro. Like Hoover for the vacuum cleaner or Phillips for the crosshead screwdriver, Recaro has been the generic for sports seats for three decades. Yet without its involvement with Porsche, the coachbuilding firm of Reutter Karosseriewerk (later to become known as Recaro) would probably have fallen by the wayside like countless other car industry names in the 1950s and 1960s.

Wilhelm Reutter, a saddler by profession, established his business in 1906 in Stuttgart as “Spezialität: Luxus und Motorwagen, englische Geschirre” (luxury and motor vehicles, English ware). The nascent automobile industry offered wide opportunities for entrepreneurs, and Reutter quickly evolved from making upholstery to manufacturing body parts. Stuttgart was the centre of the car industry with Bosch, Maybach and Daimler all based there, and although mass production, first seen with the Ford model T, was already a phenomenon, most car makers who were bespoke or small volume concerns and independent coachbuilders, like Reutter or Karmann, flourished.

In the 1930s Porsche was an engineering design house, one of whose projects was with VW. It was to Reutter that Porsche turned to construct the first Beetle prototypes.

After the disruptions of the war, Porsche, which was moving from engineering other people’s cars to making its own, commissioned Reutter to build the prototype 356 Cabriolet for the 1949 Geneva show. Since 1944 Porsche had been working in exile at Gmünd in Austria, where it constructed its first 356 coupes. Operating in an old saw mill was far from ideal, and when the opportunity arose to move back to Stuttgart in 1950, Porsche took it, occupying a wooden barracks in Zuffenhausen for production and renting a shed nearby from Reutter Carosserie for assembly. Reutter then got the go ahead to make 500 steel 356 bodies for Porsche, and through the next decade was responsible for the majority of the bodies of the 356s produced – the main exceptions being the last batch of Speedsters, made by Drauz in Heilbronn in 1958-9 and coupe production at Karmann in 1962. During this period, Reutter also made coachwork for BMW among others.

These were halcyon days, but by the early 1960s Reutter’s fortunes were changing: takeovers, mergers and unibody mass production reflected the growing demand for cars. Coachbuilders were being left behind as manufacture came in-house, as it did at Porsche. Very aware of the need to replace the 356, Porsche decided to consolidate production of the future 911 at its own site at Zuffenhausen, especially as Reutter was not keen on the expense of the retooling that would be required. So in 1963,



From the humble, early days of seat production (above) Recaro has gone on to establish itself as one of the world’s most innovative seat companies, with many examples still found inside a Porsche



“The Recaro brand only began to establish itself outside Porsche when the Reutter family sold its interest in 1969”

Ferry bought out Reutter’s car body division. The proceeds enabled Reutter to expand its car seat business and with a clever contraction of Reutter Carosserie it created a brand, ‘Recaro’. Initially it continued to make standard seats for 911s, but now as a dedicated seat manufacturer, it raised its horizons and began to make its first sports seats – indeed 2015 sees the company celebrating 50 years of producing ‘Sportsitze’. It started to develop seats using foams of varying density to gain the support that was previously achieved with steel springs. This made a less bulky and lower seat, where lateral support could easily be incorporated.

The Recaro brand only began to establish itself outside Porsche when the Reutter family sold its

interest in 1969, and a consortium of component companies led by seat manufacturer Keiper took over. In 1971, taking a leaf out of Porsche’s book, they acquired an orange 914/6 which was kitted out with fire extinguishers and medical equipment, and liberally covered with Recaro decals. First of a fleet of fast intervention vehicles used by the ONS (‘Oberste Nationale Sportbehörde’, later the the ‘Deutsche Motor Sport Bund’), it became a regular feature at the Nürburgring and Hockenheim and established the Recaro name right in front of its potential customers. The 914/6’s successor, a modified prototype 911 2.7 RS again in orange and embellished with Recaro decals, was the first emergency vehicle at the scene of Lauda’s





Above left: Recaro are responsible for the design of the famous 'Tombstone' seats found in G-series 911s

Above right: Today, the company produce the ergonomically refined bucket seats for your Rennsport

appalling accident at the German GP of 1976, and this is clearly visible in stills and video footage of the aftermath.

However, the new owners had to wait until 1973, and the lapse of the ten-year exclusivity deal originally signed with Porsche, before they could trade with other car manufacturers. Having dispensed with springs, Recaro would now rethink the entire concept of the seat – it pioneered integrated seatbelts and pneumatic lumbar supports, and worked closely with academic research into other aspects of orthopaedics. Remarkably, in the first 70 years of the automobile, virtually no thought had ever been given to the structure or role of the seat for the driver or passenger in dynamic conditions. Well into the 1960s cars were still leaving production lines with

the equivalent of an upholstered park bench for both rear and front passenger seats.

Although Porsche remained the principal customer, pioneering early seat improvements in its 1974 G series 911s, Keiper could now contemplate the vast German auto aftermarket – consumers would buy the basic car and specify it to their liking. This provided a steadily growing business for the Recaro brand, but the name really took off outside Germany after 1980 when it appeared on the front seats of the 'hot hatches', a genre started by the VW Golf GTI, and in the sportiest versions of the middle size Vauxhall/Opels and Fords. This was especially important in Britain where 60 per cent of car sales are to companies, and it suddenly became vital for the aspiring manager to be seen driving a car with Recaros – you had no need to qualify it with "seat", as people already knew what you meant by stating the name alone. Like the filofax, you had to have one: such is the power of brands, though in contrast to the hapless filofax, killed by digital technology, Recaro became a

case study of how to ride the waves of progress. Interestingly, Porsche, first to feature Recaro seats, was rather left behind. While 1980s mass-produced hot hatches featured bolstered cloth seats, the 911s remained largely unchanged (essentially like the rest of the 911) until the 964 at the end of the decade.

Once Keiper had taken over fully, it astutely rebranded its aircraft seat business with the Recaro name, giving it further currency in industrial circles. Then by the 1990s it was increasingly producing Recaro seating for top of the line sporting cars, backed by its high profile range of seats for racing applications – the revolutionary seats of the 964RS showing the increasing crossover with pure racing seats. The 1990s also saw the establishment of Recaro companies worldwide, and orthopaedic seating for commercial vehicles as well as child seats. Recaro was by now a truly established global brand. As well as being the first choice replacement seat, the company has continued to innovate: in 1996, the first racing shell with head protection was introduced, and in 2002 for the Porsche Carrera GT, it manufactured the lightest carbon shell seat ever fitted to a production car. The litany of expensive cars today that feature Recaros as original equipment covers just about every desirable motor that you could ever imagine wanting – and, of course, a few you certainly didn't, like that white 3.5-tonne van that is often bearing down in your mirror! **911**

“As well as being the first choice replacement seat, the company has continued to innovate”

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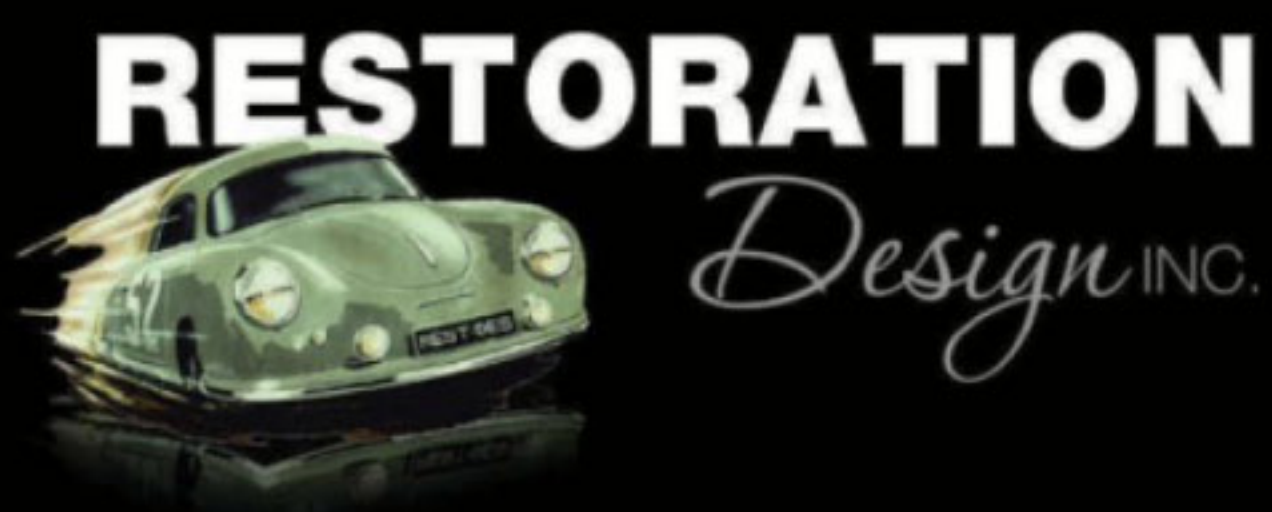
P204A (1965-68)
911/912

P204E (1968)
911/912



P204B (1969-73)
911/912

P204 (1974-89)
911/912



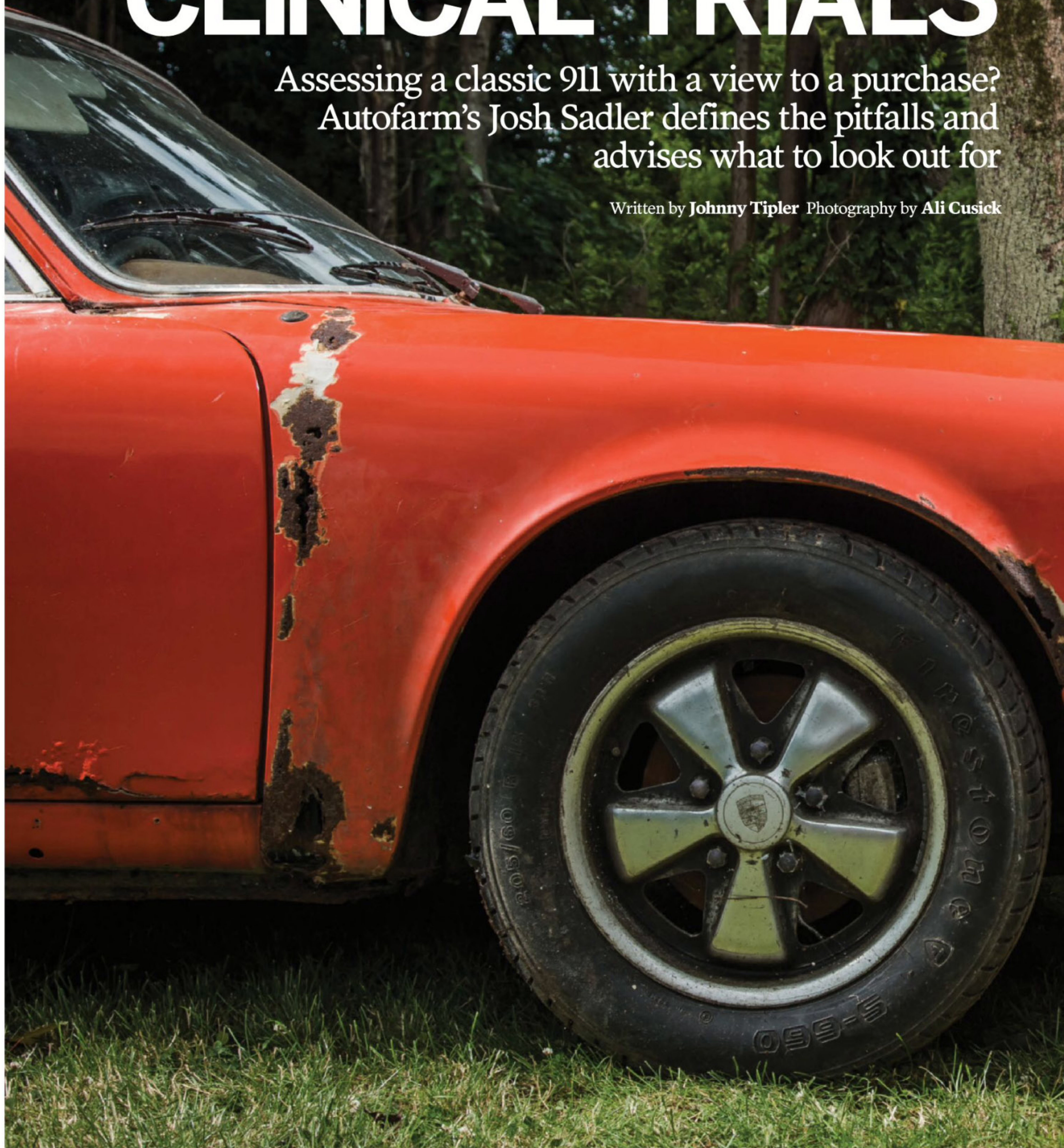
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CLINICAL TRIALS

Assessing a classic 911 with a view to a purchase?
Autofarm's Josh Sadler defines the pitfalls and
advises what to look out for

Written by **Johnny Tipler** Photography by **Ali Cusick**





Thanks

Thanks to Josh Sadler of Autofarm for conducting our investigation, and Rob Hoskins for allowing us to probe his 911.

It seems like a great idea: buy an older 911 in need of a restoration or, if it's already been restored, simply get out and enjoy. But think again. Assuming that the restoration was done say, ten or 20 years ago, how sure can you be that it was done right? Welcome to the sanatorium of Porsche rehabilitation, where one man's concours renovation is another man's scumbling bodge-up.

The point is, only five years ago a classic 911 was worth around £20,000, and even a 3.2 Carrera, SC or 964 was available for in the region of £15,000. So a comprehensive restoration costing tens of thousands of pounds wasn't economically viable – and because the lifespan of a 911 shell in a temperate climate is around 20 years, it will almost certainly have needed bodywork repairs. So it's very likely that a more 'cost-effective' restoration will have taken place, a holding action to stave off corrosion rather than a bare metal makeover. You have to think back to the market at the time – back in the 1980s, if the 911 was worth £5,000 or £10,000, you probably weren't going to spend five grand renovating it, you were just going to do enough to get an MOT and enjoy the car. As the market picks up again, these cars that have undergone restorations on a budget are still around, and in keeping with their pristine siblings, sellers are attempting to command big money.

The difference is that now the Porsche market has jetted off into hyperspace, with almost no air-cooled 911 available under £25,000 and it is worth undertaking a full-blown restoration of even a basket case, because a car with correct spec and provenance could easily fetch £100,000. Therefore, if the restoration is older than ten years, take a good, long, hard look. Buy a car with an old restoration at your peril, because even if it seems cheap compared with the top-whackers currently on offer, it could easily need re-doing, and a car that's been bodged is going to be more problematic for restorers today.

1. Study the history

It goes without saying that it's essential to check the car's history file. 'One of the first things I do is to look at the paperwork and work out what history is there, then go and look at the car,' Josh reveals. So, do the original chassis, engine and transmission numbers marry up? As well as the chassis plate and stamping in the front luggage compartment, there is another chassis number and it's hidden behind the knee guard below the dashboard to the left of the ashtray. Is the original service book stamped up? What do the major bills say about the way the car was driven and maintained? It's almost certainly slipped out of the OPC service network, but has it been looked after by reputable Porsche specialists? Can the mileage be verified? Has it been regularly serviced, tyres changed, suspension and brakes reconditioned? What evidence is there of major engine and gearbox rebuilds? What aspects of the bodywork have received attention, and from whom? Take time out to contact any of these agents and see if they remember the car. Any kind of genuine, objective, third-party evidence is valuable. Depending on the state of the project, whether basket case or ostensibly pristine, you must assess that everything is present and

correct. You need the in-depth knowledge of an expert like Josh to identify the authenticity of componentry and potential trouble spots.



To give us a head start across this minefield, we got our old friend Josh Sadler, founder of Autofarm and the shrewdest 911 expert in the world, to show us what to look for when checking out a prospective classic 911. The car we selected for our exposé is a 1969 blood orange 2.0-litre 911S belonging to Rob Hoskins. It's one of only three remaining right-hand drive 1969 S's out of just 30 imported into Britain. He bought the car for £2,000 for his wife Carol in 1983; they used it until 1996, then stashed it away with a view to a comprehensive rebuild, to which end Rob, a former tractor mechanic, painstakingly dismantled it. And that's why you see its bodysheet and component parts laid bare, which is

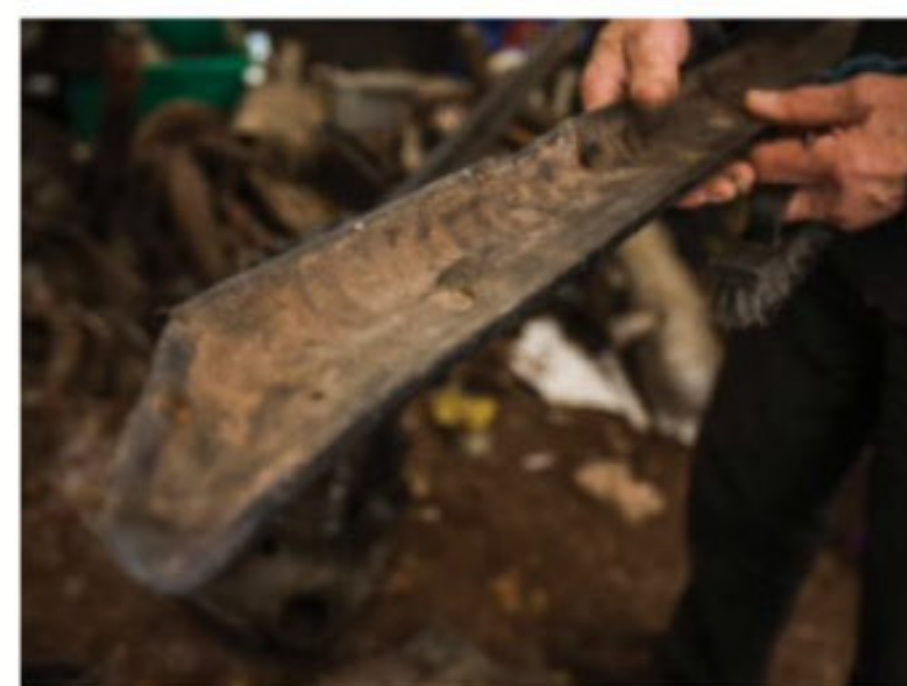
all the better for Josh to examine for general wear, tear and authenticity.

Is Rob's car the real deal? Bearing in mind he bought what was even then a 14-year old 911, some changes had already been wrought. Every body part carries a serial number identifying the year of manufacture, and some are specific to the car. Josh works his way around the piles of parts, cleaning and wire brushing the appropriate section of metal to reveal the all-important numbers. It's a grubby business involving close scrutiny and some heavy lifting. But if you follow Josh's ten tips, you should be able to detect telltale signs of future woes. If nothing sinister comes up, chances are you've landed a perfect specimen.

2. Patina is positive

Despite the foregoing advice and observations, Josh is sceptical about thoroughgoing restorations: 'If you're renovating a car, do you preserve some patina? Because at 46 years old it has seen life and there's honest patina. If you're paying half a million pounds for a car, the history, the life it's led and the stories the patina will tell, are going to become increasingly important. I love honest patina, history and originality, I love modifying them and going racing in them even more, because that's what they were built for, but this high-value game is putting a hell of a discipline on us to retain originality at the expense of authenticity.'





3. Be prepared to refresh the interior

Sunlight fades upholstery and trim, usage wears fabric and stitching, and at this stage it's probably easier to replace the seats and carpets. The trim panel around the rear bulkhead is made of formed hardboard, which you might be able to re-cover, but those beside the rear seats are plastic

mouldings and should be intact. It's good to have the original door tops for this model too. Door cards were basket weave originally, but when they are badly worn you would just make new ones. The speakers would also likely need to be replaced, so check them.

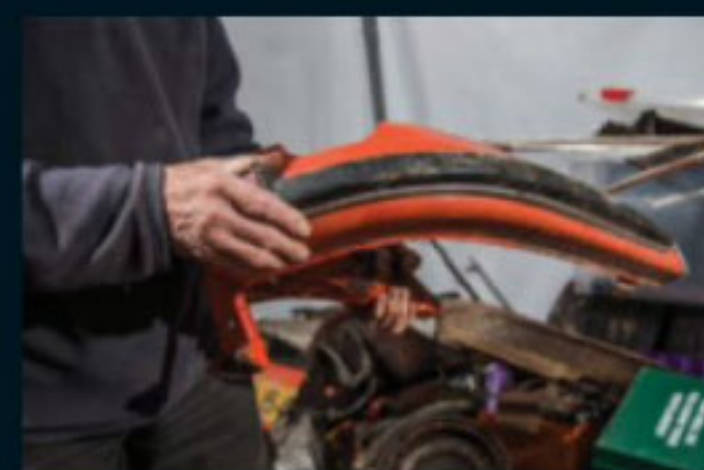
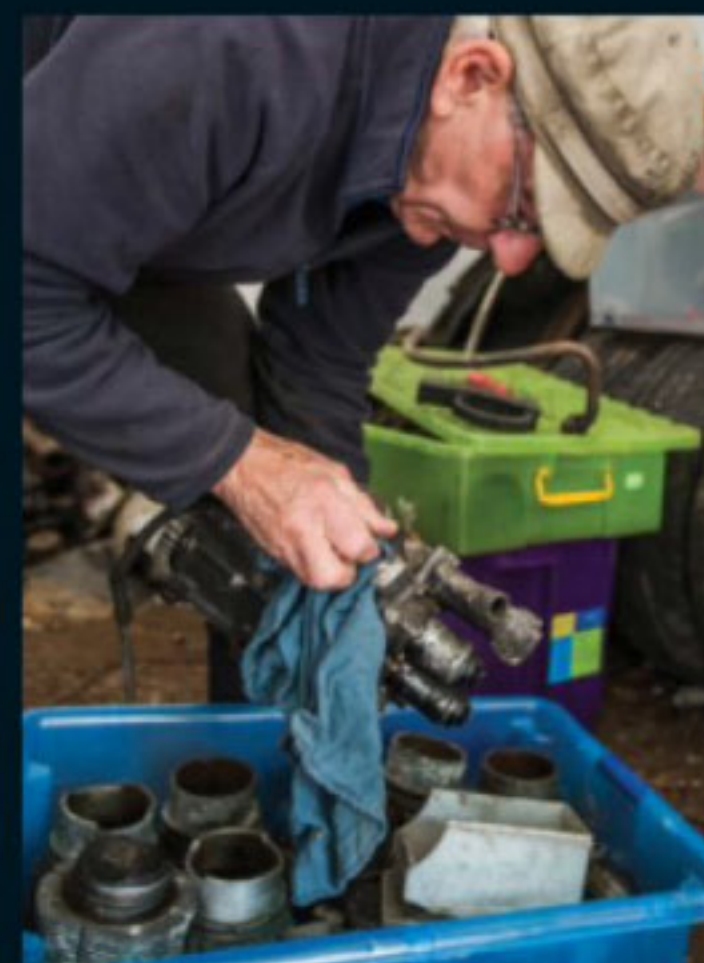
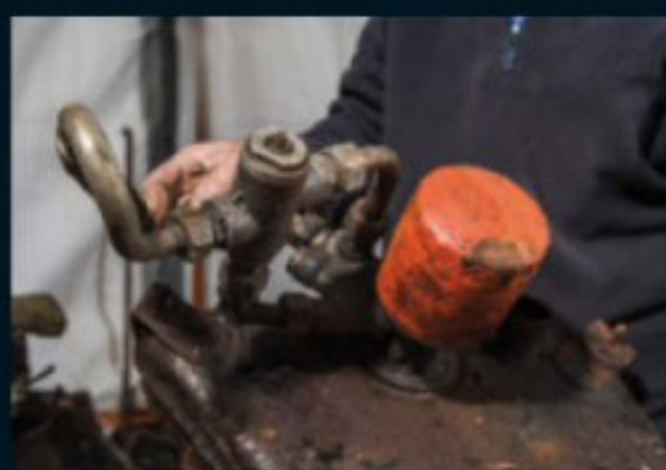
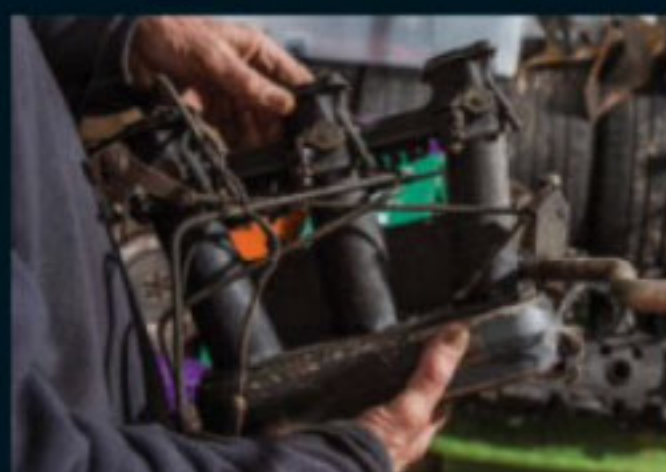


5. Ensure the numbers match

Josh indicates the number stamped on the gearbox casing: "That will tell you it's the original, though you need the paperwork from Porsche to confirm it. You can work it out roughly on the basis that, if it's chassis number 1,000 or whatever, the gearbox isn't going to be hugely far away. However, because they put the five-speed gearbox in all the models, the numbers go much higher than the chassis number. The engine numbers are higher than the chassis number because Porsche put it in the Targa as well, but they built less Targas. I haven't found a way to match that production number to the engine number because they had a huge flood at the factory in 1969 and they lost a lot of their cardex records, so it can get quite tricky."

4. Check the spec tallies

The 1969 911 S is a rare car, with only 1,492 Coupés built. The 2.0-litre flat six develops 170bhp at 6,800rpm and 183Nm at 5,500rpm. "A peculiarity of the 1969 - 1971 S's is that the oil system runs through the chassis rails," says Josh, "which is a bloody nightmare, but if that's missing you think, well, sod it, it's too much work." In this case the oil pipes were still connected when Rob was running it. The oil cooler is aluminium alloy and will probably leak if it's the original, so repairing it will be very difficult. Check that the oil pipes are all present and intact, especially the union with the oil tank, plus the thermostat housing and pipes which are peculiar to the '69 to 71 S. A new oil tank and oil pump would be an advantage.



Assessing a restored 911 project: the dos and don'ts

The real deal

Do check the car's provenance via bills and service book stamps. Call previous owners and service agents too.

Matching numbers

Do ensure that the driveline numbers tally with the logbook. Every main part has a date stamp that identifies the specific year of manufacture.

Take your time

Don't be in too much of a hurry to buy, no matter how convincing the evidence. Marry in haste, repent at leisure, as they say.

Inventory check

Do make certain that everything's present and correct according to your target 911 model spec and year of manufacture.

Expert inspection

Do hire an expert like Josh Sadler to assess the car, especially if it's in bits like this one.

Magnetic attraction

Do take a magnet to check for filler. A magnifying glass, toothbrush-size wire brush and screwdrivers will be handy too.

Nuts and bolts

Do make sure that if it's been stripped, it's been done intelligently. "This makes life a hell of a lot simpler if you've got the nuts and bolts, timing chains, cogs, stack pipes and the rest of the injection system," Josh tells us.

Assess the wheels

Don't forget to check that it has got the original wheels, as the market has got so pedantic. The date stamp is located on the inside of one of the Fuchs' spokes.

Check for dings

Do look for signs of impact damage. If the car has had a hard life, the gap closes up where the rear edge of the door and window meets the B-pillar, and the edge of the window frame hits the alloy trim and marks it.

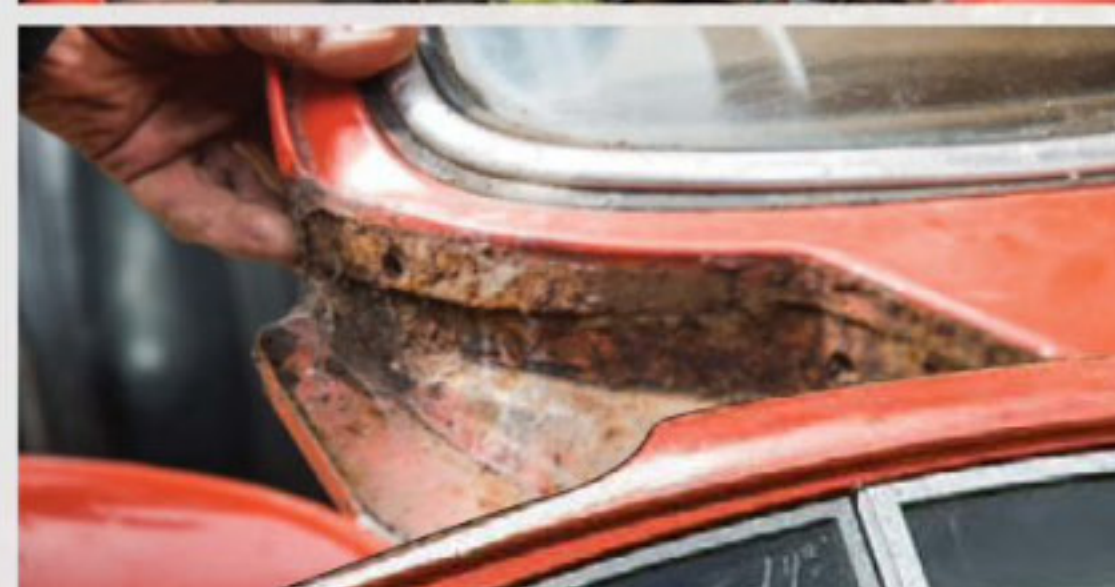
6. Scrutinise the bodywork

Mechanical components can be replaced, but a 911's bodywork brims with perils. "Here are the things that I would look for based on this car," says Josh: "the front lip was in one piece, joined all the way along, and the replacement ones had drainage slots – they changed the drainage slots halfway through 1973 – so if a car's got its original front lip then you think, 'this is going to be a good car because it's not gone rusty'. One of the first things it loses is that front lip, as the water sits there because there weren't any drainage slots. This one has rotted away altogether and fallen off, and you can see it's got a replacement crossmember because this projecting section of inner wing was actually from when Porsche went to the impact bumper cars in 1974, and the battery arrangement was all different."

"The inner wings look reasonably sound, but you get cynical as the decades tick by," says Josh, "and unless you've got a piece of bare metal you just don't know what you are looking at, and this is covered in bitumen. Where the outer wing joins the inner wing, there's a mud trap running all the way along the top and it rots out the inner wing. Then you start looking: is there any distortion in that front floor? If they get a shunt at the front it loads up the front panel and it will distort that floor, and it takes a very

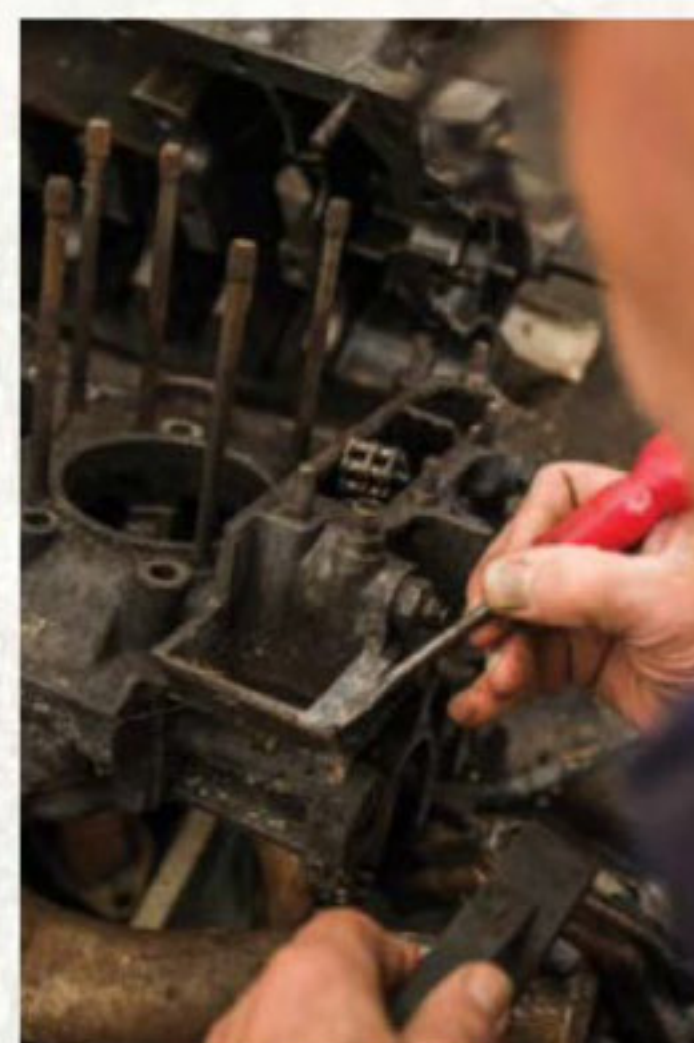
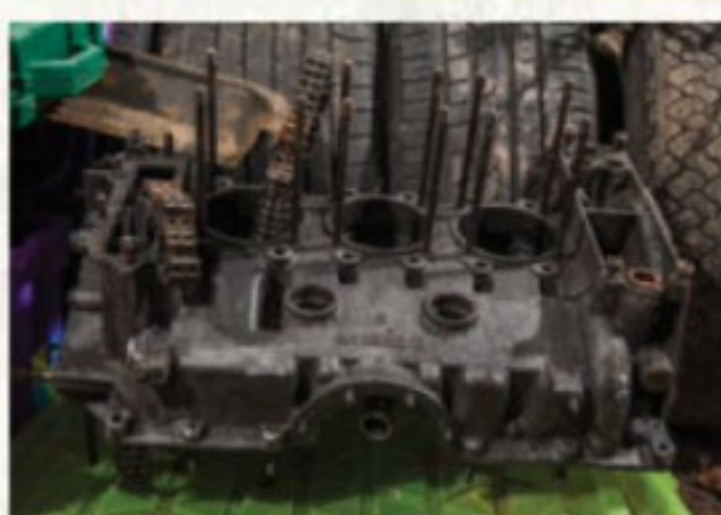
good man to get the shape of the floor back. If it was done in a period when the car wasn't of very high value, then they didn't bother. All the rubbers grow old and perish, especially if the car is parked outside in the sun, and then they start to leak, so the car fills with water. Sunroofs are a nightmare as the drains down the pillars clog and rot. The base of the A-pillar is a flex point, so if you've got a sunroof and the water drains are not totally watertight, you'll find corrosion there and it's difficult to get at – get the front wing off, get the windscreen out, get the dash trim off. But if the car needs such a huge renovation it doesn't matter, because you can jig it and you'd rebuild the bare body shell. In this case the rear wings are really quite good; they normally go rotten all down the side of the engine bay because there's a mud trap. The rear window rubber perishes, it leaks and the soundproofing holds the damp, but this feels quite solid where the inner wing goes in down to the kidney bowls, and the mud builds up and rots through."

"You can sometimes get a car that's gone pretty rusty but the core has not been mucked about with. However, this one has seen a lot of life and it's obviously been standing a long time, so I can't see any choice other than bare shelling it. It isn't worth tackling any other way."



7. Crank case numbers

All 911 crankcases bear a stamp identifying their individual engine number, and it should match what's written in the logbook and service file. This car was taken off the road in 1993 when a piston scored a barrel and chipped its skirt, possibly caused by a lubrication issue, but which should be a straightforward repair in the course of a rebuild. There's a more fundamental issue in this case which is that the crankcase engine number has been ground off at some point, making Josh doubt that this is the original. There is a way of identifying the missing number according to Rob: "there's a solution that you can spray on the metal, warm it, and it will bring the number up so you can get a legible photograph of it." This is a 46-year old car hailing from an era when engine transplants were rife. Even ten years ago nobody really bothered about matching numbers, but unfortunately now, hard-nosed buyers do.



8. Watch the clock!

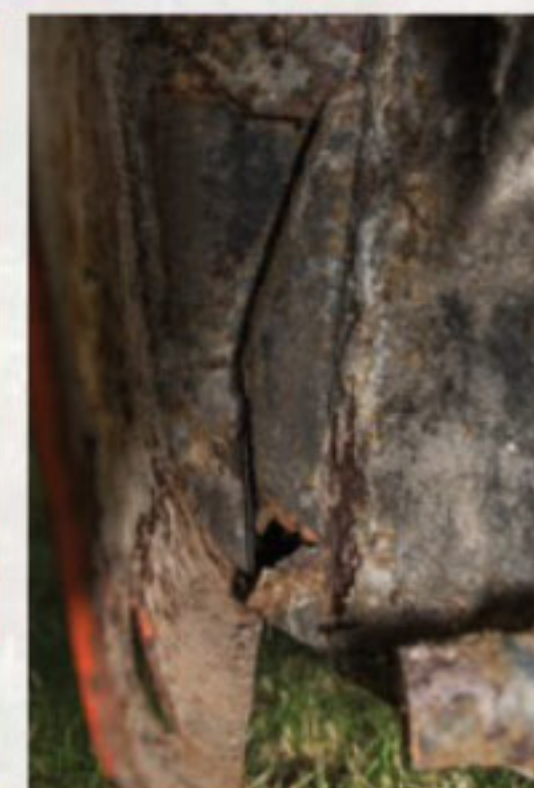
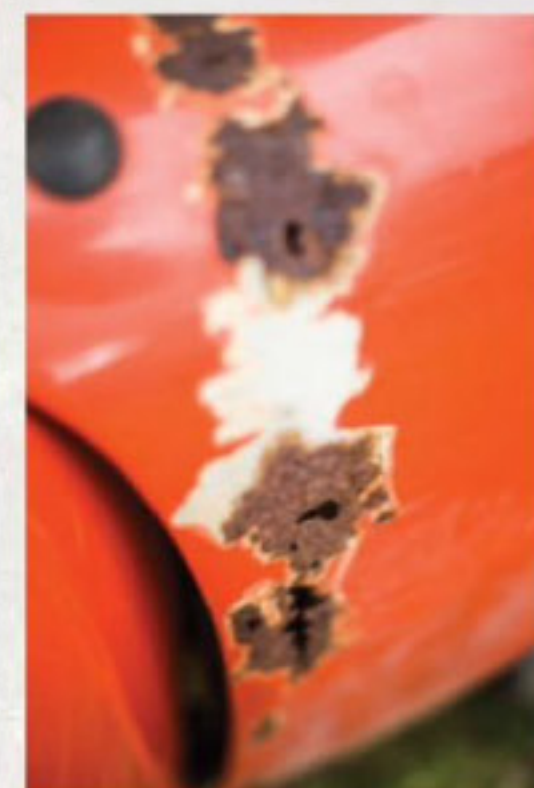
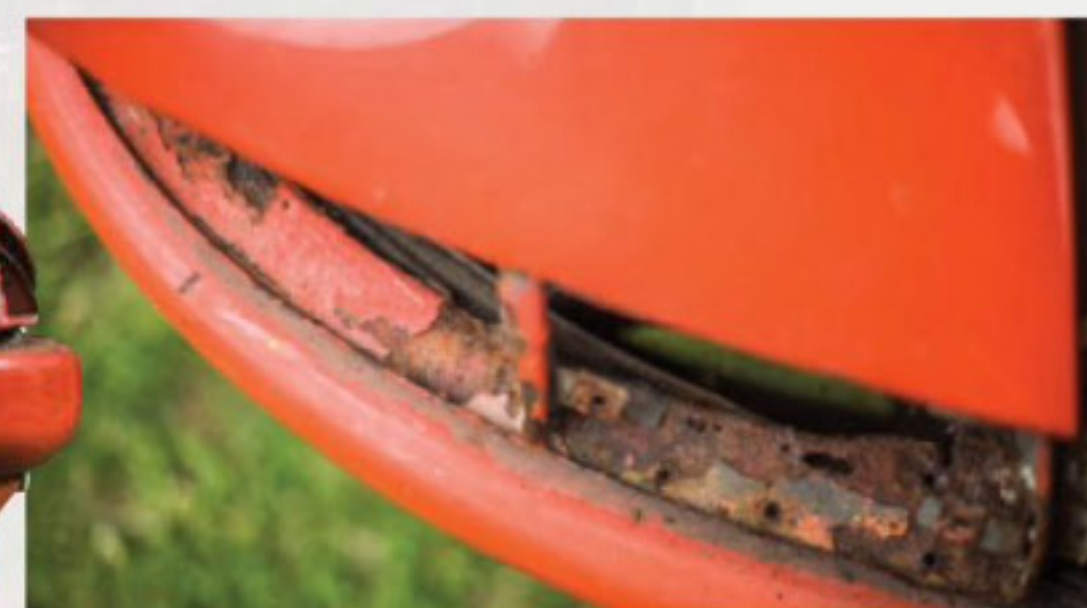
Josh checks the speedometer to see if there's a possibility that the car's been clocked: "The more the market evolves, the more 911s become investments rather than cars for driving. Whatever you think about that, history becomes increasingly vital, and if at some point in time it's had a 'haircut', then you need to see if you can identify when that was. They usually lose 20,000 to 30,000 miles at around the 70,000 mark. This car is from the last year when the instruments were held in with two studs and clamps behind, so you've got to get your hand behind the dash and get the nuts and clamps off before you can pull the speedometer out to check it's not been tampered with or it's got the original date stamp on it. All the 1965 to 1969 cars had the same set up. What you're looking for is for that swaged rim under the rubber seal to assess whether it has been tampered with. When they manufactured them it was a smooth swage, but if you run your finger around at the back of the rim, this one is not smooth. That's because you need to prise the rim off to get inside and twiddle the little wheels and change the numbers. You're also looking for the date on the back of the speedometer, and this one reads 1268, like on the wheels."



9. The three stages of rust

"The obvious bits to look for are what I call 'first-generation rust: the sills, front cross member, front panel lip and obviously the exterior panels, particularly the base of the windscreen pillars," summarises Josh. "You do your first renovation, and then 'second-generation rust' starts to appear: the chassis rails and the inner wings, and if the suspension mounts rot out, then you really are in trouble. Then you've got a question mark on your hands, especially if somebody has done an external renovation and fitted new wings and door skins – you've got a car that looks beautiful, but underneath it's trying to imitate a spider, so what do you do? That's when you have to think, 'am I going to strip this down and bare shell it? Is it worth that sort of investment, or shall I just botch it up for the MOT and sell it?'"

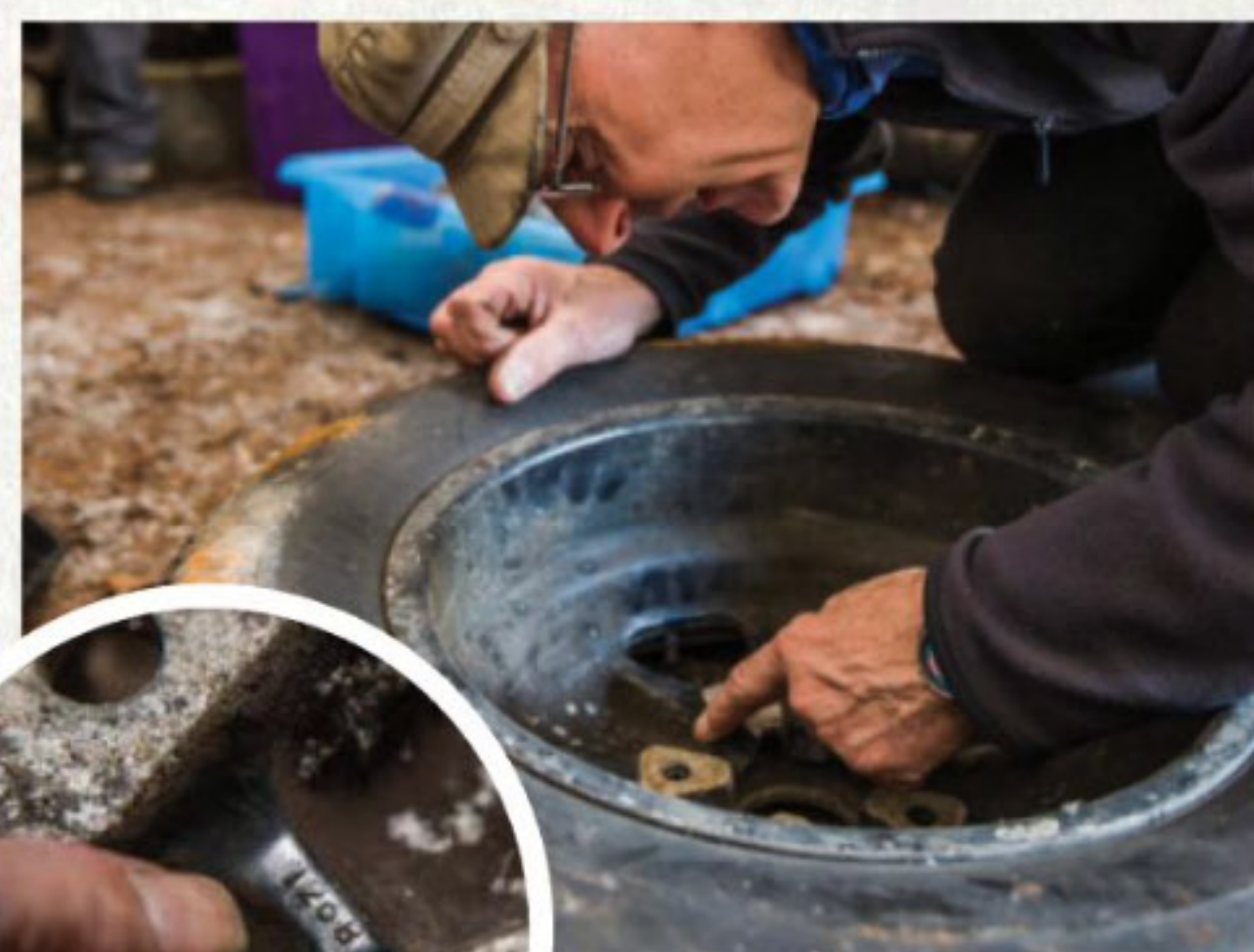
"When that secondary rust starts to get into it, you look at the door skins and the door shells which go at the bottom, and you can see through the floorpan in several places, which is the third stage of rust. So it needs a floorpan, it's getting quite significant, and this is when you stop and say, 'right, where are we going with this car?' Back in the day it wasn't that significant, we even threw cars like this away. But if you argue your 911's evolution: obviously the first S was important and the 1969 S was very important – far more than the market recognises at the moment. The 1972 S was more important than the 1973 S, but the market doesn't know the difference. However, until the market value takes another leap forward, is it a viable proposition?"



10. Check the wheels are genuine and in-period

Wheels are not necessarily interchangeable if you want originality. For instance, the correct Fuchs wheel for a 1969 S is stamped 1268 (December 1968) on the inside of one of the spokes. This car appears to have two slightly later Fuchs wheels, probably from a 2.2-litre 911.

There's also the issue of tyre age to consider. "I wouldn't like to go far on those," declares Josh, looking at the tyres – from 1993 – still wrapped around the Fuchs here. The tyres will have significantly degraded in that time, so get them changed before your first drive. **911**



996 THE FIRST REVOLUTION



The new turbocharged Carrera generation represents a seismic shift not seen since the switch from air to water-cooling in 1998. Total 911 looks back on that change and assesses the 996 nearly two decades on

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



That the air-cooled 911 needed to change was no secret: the problem was that the longer this change got delayed, the more difficult the transition would be. Porsche was already considering the 911's successor by 1972 and the result was the 928. A fine GT, the 928 never gained acceptance with Porsche purists because it was heavy and too far removed from the Porsche tradition. So instead of replacing the 911, the 928 would run alongside it for some 18 years. After the long stasis of the G series, in the mid 1980s Porsche finally set about modernising the 911: the 964 would have a Norbert Singer-designed floor pan with improved aerodynamics, MacPherson strut suspension and ABS brakes, and (at last) power steering; four wheel drive and auto-transmission options were also intended to bring the 911 to the level of its competitors. But if class-leading performance was hardly lacking, the conservative styling (the Board would not sanction any changes above the level of the axles), the raucous, if extremely willing, flat six and the indifferent ride ensured this was another 911 that would not widen its constituency. In a growing market this might have mattered less, but the 1989 911 was launched into the downturn which had seen the US dollar lose half its value and Porsche lose rather more than half its profitability. At the top of the company, heads rolled. A new technical director, Ulrich Bez from BMW, laid the groundwork for a new 911, the 993, and his design chief, Harm Lagaaij, oversaw the most dramatic styling change yet seen on a 911 – the fared-in

headlights. In fact, the 993 was originally intended to be rather more radical than it finally turned out – a V8 engine, new cabin and smoothed gutterless roofline not the least of the upgrades which had to be sacrificed on the altar of cost. But the 993 did benefit from an entirely new multi-link rear suspension, developed for the stillborn four-door 989, and a carefully reworked flat six.

It was a qualified success – as Harm Lagaaij later put it, “customers looked at it and said ‘ah this is what I want, a little improvement, but not too much.’” In a four year career, 72,000 cars were made against 50,000 964s over a similar period. Road testers were more complimentary about the new 993 than they had been about a 911 for many years. They especially appreciated its ride, refinement and new-found agility, and were prepared to forgive the archaic aspects of its cabin and the racket of the cooling fan. The 993's rounded looks appealed universally and

the model was an undoubted morale booster for Zuffenhausen. However, it was clear that the air-cooled engine, quite apart from being complex and costly to manufacture, could not continue to pass the calendar of emissions regulations scheduled to begin in 1993 with Euro I. Drive-by noise rules were also becoming increasingly problematic, as was the matter of building modern crash protection into the 911's 30-year-old body.

It was at this time that the most dramatic and controversial decision of all was taken: Porsche could not survive with one model – the four cylinder 924 and 944 had been vital to the company's profitability for 20 years – but neither could it afford a second separate model line. Technical director Horst Marchart is usually attributed with the idea of the joint 986/996 platform, though he says it was Wiedeking who encouraged this ‘outside the box’ thinking. Platform sharing is the basis of global auto ➡



Top: Longer and wider than its predecessor, the 996 still retains that classic 911 silhouette

Right: After years of being unloved, values of the 996 are on the move at last

production today, but a quarter of a century ago the concept was relatively undeveloped and the idea of making two sports cars from one chassis was entirely novel. The two models, the future 996 and a mid-engined convertible (the Boxster), would be developed in parallel – they would share chassis, running gear (including front suspension), cabin fittings and use the same flat six water-cooled engine block. Their performance would be differentiated by engine size: 2.5-litres and 200hp for the Boxster and 3.4/300hp for the 996.

When it did appear, the first 'new' 911 in 34 years still created a minor sensation – 185 millimetres longer and 30 millimetres wider than its predecessor, with larger, flush-fitting glass and a contemporary modern cabin. It was still unmistakably a 911, but a 21st century interpretation. Only diehard purists disliked it. Under the hood, the new water cooled 3.4 could, Autocar discovered, propel the manual 996 to 60mph in 4.6 seconds and reach 100mph in another six. A top speed of well over 170mph

completed a compelling performance package. The new shell was 70 per cent stiffer than the 993's and this, combined with a wider front track and longer wheelbase, endowed the 996's handling with a new level of fluency and adjustability. It had all the responsiveness of the previous model and the strongest criticism Autocar could muster was that the 996 had become more 'predictable.' Ride quality and stability at high speed made the new 911 a superior motorway cruiser. The trade-off was less communicative steering and overall, though it made its predecessor feel antique, the 996 lost some of its character. However, the lighter (cable rather than rod actuated) gearshift, better visibility and suspended instead of traditional floor mounted pedals, made this 911 easier to drive and would undoubtedly broaden its appeal, essential for the 911's continued survival.

Editor, Steve Cropley, was very keen to see whether the 996 was still the sports car he remembered from his days as a Carrera 3.2 owner. "I admire the 996 greatly, and against a Ferrari F355 it is fine value for money. But against my original list of primary questions things are different: does it have the purity of the original? Sort of. Does it oversteer? It can be made to but the feeling of having to control the car has gone. Does that

wonderful engine note survive? No. The steering is impressive, even great by other standards, but definitely duller than its predecessor."

Cropley's view represented old school Porsche owners: unlike many of them, he could accept that the 996's front and cabin were shared with the cheaper Boxster, but his comments, and those of others, about the advent of a 911 that wasn't challenging were heard in Stuttgart. The 1999 GT3 would be the Clubsport Cropley said he wanted Porsche to build him and the sports exhaust would restore the 911's aural presence.

Cropley went on to reflect that the 996 "is a well equipped, great value car with a sky high reputation and brilliantly built." Whilst there were remarks about the disappointing quality of some cabin fittings, all commentators admired the 996's engineering and here, of course, events would prove them sadly wrong. The urgency with which Porsche had needed to market its new range meant that the entirely new engine turned out to be insufficiently developed. Early problems with cracking cylinder heads on the 3.4 engine, attributable to inadequate coolant flow, were eliminated in 2001 on the 3.6, but more fundamental problems persisted. A tendency for the rear main seal to leak was blown out of proportion by internet forums which had alerted



The 996's interior is well appointed, even if criticism was aimed at the use of cheap materials. The real talking point though were those 'fried egg' headlights, which strayed from the 911's traditional design



owners to the cylinder head issue. However, the worst engineering flaw of the M96 unit was the intermediate shaft which drove the camshafts. The bearing on the business end of this heavy shaft was sealed, but it could leak. Oil ingress from the engine would wash out the remaining grease and the bearing would fail, wrecking the engine. This disaster would often occur outside Porsche's ungenerous two year warranty and though the company made a heavily subsidised replacement engine available for a period, it never openly accepted liability and even this offer was withdrawn after a few years. Over the life of the M96/7 engine Porsche modified the IMS bearing four times without ever completely eliminating the problem. The 996 became the first 911 to have a less than 'sky high' reputation and its used value fell accordingly, accentuated by oversupply.

Today, the 996 is seen in a different light. An aftermarket has developed, offering redesigned IMS bearings, which largely eliminate the risk of catastrophic failure, and used Porsche values have increased astronomically. Where once a well-worn Carrera 3.2 was the entrance to 911 motoring, a usable air-cooled model is now likely to cost £25,000 and the lowest priced 911s, like the unloved 996, are creeping up too. Where once the 996's smooth lines caused contempt among

diehards who thought it looked too feminine, we now appreciate its uncluttered, flowing coachwork in the same way the simplicity of the pre-impact bumper cars is admired. All new cars are bigger and, beside a wide body 991, the 996 looks dainty. Yet its 2+2 cabin is functional and spacious – a correctly maintained 996 will still be good for 0-60mph in 5.5 seconds and as near to 160mph as you might ever want to go. Against today's 991, it feels involving and analogue, like a refined 993. On a winding road the 996 feels secure, but with only PSM to interrupt the flow, it still reacts to intelligent driver input. In seven years, Porsche built 170,000 996s: a good example will be a usable investment and is likely to evoke admiration rather than sneers.

This early 3.4-litre Carrera is typical of the value for money a carefully selected 996 can represent. Bob Johnson looked at several cars before choosing his blue Tiptronic 1999 C4 in February 2014: "It had a full Porsche service history to back up its 68,000 miles and was an automatic, but that suits me because most of my mileage is motorway or in traffic, and I got used to four wheel drive on my Audis," he tells us. Bob makes clear this 911 is his main commuting car: in 18 months of ownership he has driven the 996 almost 12,000 miles.

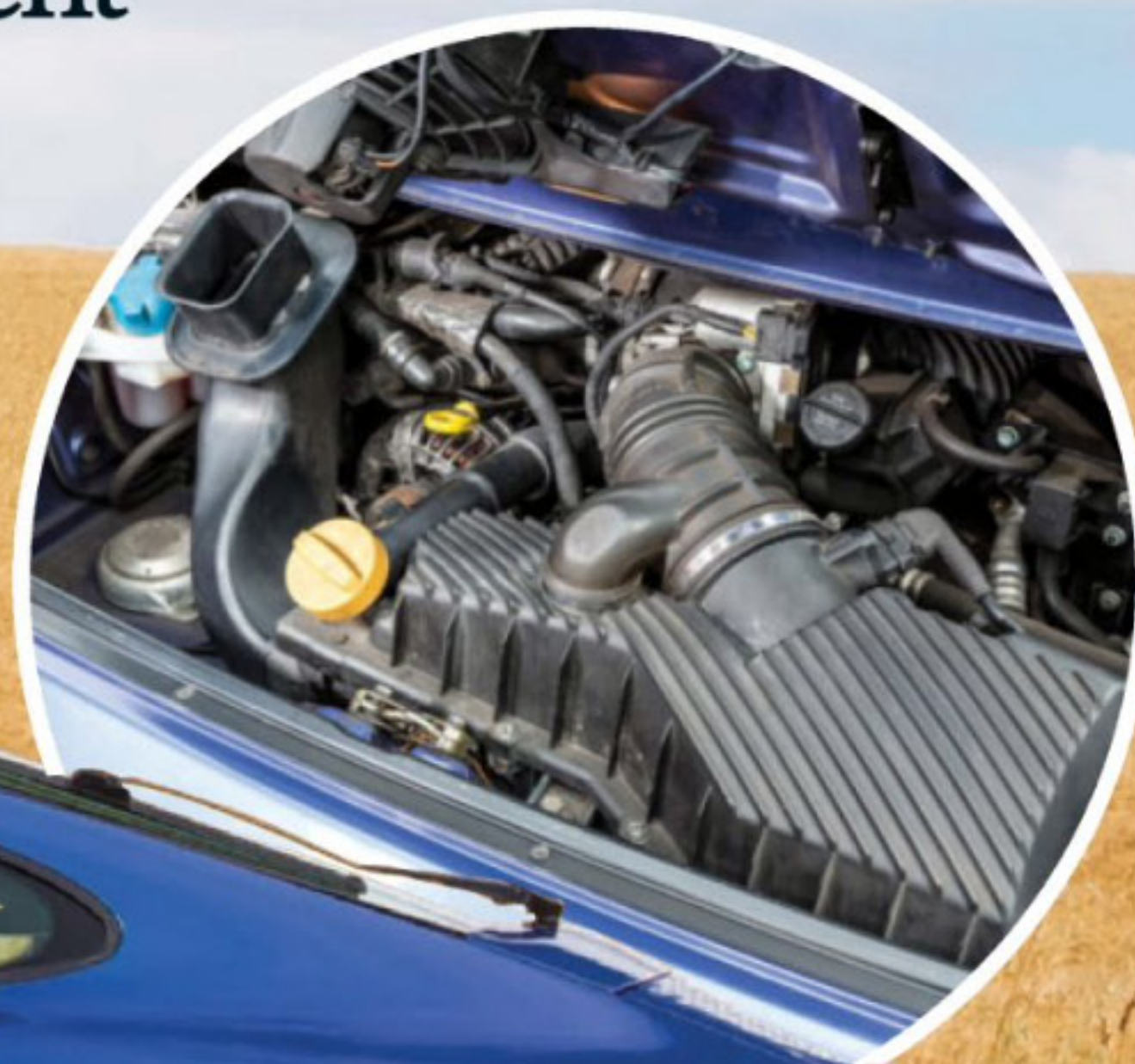
As a precaution Bob had an aftermarket IMS fitted, and remedial work involved new trackrods, a replacement gearbox sump cover and engine sensors; new coil packs eliminated a misfire. "I get scheduled servicing done at an OPC to maintain the history record, but other work I entrust to independents. I paid £10,000 for the 996, but I've recouped what I've spent on improvements since then because of the rise in their values," he says.

For a 16-year-old, the blue coupé, which lives outdoors, has lasted well – Bob has not started cosmetic improvements yet. A good waxing is all the exterior needs and the state of the cabin contradicts the view that 986/996 interiors deteriorate badly. Wear on the driver's seat bolster is inevitable, otherwise the seats would respond to a leather treatment, and none of the knobs or switches exhibit signs of use. This 996 has factory fit options: mahogany inlays for doors, fascia and steering wheel, and lowered suspension.

On the road, it's clear that most if not all the Porsche's 300 horses are present and the 996 romps away under full throttle, the five-speed Tiptronic changing ratios smoothly. The ride is quiet bar a rattle from the fascia and the 996 steers with the feel you would expect in a newer car. The 996 can be enjoyed as a weekend car or a daily workhorse which is depreciation proof. **911**

“In seven years, Porsche built 170,000 996s: a good example will be a usable investment and is likely to evoke admiration”

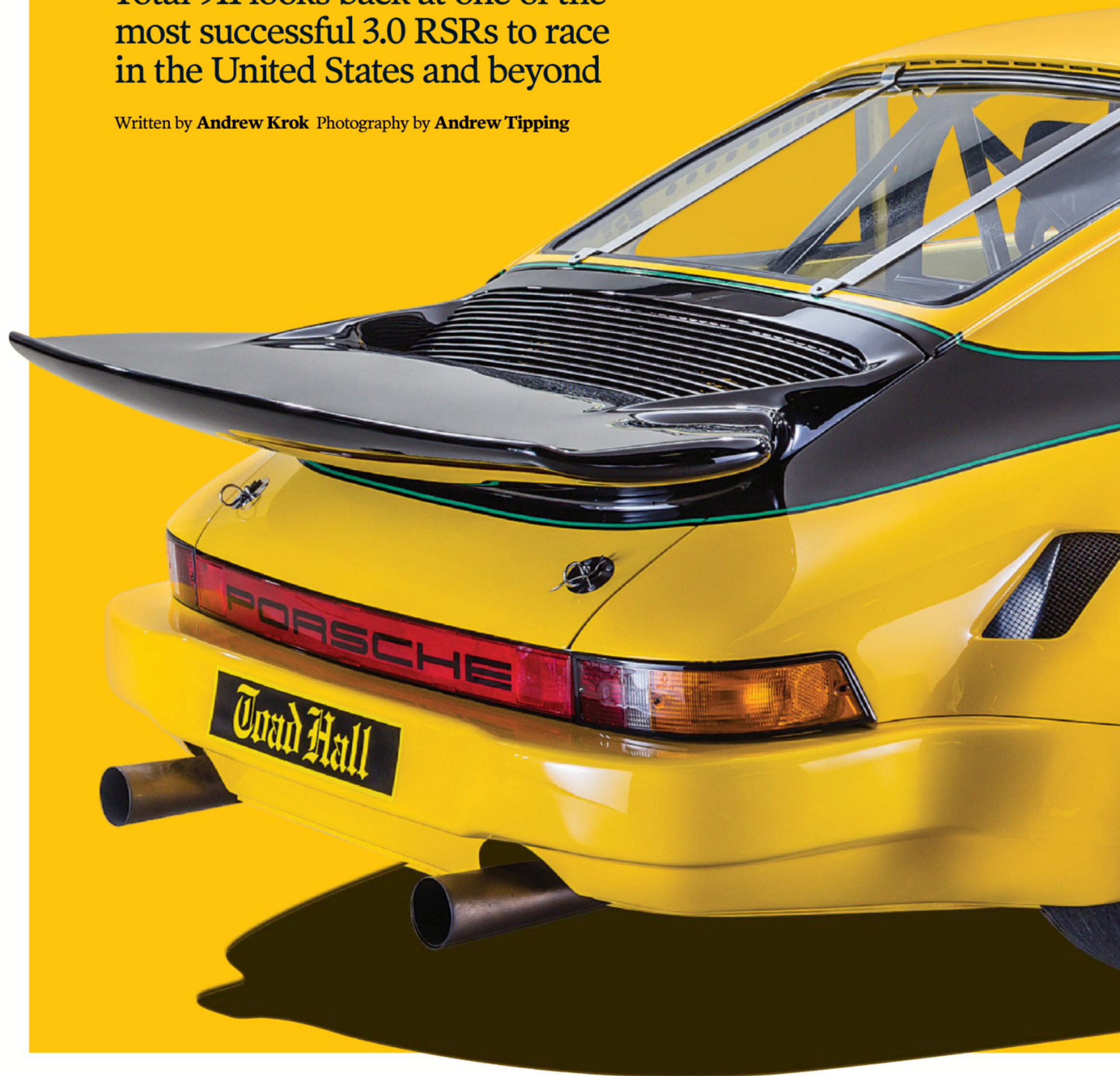
Below: Its problems may be well documented, but there's plenty of fun to be had from an M96 flat six



TOAD HALL'S WILD RIDE

Total 911 looks back at one of the most successful 3.0 RSRs to race in the United States and beyond

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



The 917 was the first car to give Porsche an overall win at the 24 Hours of Le Mans. However, that success would prove to be short-lived, as the FIA promptly banned it at the end of the 1971 season for being such a dominant force. Thus, Porsche needed to go back to the drawing board. This time around, they conceived a production-based, naturally-aspirated

race car that would go on to become one of the most sought-after race cars ever – the Carrera RSR.

The RSR started out as a 2.8-litre, 280-horsepower racer that was run by both privateers and Porsche's works team. However, by 1974, the team were already elbows-deep in their attempt to create a turbocharged production-based car – a project that would go on to spawn both the 934 and 935, venerable champions in their own right. Thus, when Porsche created the

330-horsepower RSR 3.0, it was only ever raced by private teams. Approximately five dozen RSR 3.0s were created and sent to private teams around the world. One

of those, 911 460 9049, is the one you see gracing these very pages.

Porsche's 3.0 RSR represented a serious departure from the smaller 2.8-litre models. Aside from increasing displacement, the 3.0-litre replaced the magnesium crankcase with an aluminium variant, in order to better handle the physical forces that came with this bump in output. The 3.0-litre complemented its increase in power by way of wider wheel arches, a full-width front spoiler and the ubiquitous 'whale tail' rear wing. In lieu of torsion bars, the 3.0's suspension was updated to utilise coil springs as well.

This specific car, the third 1974 RSR 3.0 ever built, was sold directly from the factory to Michael Keyser of the Toad Hall Racing Team, for use in the 1974 IMSA Camel GT championship season. The year 1974 was the only occasion that the





Camel GT series would leave the United States, undertaking races in both Mexico and Canada too. This also marked the first year that only two racing classes existed: GTO and GTU. TO and TU, which were classes for former SCCA Trans-Am race cars, were discontinued and merged with GTO and GTU. Other notable contenders that season included the Chevrolet Corvette, BMW 3.0 CSL, Jaguar XK-E and Alfa Romeo Montreal.

Michael Keyser was quite the accomplished race car driver by the time 9049 made its debut in its dazzling Toad Hall livery. Keyser started Toad Hall with his photography partner John Shaw, and their first driver was Bruce Jennings in the 1969 SCCA Trans-Am series. Later that year, Keyser himself began learning to drive, and the following year he and Jennings were participating in FIA events. The racing bug had bit, and it bit hard.

During the 1974 season, 9049 had two primary drivers, Keyser and Milt Minter, the latter of whom had been racing since the 1960s. Together, encased in an RSR with a 'Rain-X yellow' paint job including black and green trim, the pair started

the 1974 season strong, achieving a second-place finish in the car's first outing at the Atlanta 6-Hour race at Road Atlanta – ironically enough, the only car it lost to was also an RSR 3.0, driven by Al Holbert and Elliot Forbes-Robinson under the Paris Properties banner.

From there, 9049 would go on to achieve two third-place finishes at the Ontario 4 Hour and Mid-Ohio 5 Hours, and a second-place finish at the Alabama 200 at Talladega Superspeedway. 9049's first taste of victory would come at the Lime Rock 100, a 100-mile race at Lime Rock Park in New York. It also won its class at the Watkins Glen 6 Hours, although its overall position was tenth.

That same year, Toad Hall and 9049 took its act overseas, competing in the 1974 24 Hours of Le Mans. Keyser and Minter were joined by Swiss driver Paul Blancpain, and the trio would race to an 11th-place finish in the GT class, coming 20th overall. Their 246 laps wasn't enough to compete with the best-performing RSR, run by Porsche Club Romand, which completed 312 laps for a third in class, seventh overall finish. This would be the

first and last time 9049 participated in Le Mans, but certainly not the last time the car would see overseas racing.

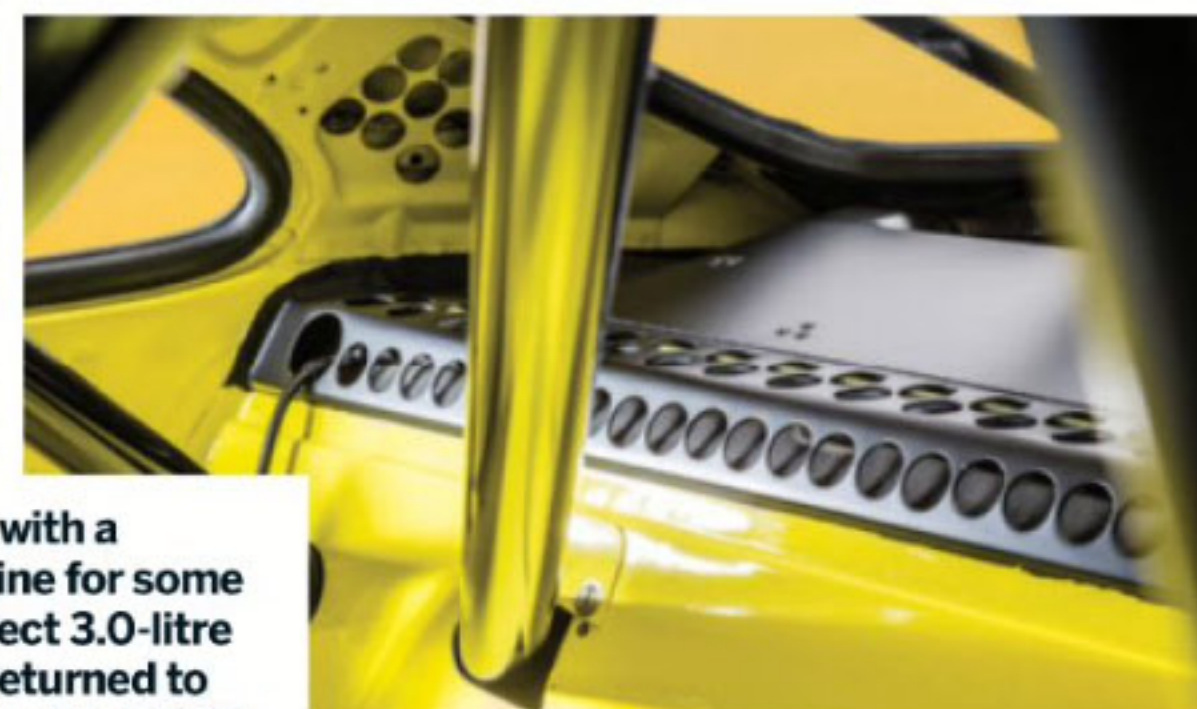
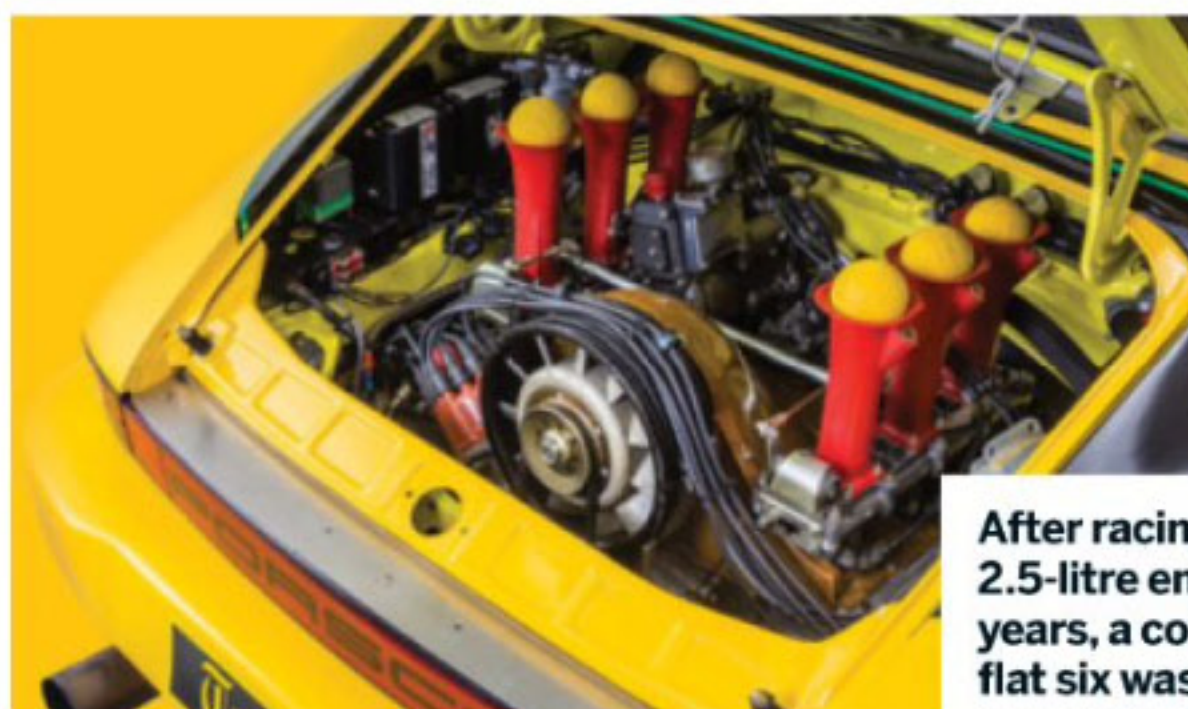
Keyser and Toad Hall took 9049 back to the 1975 IMSA Camel GT series, starting with the 24 Hours of Daytona in December 1974. Milt Minter was replaced with two Mexican endurance racers, Guillermo 'Billy' Sprowls and Andres Contreras. The three would go on to achieve a second-place finish at Daytona; again, their efforts were stymied by yet another 3.0 RSR, this time driven by Peter Gregg and Hurley Haywood of the Brumos team. In fact, the first six finishers that year were all driving 3.0 RSRs. The next race, the 12 Hours of Sebring, would find 9049 finishing 13th.

Keyser would go on to drive 9049 by himself for the majority of the 1975 Camel GT season, achieving a third place finish at Road Atlanta 100 Miles and a second place finish at Laguna Seca 100 Miles. At no other point in the season would Keyser achieve a podium finish in 9049; most of his remaining races ended with him placing somewhere in the double digits. Keyser and 9049's final race together took place at the Mid-Ohio 6 Hours, where he and George Dyer finished 29th.

9049 did not compete in the 1976 season. Instead of racing, Toad Hall sold the car to John Wood, an American driver. Wood's goal was to use 9049 to run in the SCCA Trans-Am series, but the car was not within the specifications laid out by the SCCA. Thus, 9049 underwent some bodywork revisions to adhere to these regulations. The two most serious changes to the car were the addition of a 1976 911 Turbo rear wing, and a reduction in the width of the rear fender flares.

With the body now meeting SCCA specifications, the car was cleared to participate in the 1977 Trans-Am series. Wood's time



Model Carrera RSR**Year** 1974**Engine****Capacity** 2,996 cc**Compression ratio** 10.5:1**Maximum power** 330bhp**Maximum torque** 314Nm**Transmission** Five-speed manual (type 915)**Suspension****Front** MacPherson struts, lower wishbones, coil springs over shocks**Rear** Trailing arms, coil springs over telescopic dampers**Wheels & tyres****Front** 10x15-inch magnesium alloys; 10.5/23.0-15 slick tyres**Rear** 13x15-inch magnesium alloys; 13.0/25.0-15 slick tyres**Dimensions****Length** 4,350mm**Width** 1,896mm**Weight** 900kg**Performance****0-62mph** Not tested**Top speed** 179 mph (est)

After racing with a 2.5-litre engine for some years, a correct 3.0-litre flat six was returned to power the Toad Hall RSR. The car remains primed for racing, with a front-mounted fuel tank and pared back interior



with 9049 did not get off to the best start; the car failed to start in the first race of the year at Kent. However, the remainder of the season proved to be a good one. Wood finished fifth in his class, Category I, at four races – Westwood, Road Atlanta, Mosport and Mont-Tremblant. Wood, with the help of American Formula Vee driver Robert ‘Bob’ Lazier, won the Category I class at the Watkins Glen 6 Hour race too. At the end of the season, Wood finished fourth in Category I with 80 points, trailing the third-place finisher by a 45-point margin.

In 1978, just after the 24 Hours of Daytona but prior to the 12 Hours of Sebring, 9049 was once again sold off. This time, it would land in the hands of the Miami Auto Racing team, helmed by drivers Jack Refenning and Dr. Ray Mummery. Oddly, 9049 traded hands without an engine being involved; thus, Miami Auto Racing had a blank slate on their hands. The narrow Trans-Am bodywork would prove to be a good fit in the IMSA Camel GT GTU class, but the team needed an engine that would work with the regulations. Therefore a 2.5-litre engine was sourced, and the car was sent to the 12 Hours of Sebring.

Sebring was not kind to 9049, despite initial testing proving it to be a very fast car. Troubles with the clutch would doom the car to finish

towards the rear end of the pack, passing the checkered flag in 52nd place. Its highest-place finish in 1978 took place at Road Atlanta, where Mummery drove the car to a fifth place finish. American driver Tom Sheehy would occasionally join Mummery, and the two closed the 1978 season with a 24th place finish at the Daytona 250.

The year 1979 was no better; in fact, it was much worse. 9049 did not finish outside the double digits in any of the four races it ran that season. It finished 16th in the 24 Hours of Daytona, 49th in the 12 Hours of Sebring, 20th in the Road Atlanta Grand Prix, and 17th in the Paul Revere 250 at Daytona. Thus, 9049’s racing career ended not with a bang, but a whimper.

In 1980, 9049 left the United States, having been purchased by Diego Febles, a Puerto Rican racing driver. The vehicle was raced on and off outside the United States, the specific history therein being a bit shrouded in mystery. After a decade-long absence from the U.S., the car once again returned to the States after being purchased by JR Borsos. Upon learning of its return, the car was immediately purchased by Kevin Jeanette, owner of Gunnar Porsche Racing. Jeanette was no stranger to Porsche’s racing history, having raced 934s, 935s, and 962s while maintaining a business that specialised in restoring Porsche race cars.

Jeanette and Gunnar were not satisfied to see the Toad Hall RSR in its then current state, Trans-Am bodywork and all. What followed was a serious restoration to return the car to factory fresh. The 2.5-litre engine was removed and replaced with the correct 3.0-litre unit. The narrow fenders were removed and replaced with period-correct wide flares. The Toad Hall livery was reapplied, and the car saw light use during its time at Gunnar. On one of Gunnar’s track days, racing legend Paul Newman took a spin behind the wheel.

In 2002, the car was sold to the Blackhawk Collection in California, where it sat for two years prior to its arrival at Canepa. After purchasing the car from Blackhawk, Canepa once again tore the car down, this time focusing on preparing the vehicle for historic racing. After an extensive teardown, rebuild, and subsequent track testing, 9049 was cleared for duty, Toad Hall livery as bright as the day it left the factory.

Naturally, a car of this calibre can’t stay in one place for too long, and shortly after its restoration at Canepa, it was sold off to a private owner. We can only hope that the new owner sees 9049’s incredible pedigree and continues to take it out to historic racing events, be it in the United States or elsewhere. One of the most successful U.S. RSRs should not be left to languish, after all. **911**





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**2007
997.1GT3**



Ben Przekop
Georgia, USA

Date acquired:
July 2012

The black Dodge Viper in front of me is throwing up a huge rooster tail of water as I chase him down the back straight of a very rainy Sebring International Raceway at over 100mph. Despite my intense concentration on the dangerous task at hand, I cannot help but hear Sam Posey's voice inside my head: "Racing in the rain is just plain scary, you can't see a damn thing".

I am struggling to see the Viper's brake lights, and along with a partial view of the braking markers on the left side of the track, I very carefully start my braking for the infamous 'Sunset Bend' with its double-apex and seemingly never-ending turn onto the bumpy front straight, where I need to avoid the deeper puddles that have more than once nearly sent me hydroplaning into the unforgiving walls on either side. Despite the constant tension of trying to feel how much grip I have in each part of the track, how much power I can put down and where I have to start braking in these constantly changing conditions, and despite the very real danger

that awaits even a millisecond of lapsed concentration, I realise that I have never felt more alive.

Sebring is a legendary race track where, since 1950, the world's top teams have made an annual pilgrimage to put their sports cars through a gruelling endurance test over its fast and brutally bumpy surface – for it is said that if you can last for 12 hours at Sebring, the 24 hours of Daytona or Le Mans is a piece of cake. Now that I have driven Sebring for over 200 miles through a mix of hot sunshine and heavy rain, I can certainly attest to the truth of that statement! Although Sebring is over 500 miles from my home in Atlanta, when I found out that Chin Motorsports would be holding a one-day event there on Saturday July 25, it suddenly seemed like a great way to spend a summer weekend. Saturday dawned with mostly cloudy skies that threatened rain, but thankfully the morning stayed dry which enabled me three sessions before lunch to learn the track and practice the proper line. Our luck ran out shortly after lunch when the skies well and truly opened up, but I never gave

a second thought to leaving early. For one thing, my Pilot Sport Cup 2 tyres were nearly new, and would handle reasonably well in wet conditions, and I really wanted to experience 'racing in the rain'. In addition, this was likely the only time I would visit this track, and I was definitely going to get my money's worth! It seemed the Chin Motorsports organisers



1978 911 SC



Wilhelm Lutjeharms
Cape Town,
South Africa

Date acquired:
January 2015



I had a good chuckle reading Kyle Fortune's update from two issues ago. I had the same buyer's remorse shortly after purchasing the SC. Worse still, it hit me a second time only a few weeks ago. Fortunately, after having a beer with the previous owner of the SC (who is also a serial SC collector/owner), he put my mind on the right path again. One friend simply said that you cannot sell a 911 unless you have your eye on another!

It is easy to get carried away with the updates or restoration you want to do on your car, but I've relaxed now and will take my time with each respective project.

Currently I'm looking for a new pedal board, or at least one which is in a respectable condition. Although a fellow enthusiast promised me one over social media, when I showed interest, I didn't receive any response. Nevertheless, I'm currently not sure if I should go down the original wood example, or rather opt for the (longer lasting) aluminium option.

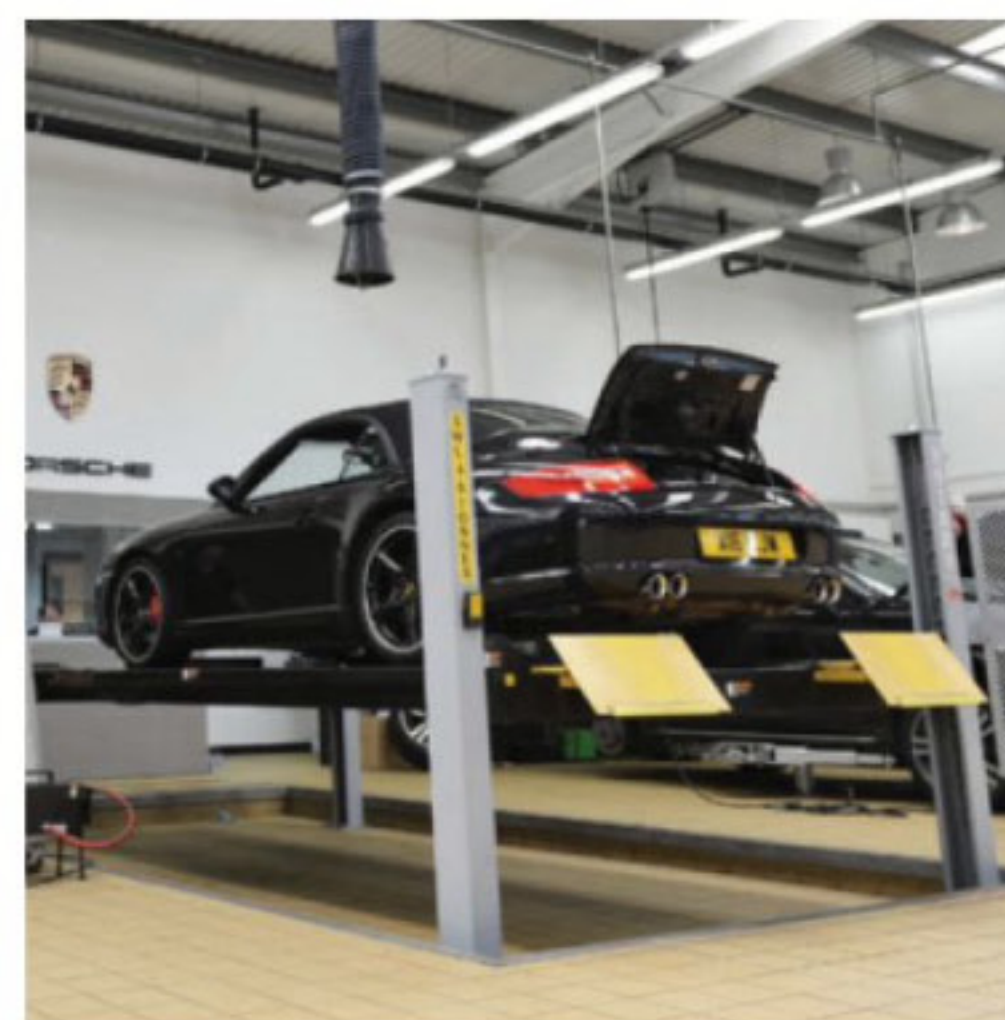
I've also received the two road tests in the post from 1978 and 1980, as I mentioned last month. Reading these gave me a better understanding on the condition Porsche was in as a company at the time, as well as the media's opinion of the Porsche 911. It made for some interesting reading.

2005 997.1 Carrera S



Chris Wallbank
Leeds, UK

Date acquired:
November 2012



were reading my mind as they announced that since there were only about a dozen of us still running, they were abandoning the standard 30 minute run groups, and anyone could go out for as long as they wanted for the rest of the day! So, as I was chasing down that black Viper in the gathering darkness, I was finishing a tough one hour stint and had been on track for a total of three and half hours in the most difficult conditions I had ever faced, when a little voice inside told me that it was time to finally call it a day. I had given this track my very best and learned a great deal about 'racing in the rain', as well as about myself. So I let the Viper go, drove one final cool down lap, and entered the paddock where I parked my now very wet and dirty GT3 in the pit lane garage. After shutting down the engine, I just sat there for a few minutes and listened to the ticking sounds of the engine cooling down, caught my own breath, and luxuriated in that wonderful sense of satisfaction that only comes when you accomplish something very difficult and very dangerous, and survive to tell the tale.

I'm really lucky that my job enables me to travel to different countries several times a year. This month I was on the Mediterranean island of Malta for a few days shooting cars, one of my favourite places for the variety of classic and modified motors it has to offer – not forgetting the simply stunning backdrops for photography!

Whilst travelling around the island I spotted a couple of Porsches both old and new. However, it was the registration plate on a brand new 991 Carrera Cabriolet that really caught my eye, which simply spelt 'CARRERA'. I was both envious and intrigued; we can't even buy a registration plate like this in the UK if we wanted to, as all registrations must include at least one number on them – and if even it was available, there would be

a rather large premium of at least £5,000-£10,000 to pay.

So, after a little investigating, a Maltese friend of mine informed me that in Malta you can buy a personalised registration plate spelling anything you want for just €500! That's the equivalent of just £350 sterling. I was absolutely amazed at this! Oh well... I'll just have to hold on to the dream that maybe one day I can retire to Malta with a classic 911 Turbo along with a matching '911 TURBO' number plate!

In other news my trusty 997S Cab was in for its MOT test this month at Porsche Centre Leeds and passed again with no problems apart from an advisory note on tire tread being below Porsche's rather strict guidelines – I am still waiting for delivery of the new tyres as they are apparently in short supply.

1982 SC & 1989 964 Carrera 4



Gina Purcell
Oxford, UK

Date acquired:
September 2004 &
April 2014

A few months ago, Steffi the SC spent a long day being pampered at Center Gravity. Since then, I've put almost 3,500 miles on her, with 2,800 miles covered during our recent Scandinavian driving holiday, so it's about time I spilled the beans.

My brief was for the feel of a "new SC, but about one inch lower in ride height". Not knowing the detail of what was involved, proprietor Chris Franklin explained to me all the mechanical alterations that would be needed to the front struts in the switch from track to road. Basically the difference was to make the struts less like a sport bike's more upright forks, and more like the angle of a road bike's inclined front forks. Steffi was going from Kawasaki Ninja to Harley Davidson.

Chris has a methodical approach to suspension and handling. Everything is stripped down, re-greased, reassembled, calibrated, checked, checked and checked again, with a holistic consideration for all the dynamics involved. He welcomes your curiosity and will go into great detail without 'blinding you with science'. SuperPro bushes have been used where necessary and I resisted the temptation to have Turbo tie rods installed, opting for standard SC ones. So, after ten hours solid work, what was it like?

I spent a lot of time carefully feeling my way into the car again, as Steffi was now running 'fast road' geometry and, unsurprisingly, felt very different. Previously, she could be hustled along in the dry, with her weight having less bearing on my inputs (within reason) due to her sitting lower and containing the resultant forces. The old steering was quite light and



direct, but numb. I was always aware that there didn't seem to be as much feedback as my first (non-sport) SC. In the wet, alarming and sudden understeer mid-bend was an omnipresent threat.

Even though the car's rake angle had been decreased from 1.3° to 0.8°, when combined with a modest raise in the front ride height I was aware I was looking 'along' the road, not 'down' into it. Then I really noticed two things: the increased weight of the steering in bends and the increased amount of old-school SC 'feel' that I remembered. These two characteristics seemed at odds, but must be a result of the new geometry placing the front tyres flatter to the road.

The raised ride is 'calmer' than before and more stable, yet it's massively more supple; in Chris' words, 'letting the suspension do what it was designed to do'. Steffi doesn't suffer much 'bump-steer' any more, either. Also, the effect of dialing-out the rear camber raised the roll centre, so I could feel the engine's weight shift into a corner, then, by introducing



the throttle a split second later, settle the car and get the rear to bite down. All classic 911 stuff, and another stream of information that informs rather than hinders progress. Everything gelled to create an overall feeling of security, but especially the front axle. I can throw her about more vigorously on the road than before and trust she'll follow my line through a corner, with almost zero understeer! Even in wet conditions, front-end grip is supernatural, as I found out while keeping in touch with modern machinery along twisty Norwegian mountain roads in heavy rain. I am delighted with the result.

The crowning glory at the end of the trip was to visit sites in Malmö, Sweden, where scenes were filmed for the TV show *The Bridge*, and to cross the Øresund Bridge into Copenhagen. Sadly, this was a bridge too far for Steffi – she broke down 35 miles from Malmö after almost 3,000 miles of really hard driving. It was a disappointing end, yet I'm amazed she got so far. You always forgive your loved ones, though!

1979 911 SC



Sean Parr
Harpenden, UK

Date acquired:
May 2015

Every July means Tour de France to me; I am a cycling addict and I ride in the mountains of France when the Tour is on, catching a stage when it passes through. This year was the Pyrenees; I keep thinking that it would be a great place to bring the 911 down and just drive, maybe next year I'll bring the car and put some roof racks on!

As a result of my gallivanting around the Pyrenean countryside, there's not been a lot of Porsche involvement – in fact, other than starting the 912 and leaving it to idle for 15 minutes before doing a roundabout to roundabout hurtle, I've not even been behind the wheel. Due to a diary stuff-up, I even managed to miss the Classics on the Common at Harpenden for the first time in the ten years that I've lived here!

The 911 is finally getting its work started, Steve at Tradewerks has been busy but finally the work has begun. The suspension has been done, so new bushings and new shock absorber inserts all round, plus a brand new petrol tank, and the steering rack has been booked in for a refurb. The

new wings arrived and they are perfect. Recently I went over and the sill covers are off, again demonstrating that the 12 years off the road it has had with its previous owner has served the bodywork well – the rust is minor and it's a solid car. Steve has been working on what appeared to be the warm up regulator issue, he feels it may have something to do with the CO reading which was up to around six, and he's hopeful that this could be problem solved. We'll soon find out.

So the money has started flowing, the blood sweat and tears are continuing to pour out, and hopefully before the end of summer I'll have a lovely red 911 to play with. Then it'll be decision time: I only have the garage space and the money for one Porsche, so there'll be some sleepless nights trying to decide what is the best course of action. The 912 is everything I have ever wanted in a car, but when you start it, well, it's not exactly the same feeling that you get when you fire up a six cylinder, which as we all know is a proper event. Who knows? It'll be a while until I need to make a



decision, but in the meantime I will have the pleasure of seeing the 911 resurrected and returned to something far closer to what left Stuttgart in 1979.

These are great cars, even when you don't drive them. If you own one, you are very lucky.

2011 997.2 GT3 RS & 2015 991 GT3



Tony McGuinness
San Diego, USA

Dates acquired:
February 2011 &
December 2014



This month I took the GT3 RS in for the yearly service to Porsche of San Diego. I drove it less than 1,800 miles all year bringing it to a total of just over 19,000 over the four and a half years I have owned it. Part of the reason for the low mileage this year is due to my purchase of the 991 GT3.

I have a great relationship with Porsche of San Diego and they really take care of my 911s. The shop foreman and Certified Gold technician, Chase Stephenson, is an expert on the GT3 RS and has been working on mine since it was new. Last December, Chase took a look at the starter motor as it had been intermittently making a screeching noise. He found the motor was going bad and replaced it under warranty. I am fortunate to have such an expert work on my 911s.

Even though only a minor service including an oil change and brake flush is required, Chase wanted to go over the car with a fine tooth comb, so he gave me a white 2014 Panamera S E-Hybrid with acid green colour brakes for a loan car. So while the GT3 RS is getting a check up, I have been enjoying this other marvel of Porsche!

I have to say, I am impressed with the Panamera S E-Hybrid! While it feels a bit cumbersome at first, the V6 engine with electric motor has a combined output of 416hp. It will do 0-60mph in 5.2 seconds and has a top track speed of 167mph – not bad for a car weighing over 4,600 pounds! The long bonnet makes one feel like you are driving an aircraft carrier, but you get used to it. If I am honest, I never thought I could possibly like a Panamera but my mind has been changed.

1979 930 3.3



Richard Klevenhusen
Rio de Janeiro, Brazil

Date acquired:
May 2012



All images © Jefferson Félix

In August we conducted a wonderful tour to the town of Itaipava, less than two hours drive away in the state's mountains of Rio de Janeiro. We had the participation of nearly 20 members of RJPC, which brought along a very wide variety of Porsches on a beautiful Saturday in winter.

It's worth noting that in winter the temperature in the region of Rio de Janeiro state never gets below 15 degrees! This

particular day we had a sunny day and a 25-degree temperature in winter 'carioca'. We made an appointment at 9am and set off as a group to the city of Itaipava. It was an extremely pleasant trip with little traffic and breathtaking views. When we arrived in Itaipava, we gathered for breakfast. It was a very family-oriented tour as we also had the participation some of the wives and children. After breakfast we had our traditional group photo before returning to Rio de Janeiro.



2003 996 Turbo



Ray Chandler
Surrey, UK

Date acquired:
August 2011

With the better weather here and a hectic working week at the moment, getting away at the weekend is keenly anticipated, as is using our 996 TT.

We have already had a few good days away and tried to route the car on a mix of roads. This time it was the manor belonging to the Rothschild family. Waddesdon Manor house (HP18 OJH) is, from our London base, just 60 miles away. We chose part motorway and part minor roads in both directions, so enjoyed driving the car over straight stretches, bends, blind dips and sleepy villages. Parking at the manor was good, with the grounds of the manor being so extensive that a courtesy bus gets one from the car park to the house. The house, gardens, grounds and its collection of fine art, porcelain and furnishings, are stunning and really worth the trip. Some of the items on display were pretty much priceless; and if you like wine, a visit to the massive wine cellar is a must. On the return we came off the A41 and used the unnumbered minor road which took us on a good run through Upper Winchendon and on through Chearsley, which in turn connected us on to the M40. As we neared home on the local run we did run into very slow traffic due to road works and an accident, and the car spent a long, long time slowly edging forward behaving, on a pretty hot day, very well indeed – with one caveat. The fuel tank was just approaching half when I got the first whiff of petrol fumes and, with a diesel car in front, I guessed the smell was coming from our 996. On reaching home I checked the filler cap was not loose, as I had filled it with petrol, and I checked that the spill vent was not blocked. That seemed to be clear but I'll need to take this further as there has never been, and certainly should not be any petrol fumes venting to the atmosphere as per the Carriage of Dangerous Goods by Road Regulations of 1996.

1994 993 Carrera 2



Kyle Fortune
Warwickshire, UK

Date acquired:
December 2014

An MOT, a service, and a new windscreen – the glass as part of the deal I did when buying it – has seen me out and about in the 993 a fair bit recently. The MOT was passed with no problems, the service and windscreen all taken care of by Autofarm, who did as thorough a job as ever.

There's something really joyous about driving a freshly serviced car, the knowledge that everything's as it should be is hugely satisfying. The new windscreen really ties it up too with the large, unsightly bulls-eye stone chip on the passenger side now gone – replaced with utter paranoia any time I'm sat behind anything on a country road. Thankfully, due to the 993's performance and size, that's rare. But the fear of that thwacking sound of stone on glass is ever present, especially as they've just messily re-surfaced the roads up near me, leaving plenty of stones lying around.

With a new windscreen comes the need for some new wipers, and I have been searching the forums for details on new/replacement items. Everyone seems to suggest Bosch-made OEM blades thanks to the windscreen's shape, Bosch's own aftermarket ones not having the necessary flexibility to sweep the entire arc. I've read some good things about PIAA wipers too, if anyone's got any recommendations around these, or any other frameless wiper upgrade, drop me an email at kylefortune@hotmail.com

Silverstone's been a destination a couple of times this month in the Carrera, firstly for the launch of McLaren's 675LT, and also to visit Porsche's Experience Centre for Porsche GB's annual media owners BBQ. It's rather telling that a sizeable number of people who write about cars buy Porsches for themselves, and the range of metal encompassed every taste, budget and need – including a diesel



Porsche tractor. It was an enjoyable evening and a chance to take the 993 out onto the Silverstone Experience Centre's tracks and push it a bit harder than I do on the road.

Given that it's been in our ownership since January, it's a surprise that my wife Nia hadn't even sat in the 993, let alone driven it. Two kids at home make the pair of us getting out at the same time tricky, but the opportunity presented itself this month. Thankfully, despite some initial reservations, it passed the test, which given that it's 'our' rather than just 'my' money that bought it, is a good thing.

So it'll stay in our ownership for a good while yet, or at least until the money tied up in it is needed for some serious house renovations. It all gives me some time to save up what it's cost us, so I can justifiably keep it, though if it ever were to go I'd be seriously considering



a 996 C2 as a replacement. They seem like incredibly good value at the moment. I cannot help but think there'll be a point in time in the future when we're all asking ourselves why we didn't pick one up when they were so cheap.

1999 996 Carrera 4



Rob Clarke
Bristol, UK

Date acquired:
February 2014

Most of this month has been spent on a beach not going anywhere near any of our cars. My Porsche is sat at home with new brake lines and I am unable to fully determine what difference the new lines have made.

The initial view is that they have improved the feel of the brakes, but I need to get some more driving in for a full verdict. The brake lines that I had fitted are stainless steel braided lines from Black Diamond, which have a lifetime guarantee. I also had new fixed pipes made as the original aluminium pipes had corroded: new pipes have been made out of copper and painted as they are more robust than the originals. On a positive note, in the village we are staying in we have spotted a black Macan, which has reinforced that we have made the right decision to put a deposit down on one. What is positive is that whatever magazine I read, you are not far away from a Porsche. So whether this



is a 911, 918, or even talking about the front engined classics such as the 968, you are always close to one. I guess this is testament to the brand and the design ethos over the years of building usable, reliable sports cars. On that note it was good to see one magazine voted a 911 GT3 RS (3.8 997 Gen 2) as the best car that the magazine had tested in its



lifetime. Well that reinforces the message that 911's are a force to be reckoned with!

What's also good about reading old magazines is looking at the changing prices of cars. One dated October 2014 has an advert for a 964 Carrera 4 with warranty for £18,000, and a Carrera GT for £300,000! Has anybody got a time machine?

2003 996 Turbo



Joel Newman
London, UK

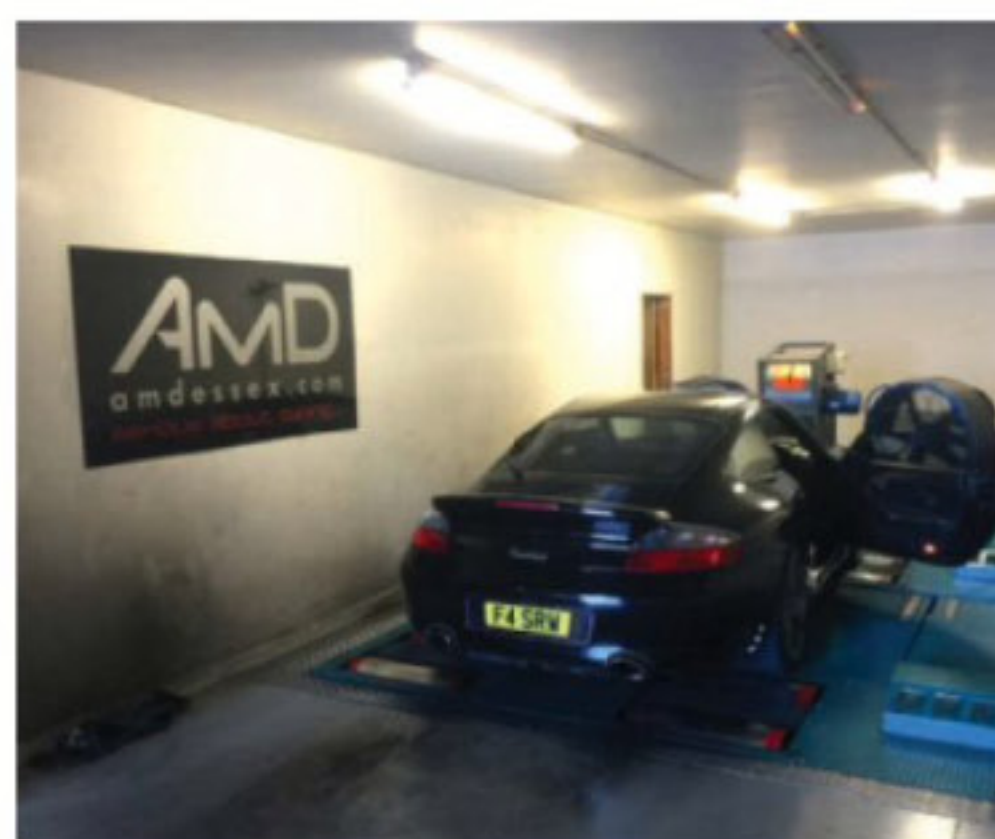
Date acquired:
April 2014

It's happened; after almost a year of Turbo ownership I'm craving more power. With around 420bhp on tap it's not something I expected, but with the upgraded suspension, lightweight wheels, track spec brake discs and pads, and an exhaust that sings its heart out, the car feels so within its limits that pushing the performance envelope seems irresistible.

Having done some research I discovered that the 996 Turbo responds well to remapping – altering the car's engine management software with relation to boost pressure, fuelling, ignition timing, throttle response; the list goes on!

Many question the concept of mapping from the outset: "if Porsche could have offered more performance then why didn't they from day one?" they say. The reason makes perfect sense. If Porsche sell me a car in the UK, it remains a global product. A Porsche is expected to work in all conditions and all 911s must run reliably and consistently. Because of these factors, Porsche's engine management is set-up to deal with the worst case scenario.

In the UK we are lucky to have some of the best fuel in the world and mild conditions all round. That means that there is a slice of untapped performance that owners can extract from their cars safely, even with the factory safety limiters still in place – just make sure you see an expert. It was imperative for



me to find a reputable specialist, and it didn't take me long to do so – AmD Tuning.

The process of mapping is a speedy one, as all the research and development for each map (Stage 1, 2 and 3) has already taken place. Following on from a diagnostic check and then a test drive, my car was ready for its Stage 2 map – a map that accounts for the modifications previously fitted.

After a couple of hours the car was ready and the keys were back in my hand. First thing to mention is how smooth the power delivery is. Despite the car now boosting to 0.9 bar (up from 0.7), the car pulls even more fluidly through the rev range. From 2,000rpm all the way to the 7,000rpm redline you are dealing with a different animal! Boost comes on earlier, there is no noticeable lag from the turbos, and performance in every gear is



effortless. This is most evident the higher the gear you are in. In sixth, even at speeds of 40-60mph, plant your foot and the car takes off with absolutely no delay whatsoever.

Most obvious is the additional torque, now perched around 500Nm. Press the loud pedal and you are thrown back into your seat and kept there. Swap cogs and this wall of torque remains interrupted. It is fantastically fast, and fantastically smooth.

Couple this with the new horsepower figure of 490bhp (a gain of 70bhp), and you are left with a 911 that would outperform an X50 996 Turbo S and a 997 Turbo.

Overall impressions are nothing short of superb, and at £499 it's a bargain. With the work that has been done, my 996's chassis is now capable of dealing with this additional power – only time will tell if the driver is too.

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Rennsport

Inside the £1 million premises at the UK's newest recreation and restoration specialist



Data file

Full specs & data of every 911, including the 964 RS and C4 Lightweight, can be found beginning on **page 86**

Plus

- | | |
|--|--|
| <p>094 ■ Showroom
Looking for your next 911? The classifieds from our independent specialist partners is the first place you should start your search</p> <p>097 ■ Servicing & tuning
Get the very best from your Porsche 911 with the help of our selected performance and maintenance specialists</p> | <p>098 ■ Porsche Lifestyle
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RENNSPORT

Total 911 visits a Porsche-passionate family building affordable RS recreations in its newly constructed dream factory

Written by **Kyle Fortune** Photography by **Phil Steinhardt**



Rennsport's new premises cost £1 million to build and features a ground floor workshop and bespoke engine/gearbox prep room, while a spacious showroom resides upstairs



Paul Cockell, managing director of Rennsport, admits that he still gets his hands dirty. After all, he got into the business because he enjoys building cars and, as such, Rennsport is a natural continuation of over 25 years working on air-cooled 911s. After serving his apprenticeship at a Porsche main dealer in 1986, Paul went to work with Mike Jordan and Team Eurotech and this experience began a journey that has led to Rennsport's newly opened, purpose-built factory.

The facility is the stuff of garage-fanatics' dreams: spotlessly clean, the two-floor engineering premises occupies what should be three plots on a new business estate on the outskirts of Moreton-in-Marsh in the UK's Cotswolds. If that location sounds vaguely familiar then you'd be right, as Porsche Club GB's HQ is visible from the large windows on the second floor of Rennsport's spectacular new building.

It was designed by Rennsport's chairman, Keith Cockell, Paul's father. Keith, like Paul, has a career that's had a foot in both the motor and building industry. Working for Chrysler Europe, Keith was responsible for design, creating the Alpine, Talbot

Tagora and Sunbeam – a car which, in Lotus guise, won the 1981 World Rally Championship. On leaving the motor industry, Keith created a property business building luxury homes and retirement communities. It's this insight that's helped to create Rennsport's bespoke workshops.

Looking over the balcony at a number of 911s mid-build, it's clear that Rennsport is busy. Paul's target is to turn cars around in just three months or so, driven by the demand of its ever-increasing customer base. Rennsport seems to eschew the more traditional laissez-faire route of restoration and bespoke build, giving customers the cars they want exactly at the time they want it. "People are prepared to wait, but 18 months or a year is simply too long," says Paul.

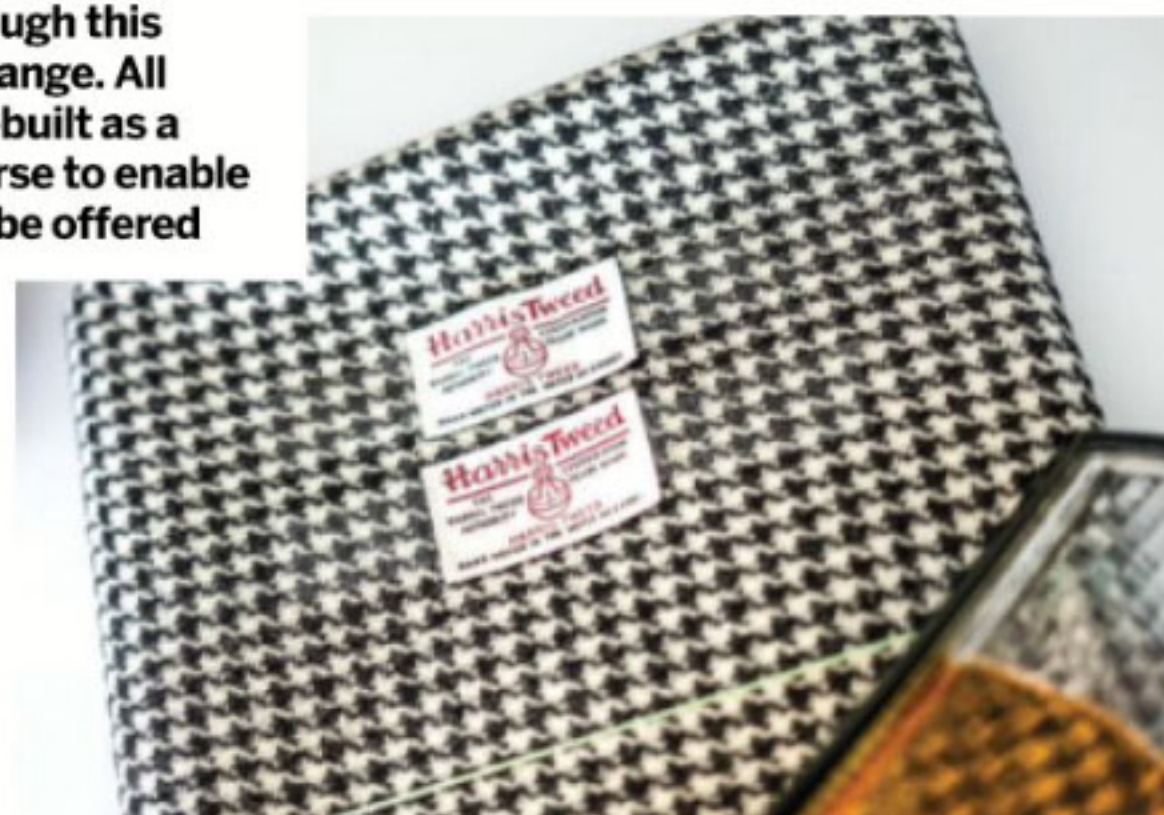
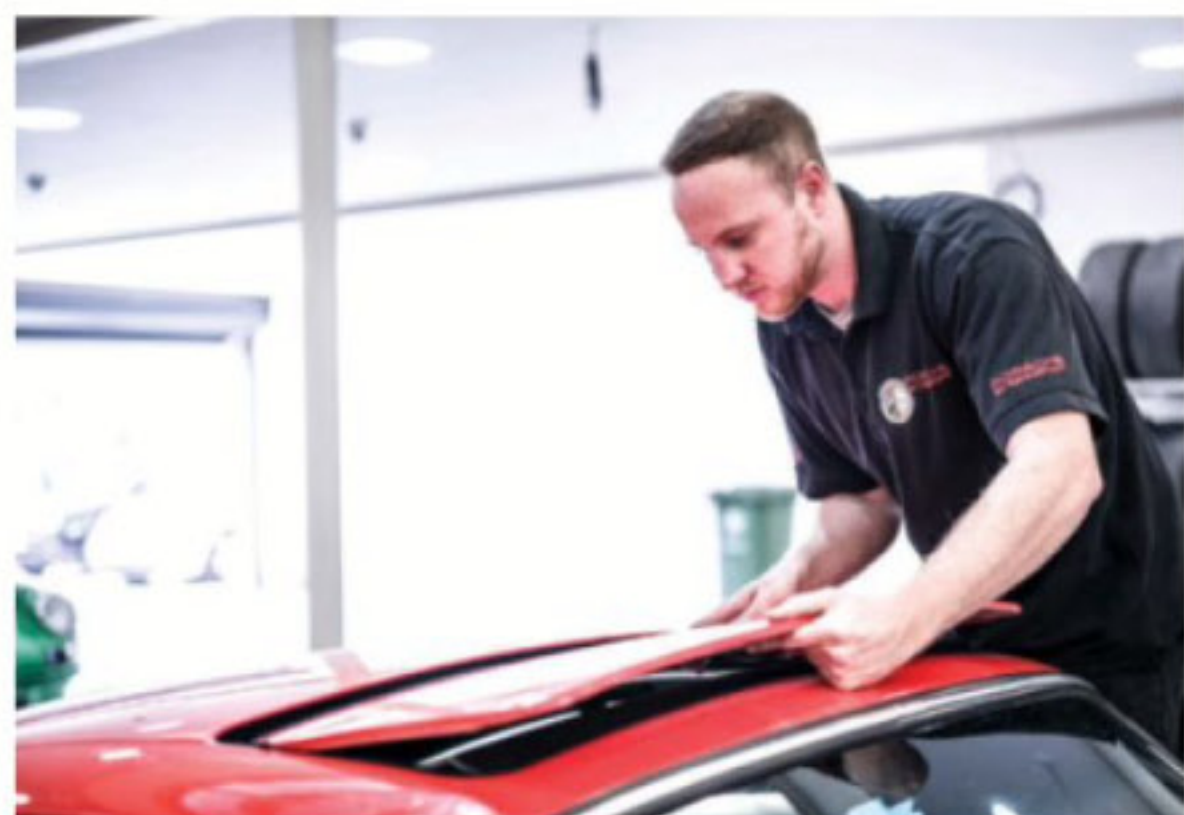
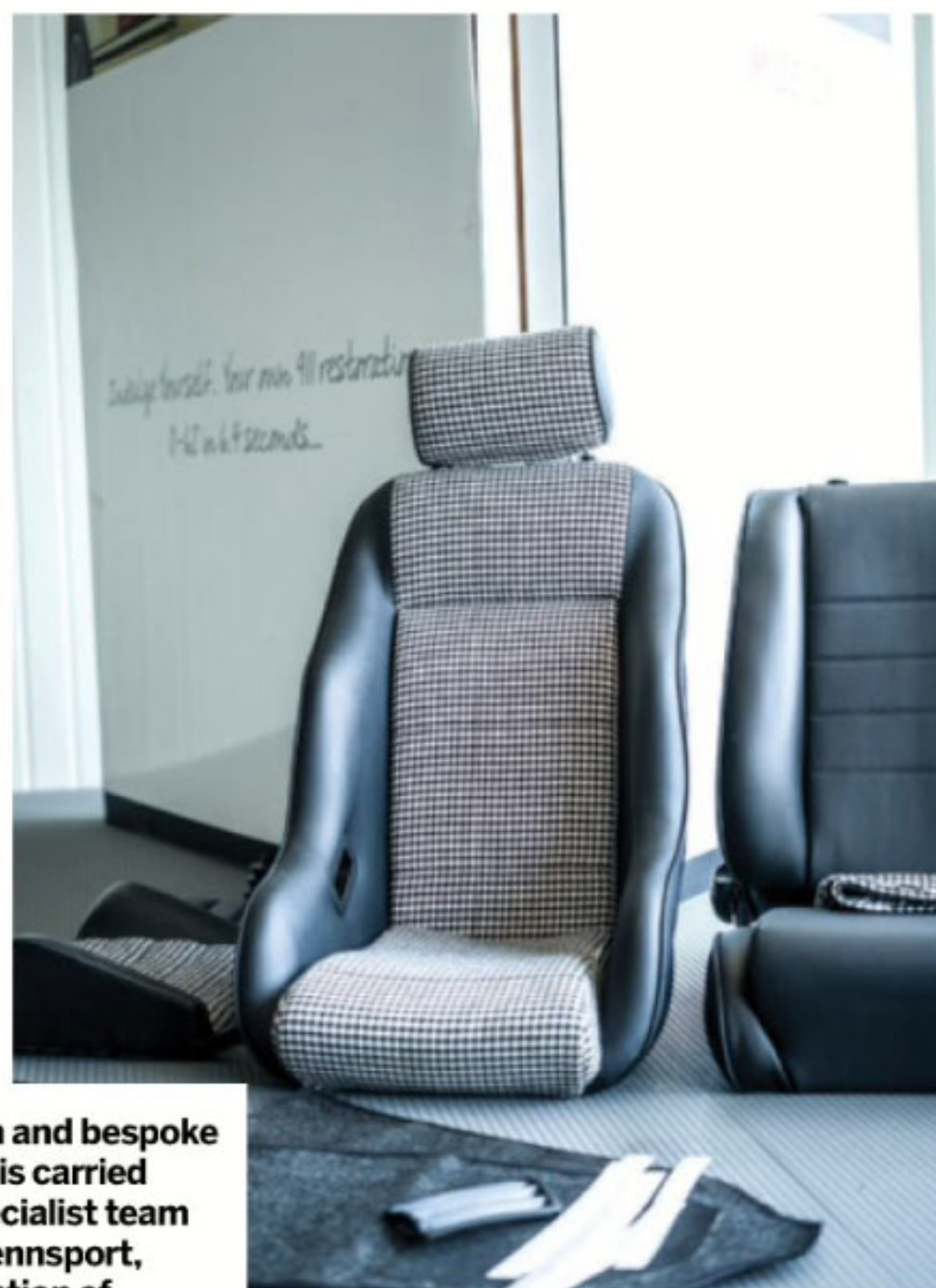
It's important that the customers get a car they will use, as Paul confirms: "If you're after a Sunday car to take your wife out for lunch, then a blood orange and ducktailed RS replica perhaps isn't the right car, so we'd suggest a more subtle colour and classic look. If it's for trackdays then fine, go for a viper green or tangerine, or even a Turbo, but I'm not going to put someone in one if they're not going to use it," says Paul.

Rennsport focuses entirely on air-cooled 911s, as it is Paul's particular specialism and passion. It bases its recreations on cars from the late 1970s though to the 964s up to 1992, encompassing 930 Turbos too. Paul admits that some of the purists might balk at the thought of taking a perfectly good 3.0-litre SC or 3.2 Carrera and backdating it, but Paul says there are plenty of cars out there that he can use.

Prices for donor cars have risen in the past couple of years in particular, but Rennsport always has cars in stock ready to be built into exactly what its customers want; whether that's one of their 2.7 RS recreations, a wide body 930 RSR or anything else they desire. Costs vary, but around £80,000-£100,000 will get you a fully built car including the donor car cost. The 930s will be a bit more, thanks to the greater expense involved in sourcing a basis, but the costs remain entirely reasonable. Each car gets stripped to the bare metal for a nut-and-bolt rebuild. Only metal wings are used, Rennsport keeping four local body shops busy preparing and painting cars. Keith looks wistfully at a vacant plot nearby and suggests the natural progression would be to build their own body ➔



All restoration and bespoke building work is carried out by the specialist team in-house at Rennsport, with the exception of painting – though this could soon change. All engines are rebuilt as a matter of course to enable a warranty to be offered



“It’s as much about the build – the journey – as it is the finished 911”

shop, as sending cars out for paint only slows the build process. Given the rate of growth in the last few years, you’d be brave to bet against a bespoke body shop arriving soon. Obviously, all the skills required to build its detailed, back-dated cars are transferable to resto work, and Rennsport is able to take on anything from a technical check to a full-on restoration. As a case in point, a customer’s 3.2 Carrera Clubsport is currently awaiting Rennsport’s attention to take it from near perfect to totally perfect.

That growth has seen Rennsport expanding from what was just Paul and head of recreations and motorsports projects, Gordon Wardle, to a company of more than ten staff. Like Paul, Gordon’s background encompasses decades of experience, building race and championship-winning Porsches both in the UK and abroad, with many awards to back up his exacting engineering including Porsche Club GB Motorsport’s Highest Standard of Preparation Award. Like any business, Rennsport is only as good as the people it employs, Paul telling us: “I’ll only employ people who want to come to work, not because they have to come to work.”

This remit is obvious in what Rennsport is creating, as the completed cars parked in and around the OPC-like facility are all impeccably finished. The slate grey ‘McQueen’ car gets my attention, and Paul admits that they’ve built around five similar specifications – with one customer trading in a 997 GT3. “That’s a gentleman’s car,” Keith says. “Technically, it’s inferior to that GT3 in pure engineering terms, but it’s a 911 that people will really appreciate, it’s an enthusiast’s car.”

For many it’s as much about the build – the journey – as it is the finished 911. The entire process, from deciding on specification, is deemed an experience not to miss for Rennsport’s clientele, to the point where even if, like in the case of that slate grey car, there’s a turnkey car in stock, customers still decide to have one built for themselves.

Paul is also emphatic that he’ll give a customer a return of 100 per cent on their spend if they want to sell, also offering a no-quibble warranty on any car that Rennsport builds. “We put that little bit extra into every car. We don’t make as much money as we should as a result, but we know it’s right”, says Paul. Affordability seems to be core to the company’s

Company profile

- **Company Directors:** Keith and Paul Cockell
- **First opened:** April 2015
- **Location:** Moreton on Marsh, UK
- **Specialist area of expertise:** Air-cooled 911s and RS recreations
- **Most bizarre project:** A full nut and bolt restoration of a Porsche tractor – it is located upstairs in the Rennsport showroom
- **Interesting fact about the business:** Keith and Paul have an extensive history in both the motoring and motorsport industries

Contact

- **Website:** www.911rennsport.co.uk
- **Telephone:** +44 (0)750 1973 911

make-up, and Paul is clear on pricing from the outset of a build, creating cars that people can not only afford to buy, but use. It’s not surprising to hear that many Rennsport owners have real RSs in their garages, but their value limits use. For them and others, Rennsport offers choice. It may not appeal to all, admittedly, but there is clearly a buoyant market out there for the sort of beautifully built, individually specified classic 911s that Rennsport can deliver. **911**

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1989 Porsche Speedster

Matching numbers with 58,240 miles on the odometer in its original special order color code #55 linen grey metallic with black interior. Five-speed G50 transmission and air conditioning. One of only 823 that came to the United States.

.....\$149,500



1960 Porsche 356B Cabriolet
Matching numbers in silver metallic with red interior; a timeless color combination. Same owner since 1987 and is a beautiful older restoration.\$94,500



1967 Porsche 911S Coupe
Black with black interior. Weber carburetors, Fuchs wheels, wide body flares and whale tail. An extremely collectible car.\$89,500



1963 Porsche 356B Cabriolet
Matching numbers in yellow with black interior, though originally champagne yellow. This car has had the same owner for many years.\$87,500



1957 Porsche 356A Coupe
White with black interior. This car has had the same owner since 1988. It's an excellent restoration candidate with tons of potential.\$59,500



1973.5 Porsche 911T Sunroof Coupe
Matching numbers in guards red with tan interior. A very presentable car equipped with a 2.4-liter with CIS and a five-speed manual transmission.\$54,500



1969 Porsche 911E Targa
Matching numbers in beige with black interior. Originally a sportomatic converted to a five-speed manual transmission. Lots of potential. ..\$42,500



1961 Porsche 356B Coupe
Burgundy with beige interior. Equipped with a Volkswagen motor. Just came out of the dry state of New Mexico and had the same owner for many years.\$36,500



1969 Porsche 912
Long wheelbase in polo red with black interior. Equipped with a five-speed manual transmission. Same owner for many years.\$36,500



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



1972 Porsche 911T Targa
Red with black interior. Five-speed manual transmission, cookie cutter wheels and spare tire. Lots of potential and the motor turns freely by hand.\$29,500



1967 Porsche 912 Coupe
Red with tan interior. Four-speed manual transmission, solid wheels, and spare tire. It's an excellent short wheelbase example at a great price.\$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

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Data file

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

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. Here, data 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 Dec 2015. The last was for Sept 2015.

Ratings: ★★★★★

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

Sales debate: Will water-cooled N/A Carreras appreciate?



With the next generation of 911 switching to the use of turbochargers to boost power and reduce emissions, a new dawn has been bestowed upon the fabled Carrera. But what effect will Zuffenhausen's new approach to its engines have on previous mass-produced Carreras in the 911's water-cooled generation?

We've already witnessed a moderate increase in value of the 996-generation Carrera in 2015, while values of M97-engined 997 Carreras have also held firm. However, as the new era of 911 begins to populate OPC showrooms, there are calculated assertions from some circles that all naturally aspirated water-cooled Carreras may see an increase in their market pedigree.

Jamie Tyler of respected UK Porsche specialists, Paragon, believes this induction change will indeed have a positive influence on 996, 997 and 991-era 911s, telling us: "I think that the naturally aspirated cars will continue to hold their values or even slightly increase. Good examples of 996's have already started to go up in value, and they still represent superb value for money. Even 997.2's (which were the first generation to switch to direct fuel injection) have held their values incredibly well – I view them to be the last

of the classic looking shape of 911, which could bode well for the model in future."

Paragon have sold a great number of quality 996, 997 and even 991 Carreras in recent years, and Jamie believes it will be interesting to see what the purist's view of this new car will be once launched: "I am sure it will be a superb car, but it's a shame the naturally aspirated engine has had its day. It makes you wonder how much longer it's going to be before hybrid technology is introduced into the 911 road car," he says.

Meanwhile, Paul Stephens, proprietor of the eponymously-named independent specialists, believes the turbocharged 911 Carrera will do little to help previous generations of the model. He tells us: "The 996 and 997 Carreras were mass produced to such a huge scale that they're just not rare enough for me. Just because those cars are naturally aspirated doesn't necessarily mean people will start paying big money for them again, so the bona fide Turbo and GT3/RS are still the most sought after used models in my opinion."

The differing views at Paragon and Paul Stephens are reminiscent of the entire industry. Only time will tell as to what effect the new car will have on previous generations but the 996 era has already gone up in value and early 997 owners will be hopeful of a similar fate...

(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 undersides.

Production numbers: 4,927
Issue featured: 107
Engine capacity: 2,195cc
Compression ratio: 9.1:1
Maximum power: 155bhp @ 6,200rpm
Maximum torque: 196Nm @ 4,500rpm
0-62mph: 7.0sec

Top speed: 137mph
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 6x15-inch; 185HR
Rear: 6x15-inch; 185HR
Length: 4,163mm
Width: 1,610mm
Weight: 1,020kg

★★★★★

(C & D series) —

911S 1969-71



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

Production numbers: 4,691
Issue featured: 120
Engine capacity: 2,195cc
Compression ratio: 9.8:1
Maximum power: 180bhp @ 6,500rpm
Maximum torque: 199Nm @ 5,200rpm
0-62mph: 6.6sec

Top speed: 145mph
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 6x15-inch; 185HR
Rear: 6x15-inch; 185HR
Length: 4,163mm
Width: 1,610mm
Weight: 1,020kg

★★★★★

(F series) —

Carrera 2.7 RS 1973



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

Production numbers: 1,590
Issue featured: 106
Engine capacity: 2,687cc
Compression ratio: 8.5:1
Maximum power: 210bhp @ 6,300rpm
Maximum torque: 255Nm @ 5,100rpm
0-62mph: 5.6sec

Top speed: 152mph
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 6x15-inch; 185/70/R15
Rear: 7x15-inch; 215/60/R15
Length: 4,163mm
Width: 1,610mm
Weight: 975kg (Sport)

★★★★★

(F series) —

911E 1973



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

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

Top speed: 137mph
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 6x15-inch ATS; 185HR
Rear: 6x15-inch ATS; 185HR
Length: 4,163mm
Width: 1,610mm
Weight: 1,077kg

★★★★★

(G, H, I, J series) ▲

911S 1974-77



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

Production numbers: 17,124
Issue featured: n/a
Engine capacity: 2,687cc
Compression ratio: 8.5:1
Maximum power: 173bhp @ 5,800rpm
Maximum torque: 235Nm @ 4,000rpm
0-60mph: 7.0sec

Top speed: 142mph
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 6x15-inch; 185VR
Rear: 6x15-inch; 185VR
Length: 4,291mm
Width: 1,610mm
Weight: 1,080kg

★★★★★

(G & H series) ▲

911 Carrera 2.7 1974-76



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

Production numbers: 1,667
Issue featured: 104
Engine capacity: 2,687cc
Compression ratio: 8.5:1
Maximum power: 210bhp @ 6,300rpm
Maximum torque: 255Nm @ 5,100rpm
0-62mph: 6.3sec

Top speed: 148mph
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 6x15-inch; 185VR
Rear: 7x15-inch; 205VR
Length: 4,291mm
Width: 1,610mm
Weight: 1,075kg

★★★★★

(A series) — 911L 1967-68



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

Production numbers: 1,603
Issue featured: n/a
Engine capacity: 1,991cc
Compression ratio: 9.0:1
Maximum power: 130bhp @ 6,100rpm
Maximum torque: 173Nm @ 4,600rpm
0-62mph: 8.4sec

Top speed: 132mph
Brakes:
Front: 282mm discs;
Rear: 285mm discs
Wheels & tyres:
Front: 5.5x15-inch;
185HR
Rear: 5.5x15-inch;
185HR
Length: 4,163mm
Width: 1,610mm
Weight: 1,080kg



(A & B series) — 911T 1967-69



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

Production numbers: 6,318
Issue featured: 127
Engine capacity: 1,991cc
Compression ratio: 8.6:1
Maximum power: 110bhp @ 5,800rpm
Maximum torque: 156Nm @ 4,200rpm
0-62mph: 8.8sec (est)

Top speed: 124mph
Brakes:
Front: 282mm discs;
Rear: 285mm discs
Wheels & tyres:
Front: 5.5x15-inch;
185HR
Rear: 5.5x15-inch;
185HR
Length: 4,163mm
Width: 1,610mm
Weight: 1,020kg



(B series) — 911E 1968-69



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

Production numbers: 2,826
Issue featured: n/a
Engine capacity: 1,991cc
Compression ratio: 9.1:1
Maximum power: 140bhp @ 6,500rpm
Maximum torque: 175Nm @ 4,500rpm
0-62mph: 7.6sec

Top speed: 130mph
Brakes:
Front: 282mm discs;
Rear: 290mm discs
Wheels & tyres:
Front: 5.5x15-inch;
185HR
Rear: 5.5x15-inch;
185HR
Length: 4,163mm
Width: 1,610mm
Weight: 1,020kg



(B series) — 911S 1968-69



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

Production numbers: 2,106
Issue featured: n/a
Engine capacity: 1,991cc
Compression ratio: 9.9:1
Maximum power: 170bhp @ 6,800rpm
Maximum torque: 183Nm @ 5,500rpm
0-62mph: 7.0sec (est)

Top speed: 140mph
Brakes:
Front: 282mm discs;
Rear: 290mm discs
Wheels & tyres:
Front: 6x15-inch;
185/70/R15
Rear: 6x15-inch;
185/70/R15
Length: 4,163mm
Width: 1,610mm
Weight: 995kg



(C & D series) — 911T 1969-71



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

Production numbers: 15,082
Issue featured: 107
Engine capacity: 2,195cc
Compression ratio: 8.6:1
Maximum power: 125bhp @ 5,800rpm
Maximum torque: 169Nm @ 4,200rpm
0-62mph: 7.0sec (est)

Top speed: 127mph
Brakes:
Front: 282mm discs;
Rear: 290mm discs
Wheels & tyres:
Front: 5.5x15-inch;
165HR
Rear: 5.5x15-inch;
165HR
Length: 4,163mm
Width: 1,610mm
Weight: 1,020kg



(E series) — 911E 1972



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

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

Top speed: 137mph
Brakes:
Front: 282mm discs;
Rear: 290mm discs
Wheels & tyres:
Front: 6x15-inch;
185HR
Rear: 6x15-inch;
185HR
Length: 4,163mm
Width: 1,610mm
Weight: 1,077kg



(E series) — 911T 1972



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

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

Top speed: 128mph
Brakes:
Front: 282mm discs;
Rear: 290mm discs
Wheels & tyres:
Front: 5.5x15-inch;
165HR
Rear: 5.5x15-inch;
165HR
Length: 4,163mm
Width: 1,610mm
Weight: 1,077kg



(E series) — 911S 1972



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

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

Top speed: 140mph
Brakes:
Front: 282mm discs;
Rear: 290mm discs
Wheels & tyres:
Front: 6x15-inch;
185/70/R15
Rear: 6x15-inch;
185/70/R15
Length: 4,163mm
Width: 1,610mm
Weight: 1,077kg



(F series) — 911S 1973



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

Production numbers: 5,054
Issue featured: 56
Engine capacity: 2,341cc
Compression ratio: 8.5:1
Maximum power: 190bhp @ 6,500rpm
Maximum torque: 211Nm @ 5,200rpm
0-62mph: 6.6sec

Top speed: 140mph
Brakes:
Front: 282mm discs;
Rear: 290mm discs
Wheels & tyres:
Front: 6x15-inch;
185/70/R15
Rear: 6x15-inch;
185/70/R15
Length: 4,163mm
Width: 1,610mm
Weight: 1,075kg



(F series) — 911T 1973



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

Production numbers: 16,933 (including E series)
Issue featured: 127
Engine capacity: 2,341cc
Compression ratio: 7.5:1
Maximum power: 130bhp @ 5,600rpm
Maximum torque: 197Nm @ 4,000rpm
0-62mph: 7.6sec

Top speed: 128mph
Brakes:
Front: 282mm discs;
Rear: 290mm discs
Wheels & tyres:
Front: 5.5x15-inch;
165HR
Rear: 5.5x15-inch;
165HR
Length: 4,163mm
Width: 1,610mm
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 whale tail rear spoiler. Steel arches added by hand at the factory, with 917 brakes.

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

Top speed: 152mph
Brakes:
Front: 300mm discs;
Rear: 300mm discs
Wheels & tyres:
Front: 9x15-inch;
215/60/VR15
Rear: 11x15-inch;
235/60/VR15
Length: 4,135mm
Width: 1,680mm
Weight: 900kg



(G, H, I, J series) — 911 1974-77



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

Production numbers: 9,320
Issue featured: 121
Engine capacity: 2,687cc
Compression ratio: 8.0:1
Max power: 148bhp @ 5,700rpm (165bhp from '76)
0-62mph: 8.5sec
Top speed: 130mph

Max torque: 235Nm @ 3,800rpm (4,000 from '76)
Brakes:
Front: 282mm discs;
Rear: 290mm discs
Wheels & tyres:
Front: 6x15-inch; 185VR
Rear: 6x15-inch; 185VR
Length: 4,291mm
Width: 1,610mm
Weight: 1,075kg



(I & J series) — 911 Carrera 3.0 1976-77



Not sold in the US, the Carrera 3.0 was basically the same model as the previous Carrera, only fitted with a new 2,994cc engine, essentially from the 911 Turbo.

Production numbers: 3,687
Issue featured: 125
Engine capacity: 2,994cc
Compression ratio: 8.5:1
Maximum power: 197bhp @ 6,000rpm
Maximum torque: 255Nm @ 4,200rpm
0-62mph: 6.3sec

Top speed: 145mph
Brakes:
Front: 282mm discs;
Rear: 290mm discs
Wheels & tyres:
Front: 6x15-inch;
185/70/VR15
Rear: 7x15-inch;
215/60/VR15
Length: 4,291mm
Width: 1,610mm
Weight: 1,093kg



— 930 3.0 1975-77



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

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

Top speed: 155mph
Brakes:
Front: 282mm discs;
Rear: 290mm discs
Wheels & tyres: Front: 7x15-inch; 185/70/VR15
Rear: 8x15-inch; 215/60/VR15
Length: 4,291mm
Width: 1,775mm
Weight: 1,140kg (1,195kg from '76)



— 930 3.3 1978-83



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

Production numbers: 5,807 (plus '78-'79 Cali cars)
Issue featured: 116
Engine capacity: 3,299cc
Compression ratio: 7.0:1
Maximum power: 300bhp @ 5,500rpm
Maximum torque: 412Nm @ 4,000rpm

0-62mph: 5.4sec
Top speed: 160mph
Brakes:
Front: 304mm discs;
Rear: 309mm discs
Wheels & tyres: Front: 7x16-inch; 205/55/VR16
Rear: 8x16-inch; 225/50/VR16
Length: 4,291mm
Width: 1,775mm
Weight: 1,300kg



— 911 SC 1978-83



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

Production numbers: 60,740
Issue featured: 127
Engine capacity: 2,994cc
Compression ratio: 8.5:1/8.6:1/9.8:1
Maximum power: 180/188/204bhp @ 5,500rpm
Maximum torque: 265/265/267Nm

0-62mph: 6.5sec
Top speed: 141/146mph
Brakes:
Front: 287mm discs;
Rear: 295mm discs
Wheels & tyres:
Front: 6x15-inch; 185/70/VR15
Rear: 7x15-inch; 215/60
Length: 4,291mm
Width: 1,626mm
Weight: 1,160kg (1978)



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930 3.3 1984-89



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

Production numbers: 11,135
Issue featured: 116
Engine capacity: 3,299cc
Compression ratio: 7.0:1
Maximum power: 300bhp @ 5,500rpm
Maximum torque: 432Nm @ 4,000rpm
0-62mph: 5.4sec
Top speed: 161mph

Brakes:
Front: 304mm discs;
Rear: 309mm discs
Wheels & tyres:
Front: 7x16-inch;
205/55/VR16
Rear: 8x16-inch; 225/50/VR16
Length: 4,291mm
Width: 1,775mm
Weight: 1,300kg (1,335kg from '86)



Carrera 3.2 1984-89



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

Production numbers: 70,044
Issue featured: 114
Engine capacity: 3,164cc
Compression ratio: 10.3:1
Maximum power: 231bhp @ 5,900rpm
Maximum torque: 284Nm @ 4,800rpm
0-62mph: 5.6sec

Top speed: 152mph
Brakes:
Front: 286mm discs;
Rear: 294mm discs
Wheels & tyres:
Front: 7x15-inch;
195/65/VR15; Rear: 8x15-inch, 215/60/VR15 (16 inches for '89)
Length: 4,291mm
Width: 1,652mm
Weight: 1,210kg



3.2 Clubsport 1987-89



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

Production numbers: 340
Issue featured: 126
Engine capacity: 3,164cc
Compression ratio: 10.3:1
Maximum power: 231bhp @ 5,900rpm
Maximum torque: 284Nm @ 4,800rpm
0-60mph: 5.1sec

Top speed: 152mph
Brakes:
Front: 286mm discs;
Rear: 294mm discs
Wheels & tyres:
Front: 6x16-inch, 205/55/VR16;
Rear: 7x16-inch, 225/55/VR16
Length: 4,291mm
Width: 1,650mm
Weight: 1,160kg



964 Carrera 4 1989-93



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

Production numbers: 13,353 (Coupe)
Issue featured: 111
Engine capacity: 3,600cc
Compression ratio: 11.3:1
Maximum power: 250bhp @ 6,100rpm
Maximum torque: 310Nm @ 4,800rpm
0-62mph: 5.7sec

Top speed: 162mph
Brakes:
Front: 298mm discs;
Rear: 299mm discs
Wheels & tyres:
Front: 6x16-inch, 205/55/ZR16
Rear: 8x16-inch, 225/50/ZR16
Length: 4,250mm
Width: 1,652mm
Weight: 1,450kg



964 Turbo S 1992-93



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

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

Top speed: 180mph
Brakes:
Front: 320mm discs;
Rear: 299mm discs
Wheels & tyres:
Front: 8x18-inch; 225/40/ZR18
Rear: 10x18-inch; 265/35/ZR18
Length: 4,250mm
Width: 1,775mm
Weight: 1,290kg



964 3.8 RS 1993



Identifiable by a lightweight Turbo bodyside, large rear spoiler and 18-inch Speedline wheels. Power came from a new 3.8-litre unit with hot-film air sensor and twin exhaust.

Production numbers: 55
Issue featured: n/a
Engine capacity: 3,746cc
Compression ratio: 11.6:1
Maximum power: 300bhp @ 6,500rpm
Maximum torque: 359Nm @ 5,250rpm
0-62mph: 4.9sec

Top speed: 169mph
Brakes:
Front: 322mm discs;
Rear: 299mm discs
Wheels & tyres:
Front: 9x18-inch; 235/40/ZR18
Rear: 11x18-inch; 285/35/ZR18
Length: 4,250mm
Width: 1,775mm
Weight: 1,210kg



993 Carrera 1993-97



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

Production numbers: 38,626
Issue featured: 110
Engine capacity: 3,600cc
Compression ratio: 11.3:1
Maximum power: 272bhp @ 6,000rpm
Maximum torque: 330Nm @ 5,000rpm
0-62mph: 5.6sec

Top speed: 168mph
Brakes:
Front: 304mm discs;
Rear: 299mm discs
Wheels & tyres:
Front: 7x16-inch; 205/55/ZR16
Rear: 9x17-inch; 245/45/ZR16
Length: 4,245mm
Width: 1,735mm
Weight: 1,370kg



993 Carrera 4 1994-97



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

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

vTop speed: 166mph
Brakes:
Front: 304mm discs;
Rear: 299mm discs
Wheels & tyres:
Front: 7x16-inch; 205/55/ZR16
Rear: 9x16-inch; 245/45/ZR16
Length: 4,245mm
Width: 1,735mm
Weight: 1,420kg



930 SE 1986-89



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: 4,291mm
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: 128
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: 4,291mm
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 bodyshell, 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: 131
Engine capacity: 3,600cc
Compression ratio: 11.3:1
Maximum power: 265bhp @ 6,720rpm
Maximum torque: 304Nm @ 6,720rpm
0-62mph: 4.5sec

Top speed: 125mph
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: 1,100kg

★★★★★

964 RS 1991-92



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

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

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 bodyshell 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: 128
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 callipers. Suspension lowered by 20mm.

Production numbers: 1,437
Issue featured: 120
Engine capacity: 3,600cc
Compression ratio: 7.5:1
Maximum power: 360bhp @ 5,500rpm
Maximum torque: 520Nm @ 4,200rpm
0-62mph: 4.8sec

Top speed: 174mph
Brakes: Front: 320mm discs; Rear: 299mm discs
Wheels & tyres: Front: 8x18-inch; 225/40/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 bodyshell, 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, 225/40/ZR18
 Rear: 18x10J, 265/35/ZR18
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: 131
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 used for first time, rolled out across the range in 2001.

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

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

★★★★★

996 Carrera 4S 2001-05

Basically a Carrera 4 featuring a Turbo 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

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

Production numbers: 1,563
Issue featured: 62
Engine capacity: 3,600cc
Compression ratio: 9.4:1
Maximum power: 450bhp @ 5,700rpm
Maximum torque: 620Nm @ 3,500-4,500rpm
0-62mph: 4.2sec

Top speed: 191mph
Brakes:
 Front: 350mm discs;
 Rear: 350mm discs
Wheels & tyres:
 Front: 8x18-inch;
 225/40/R18
 Rear: 11x18-inch;
 295/30/R18
Length: 4,435mm
Width: 1,830mm
Weight: 1,590kg

★★★★★

997 Carrera 2004-08

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

Production numbers: 25,788
Issue featured: 112
Engine capacity: 3,596cc
Compression ratio: 11.3:1
Maximum power: 325bhp @ 6,800rpm
Maximum torque: 370Nm @ 4,250rpm
0-62mph: 5.0sec

Top speed: 177mph
Brakes:
 Front: 318mm discs;
 Rear: 299mm discs
Wheels & tyres:
 Front: 8x18-inch;
 235/40/R18
 Rear: 10x18-inch;
 265/40/R18
Length: 4,427mm
Width: 1,808mm
Weight: 1,395kg

★★★★★

997 Carrera S 2004-08

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

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

Top speed: 182mph
Brakes:
 Front: 330mm discs;
 Rear: 330mm discs
Wheels & tyres:
 Front: 8x19-inch;
 235/35/R19
 Rear: 11x19-inch;
 295/30/R19
Length: 4,427mm
Width: 1,808mm
Weight: 1,420kg

★★★★★

997 Turbo 2005-10

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

Production numbers: 19,201 (up to 2008)
Issue featured: 117
Engine capacity: 3,600cc
Compression ratio: 9.8:1
Maximum power: 480bhp @ 6,000rpm
Maximum torque: 620Nm @ 1,950-5,000rpm
0-62mph: 3.9sec

Top speed: 193mph
Brakes:
 Front: 350mm discs;
 Rear: 350mm discs
Wheels & tyres:
 Front: 8.5x19-inch;
 235/35/R19
 Rear: 11x19-inch;
 305/30/R19
Length: 4,450mm
Width: 1,852mm
Weight: 1,585kg

★★★★★

997 GT3 2006-07

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

Production numbers: 2,378
Issue featured: 117
Engine capacity: 3,600cc
Compression ratio: 12.0:1
Maximum power: 415bhp @ 7,600rpm
Maximum torque: 405Nm @ 5,500rpm
0-62mph: 4.3sec

Top speed: 192mph
Brakes:
 Front: 380mm discs;
 Rear: 350mm discs
Wheels & tyres:
 Front: 8.5x19-inch;
 235/35/R19
 Rear: 12x19-inch;
 305/30/R19
Length: 4,445mm
Width: 1,808mm
Weight: 1,395kg

★★★★★

997 GT3 RS 2006-07

Similar to GT3, with inclusion of wider rear 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: 179mph
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: 1,415kg



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: 187mph
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: 1,425kg



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Gen2 997 C4 2008-12



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

Production numbers: 1,384 (Coupe)
Issue featured: 41
Engine capacity: 3,614cc
Compression ratio: 12.5:1
Maximum power: 345hp @ 6,500rpm
Maximum torque: 390Nm @ 4,400rpm
0-62mph: 5.0sec

Top speed: 176mph
Brakes:
Front: 330mm discs;
Rear: 330mm discs
Wheels & tyres:
Front: 8x18-inch;
235/40/ZR18
Rear: 11x18-inch;
295/35/ZR18
Length: 4,435mm
Width: 1,852mm
Weight: 1,470kg

★★★★★

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;
235/35/ZR19
Rear: 11x19-inch;
305/30/ZR19
Length: 4,435mm
Width: 1,852mm
Weight: 1,480kg

★★★★★

997 Sport Classic 2010



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

Production numbers: 250
Issue featured: 57
Engine capacity: 3,800cc
Compression ratio: 12.5:1
Maximum power: 408hp @ 7,300rpm
Maximum torque: 420Nm @ 4,200-5,600rpm
0-62mph: 4.6sec

Top speed: 187mph
Brakes:
Front: 350mm discs;
Rear: 350mm discs
Wheels & tyres: Front: 8.5x19-inch; 235/35/ZR19
Rear: 11x19-inch; 305/30/ZR19
Length: 4,435mm
Width: 1,852mm
Weight: 1,425kg

★★★★★

997 GT3 RS 4.0 2010



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

Production numbers: 600
Issue featured: 125
Engine capacity: 3,996cc
Compression ratio: 12.6:1
Maximum power: 500hp @ 8,250rpm
Maximum torque: 460Nm @ 5,750rpm
0-62mph: 3.9sec

Top speed: 193mph
Brakes:
Front: 380mm discs;
Rear: 380mm discs
Wheels & tyres: Front: 9x19-inch; 245/35/ZR19
Rear: 12x19-inch; 325/30/ZR19
Length: 4,460mm
Width: 1,852mm
Weight: 1,360kg

★★★★★

997 Turbo S 2011-13



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

Production numbers: 2,000
Issue featured: 123
Engine capacity: 3,800cc
Compression ratio: 9.8:1
Maximum power: 530hp @ 6,250-6,750rpm
Maximum torque: 700Nm @ 2,100-4,250rpm
0-62mph: 3.3sec
Top speed: 195mph

Brakes:
Front: 380mm discs;
Rear: 350mm discs
Wheels & tyres: Front: 8.5x19-inch; 235/35/ZR19
Rear: 11x19-inch; 305/30/ZR19
Length: 4,435mm
Width: 1,852mm
Weight: 1,585kg

★★★★★

991 Carrera 2011-



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

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

Top speed: 179.6mph
Brakes:
Front: 330mm discs;
Rear: 330mm discs
Wheels & tyres: Front: 8.5x19-inch; 235/40/ZR19
Rear: 11x19-inch; 285/35/ZR19
Length: 4,491mm
Width: 1,808mm
Weight: 1,380kg

★★★★★

991 Turbo 2013-



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

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

Top speed: 195mph
Brakes:
Front: 380mm discs;
Rear: 380mm discs
Wheels & tyres: Front: 8.5x20-inch; 245/35/ZR20
Rear: 11x20-inch; 305/30/ZR20
Length: 4,506mm
Width: 1,880mm
Weight: 1,595kg

★★★★★

991 Turbo S 2013-



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

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

Top speed: 197mph
Brakes:
Front: 410mm discs;
Rear: 390mm discs
Wheels & tyres: Front: 9x20-inch; 245/35/ZR20
Rear: 11x20-inch; 305/30/ZR20
Length: 4,506mm
Width: 1,880mm
Weight: 1,605kg

★★★★★

Gen2 997 GT3 2009-12



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

Production numbers: 2,200
Issue featured: 117
Engine capacity: 3,800cc
Compression ratio: 12.2:1
Maximum power: 435hp @ 7,900rpm
Maximum torque: 430Nm @ 3,250rpm
0-62mph: 4.1sec

Top speed: 194mph
Brakes:
 Front: 380mm discs;
 Rear: 350mm discs
Wheels & tyres:
 Front: 8.5x19-inch;
 235/35/ZR19
 Rear: 12x19-inch;
 305/30/ZR19
Length: 4,460mm
Width: 1,808mm
Weight: 1,395kg

★★★★★

Gen2 997 Turbo 2009-13



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

Production numbers: 3,800
Issue featured: 116
Engine capacity: 3,800cc
Compression ratio: 9.8:1
Maximum power: 500hp @ 6,000rpm
Maximum torque: 650Nm @ 1,950-5,000rpm
0-62mph: 3.4sec

Top speed: 194mph
Brakes:
 Front: 350mm discs;
 Rear: 350mm discs
Wheels & tyres:
 Front: 8.5x19-inch;
 235/35/ZR19
 Rear: 11x19-inch;
 305/30/ZR19
Length: 4,450mm
Width: 1,852mm
Weight: 1,570kg

★★★★★

Gen2 997 GT3 RS 2009-12



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

Production numbers: 1,500
Issue featured: 125
Engine capacity: 3,800cc
Compression ratio: 12.2:1
Maximum power: 450hp @ 7,900rpm
Maximum torque: 430Nm @ 6,750rpm
0-62mph: 4.0sec

Top speed: 192mph
Brakes:
 Front: 380mm discs;
 Rear: 380mm discs
Wheels & tyres:
 Front: 9x19-inch;
 245/35/ZR19
 Rear: 12x19-inch;
 325/30/ZR19
Length: 4,460mm
Width: 1,852mm
Weight: 1,370kg

★★★★★

997 Speedster 2010



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

Production numbers: 356
Issue featured: 128
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 tail light as standard. Also features a torque distribution indicator on the digital dash clock.

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

Top speed: 177mph
Brakes:
 Front: 330mm discs;
 Rear: 330mm discs
Wheels & tyres:
 Front: 8.5x19-inch;
 235/40/ZR19
 Rear: 11x20-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



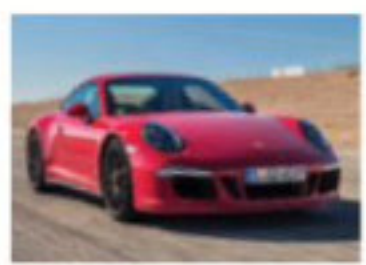
Exuberantly styled Carrera S with wide body and generous spec. Many styling cues inside and out taken from original 901. Powerkit only came as standard spec in US.

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/ZR21
 Rear: 12.5x21-inch;
 325/30/ZR21
Length: 4,545mm
Width: 1,880mm
Weight: 1,420kg

★★★★★



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1997 PORSCHE 993 CLASSIC 3.6 TURBO - RHD
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Basalt Black with Black Leather, Sat Nav,
48k miles.....**£42,000**



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Basalt Black with Black Leather, Sat Nav,
30k miles.....**£42,000**



997 "C2" Gen 2 3.6 PDK (2009 - 09)
Silver with Black Leather, Sat Nav,
44k miles.....**£38,000**



997 "C2" Gen 2 3.6 PDK (2008 - 08)
Basalt Black with Black Leather, Sat Nav,
35k miles.....**£38,000**



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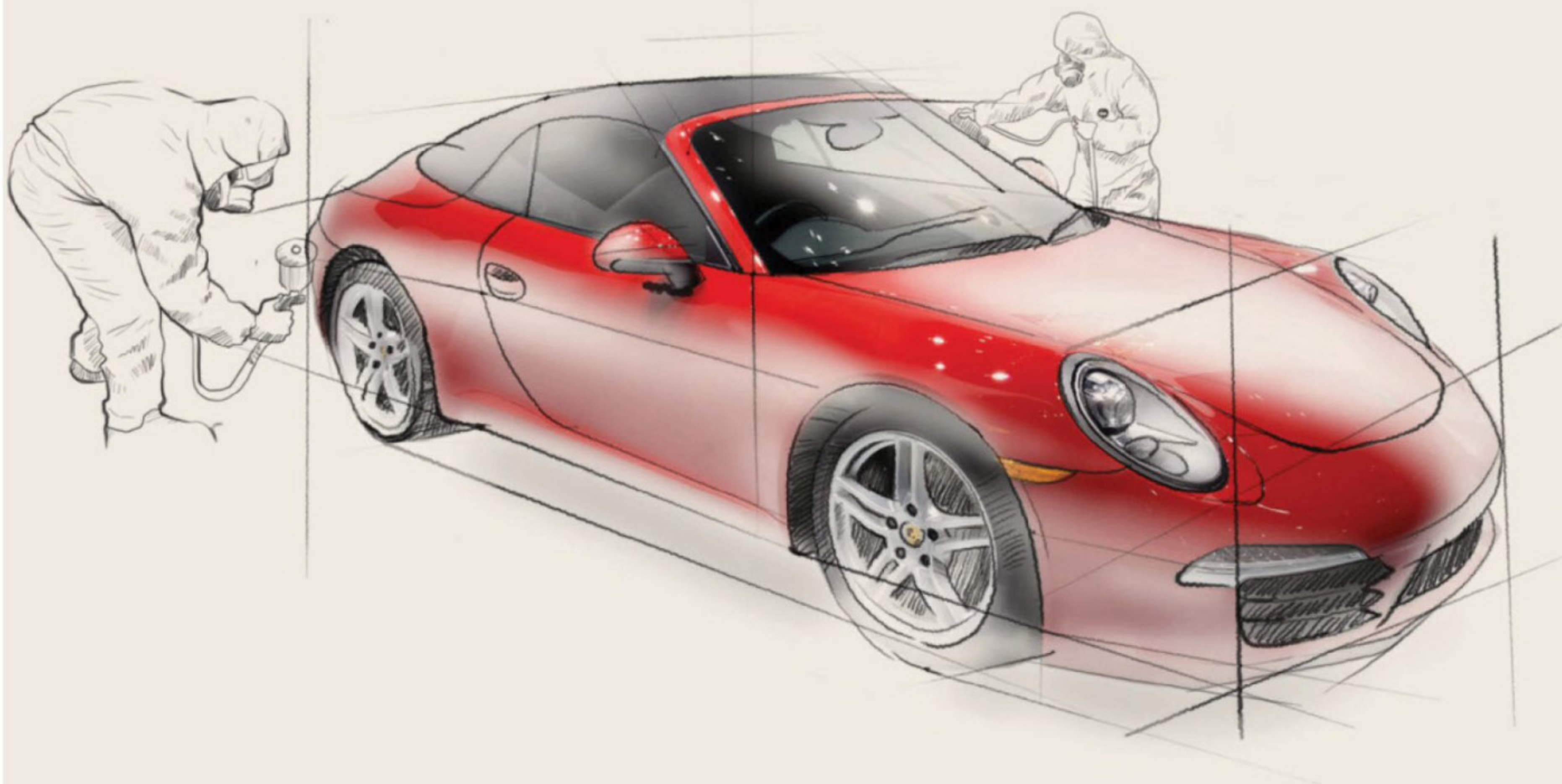
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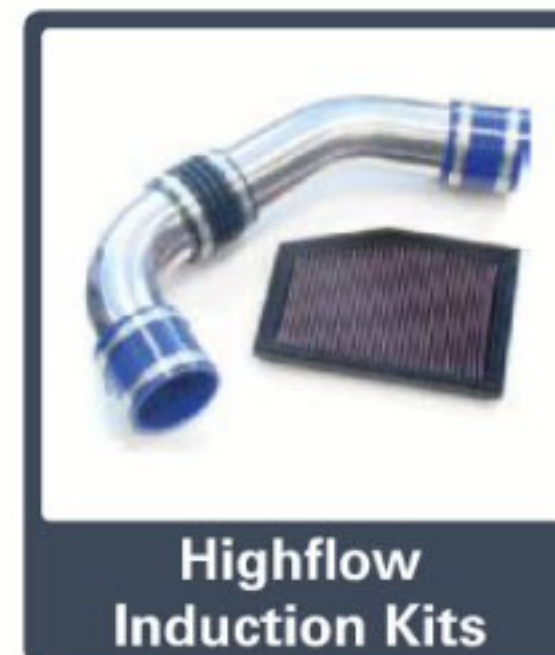
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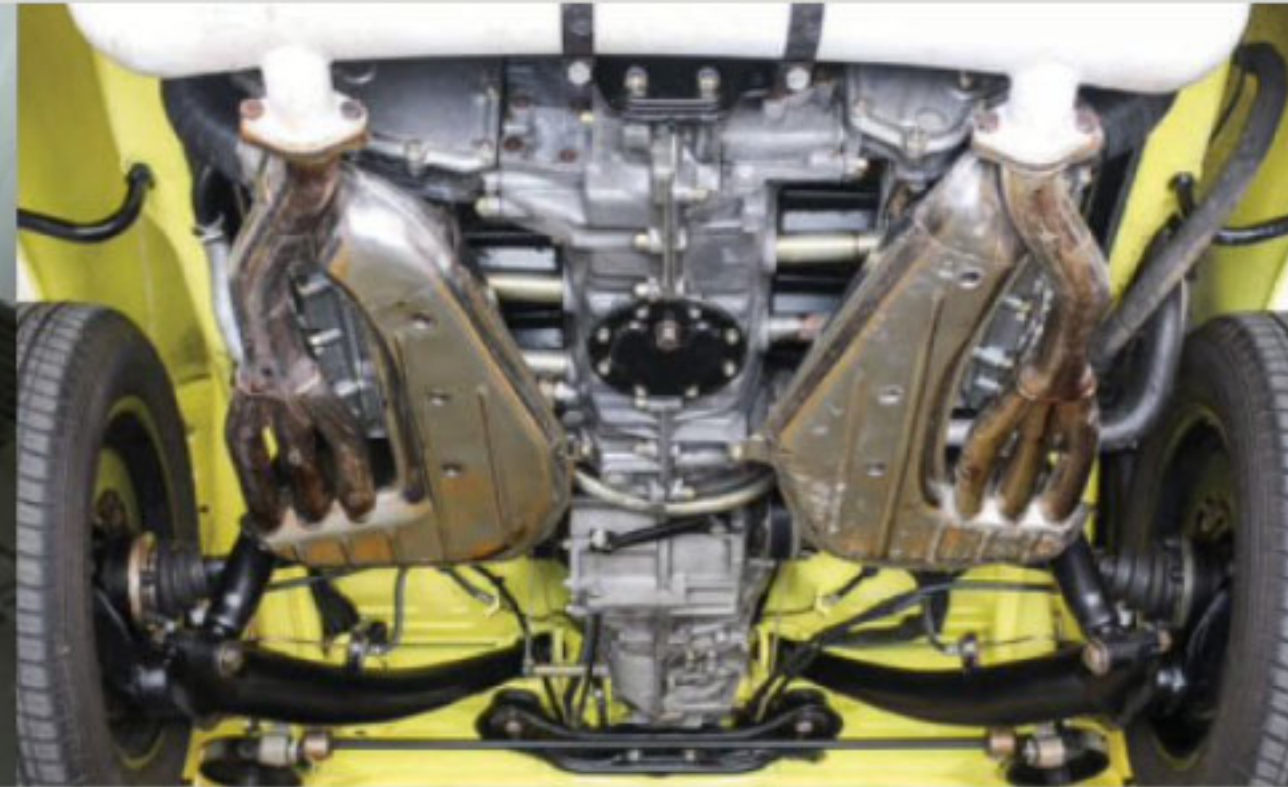
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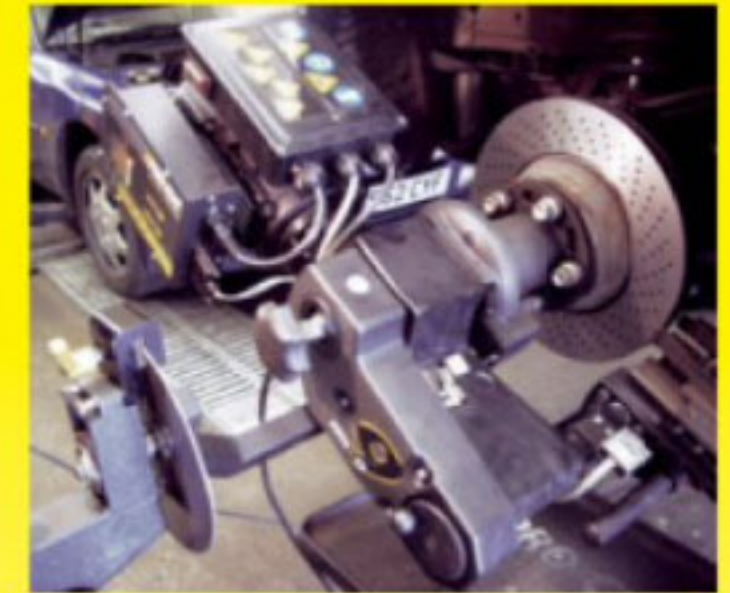
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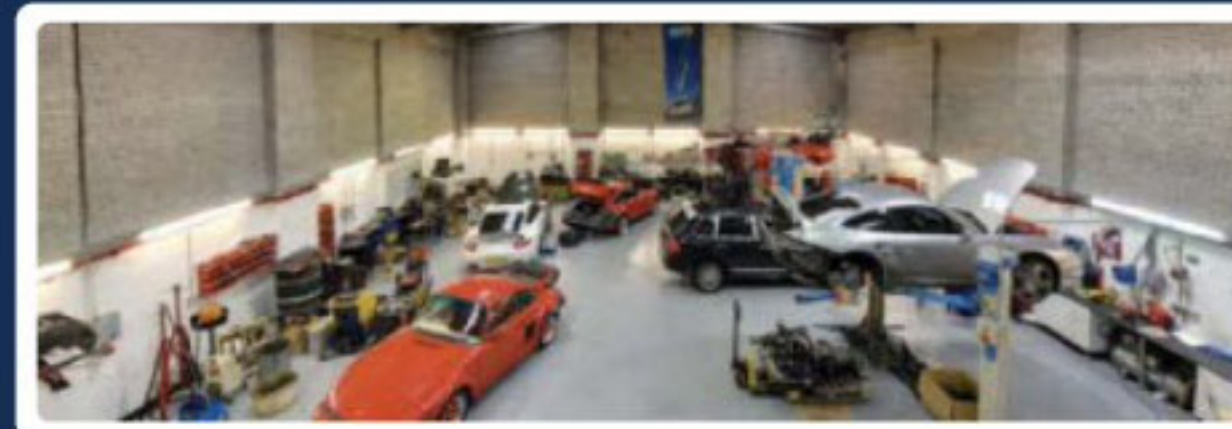
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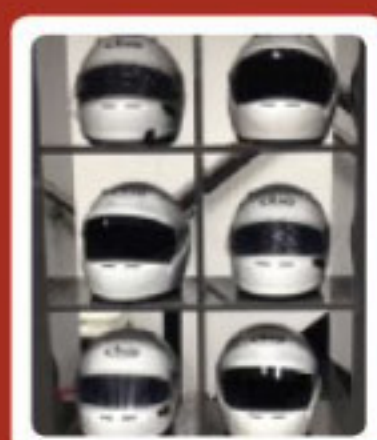
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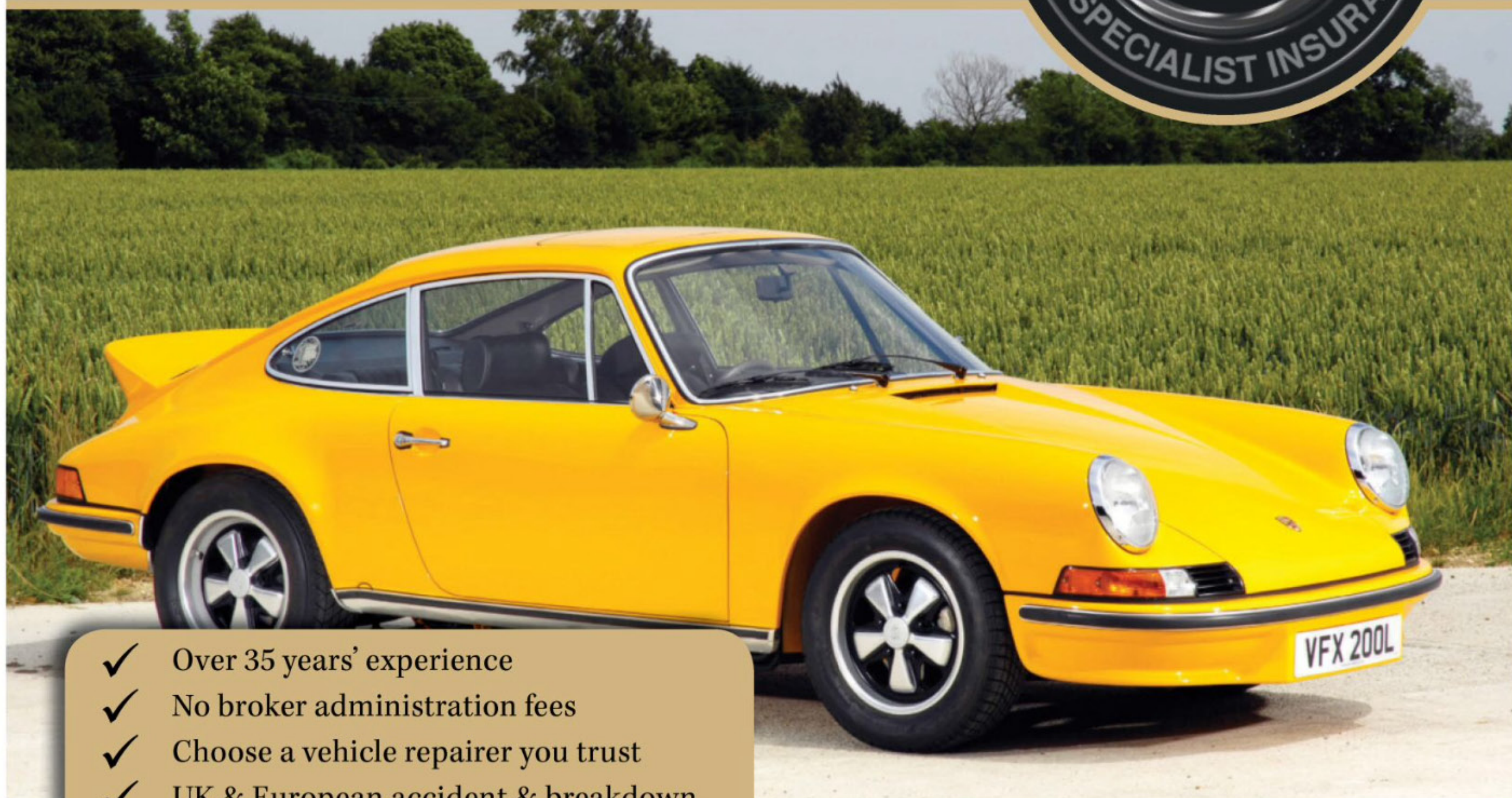
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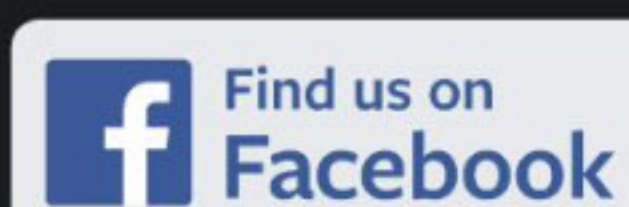
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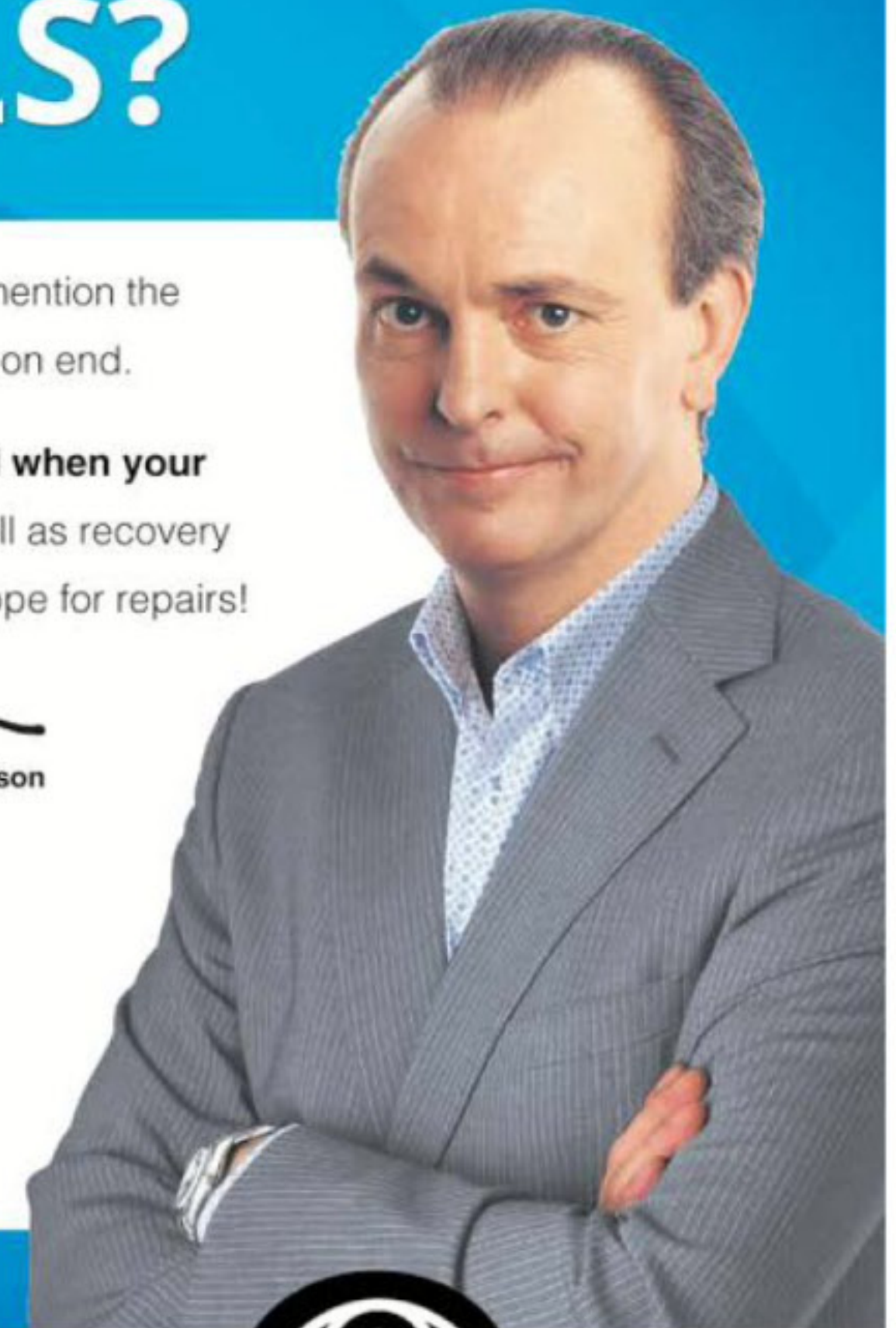
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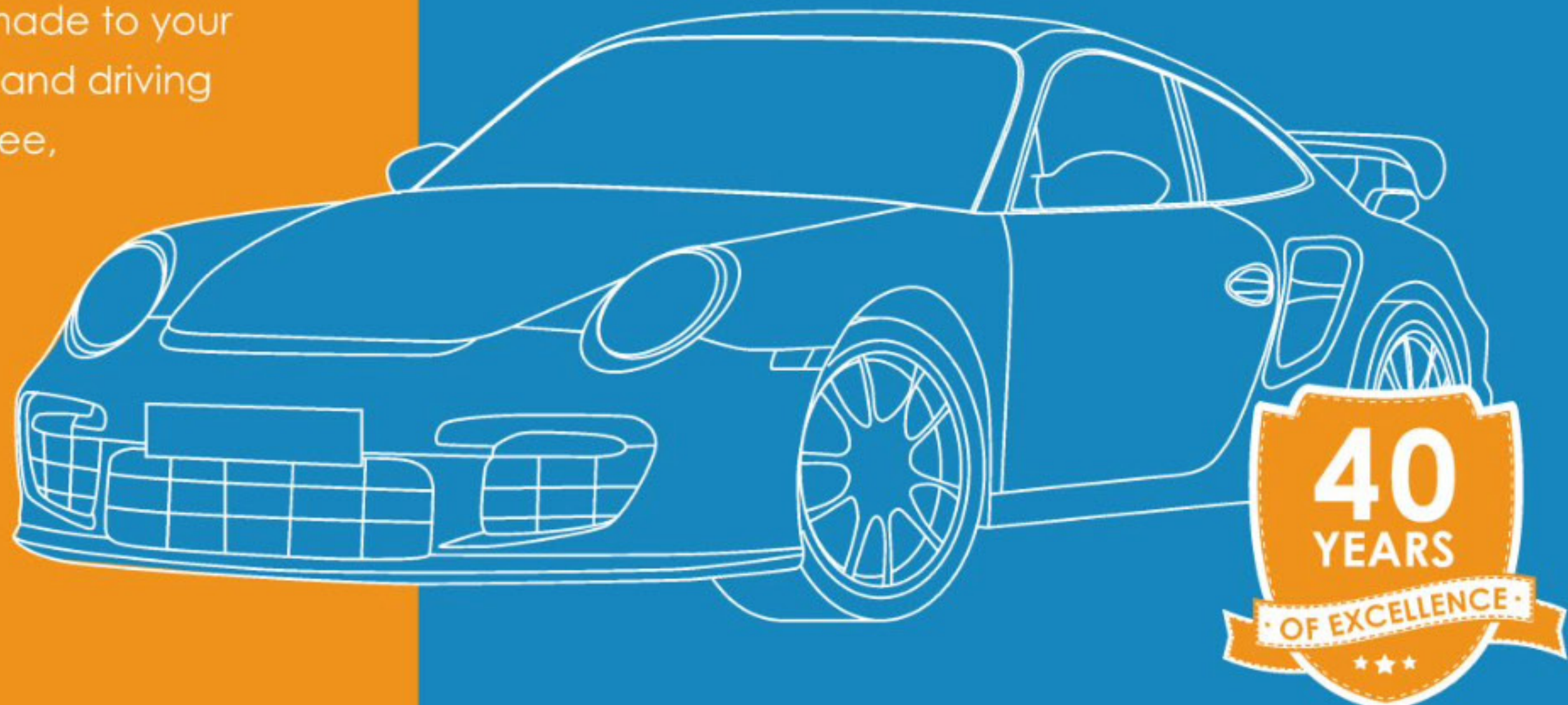
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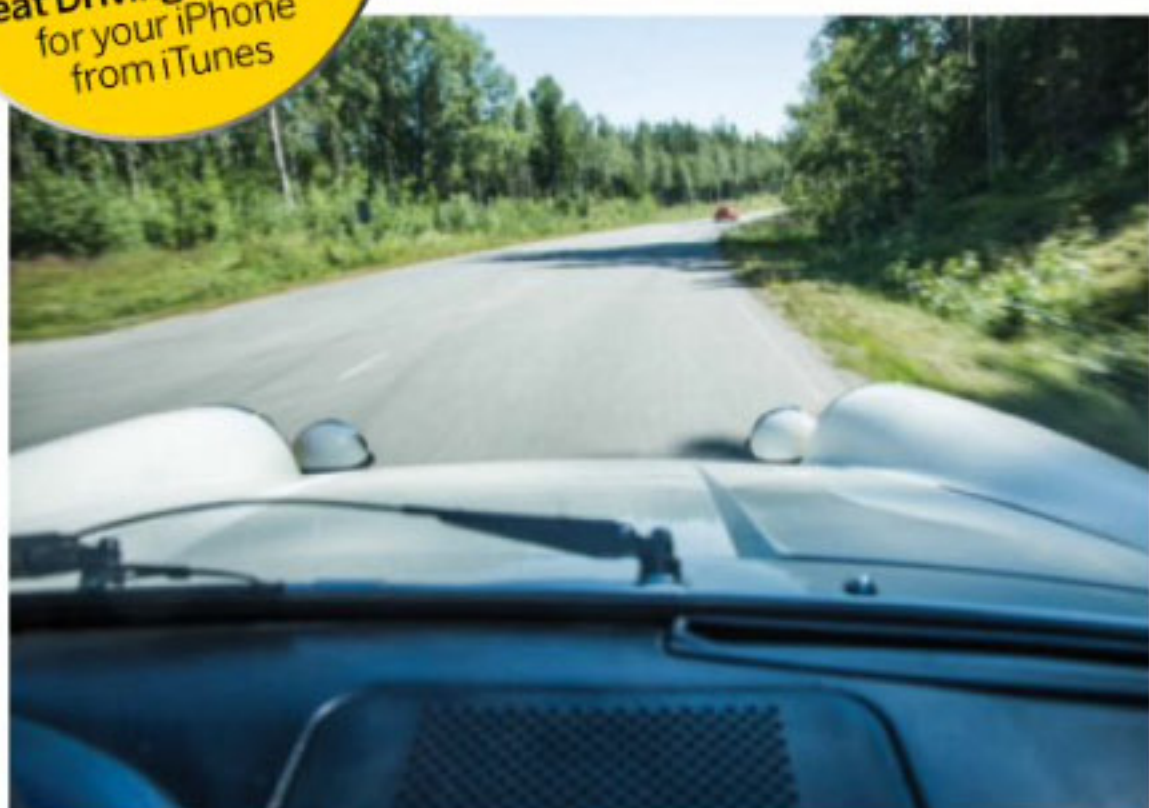
Kvarken Archipelago, Ostrobothnia, Finland

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



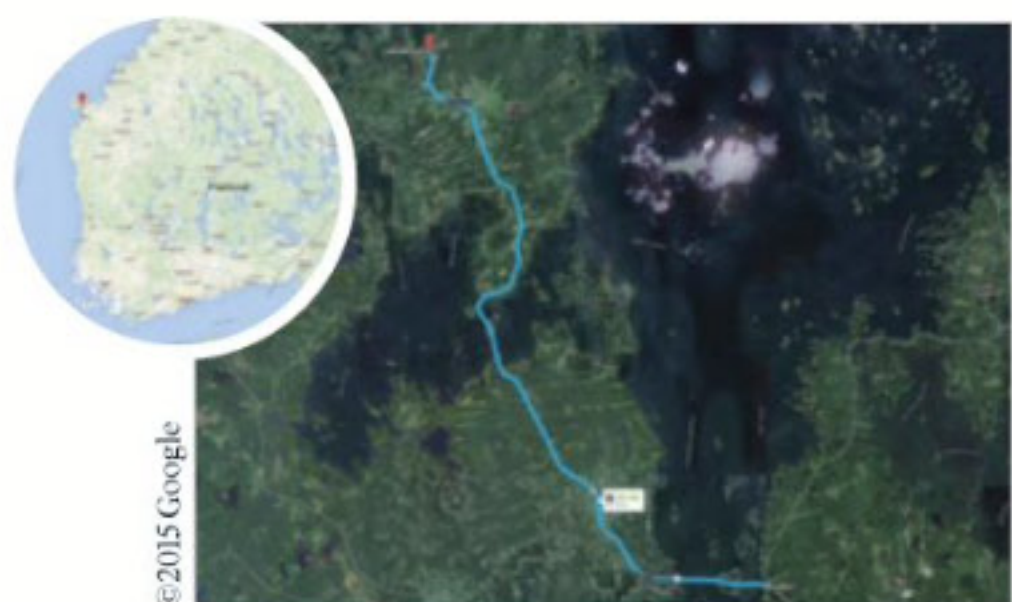
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Total 911 heads to Finland for the first time to have a blast through evergreen forests and over glistening seas – perfect for a classic Porsche

If you're a Porsche 911 fan and you hear the word 'Finland', I'm sure that thoughts of the Toivonen family spring to mind, quickly followed by images of the gravel roads on which these rally heroes learned their sideways skills. However, the country's Tarmac roads can prove just as thrilling.

Starting at Alskat (13 kilometres north of Vaasa) on regional route 724, it's not long before you're out on the water crossing – the Replot Bridge, Finland's longest such structure at 1,045 metres long – and heading onto the first of two major islands. Take a moment to savour the view over the start of the Kvarken Archipelago.

The road number quickly changes to 7240 once onto the island of Replot and,

after ambling through the rural villages at the island's southerly tip, the road pulls almost arrow straight for a blast through one of Finland's pine forests. The evergreen landscape is majestic while the wide road gives you a chance to nip past any traffic.

Approaching the north coast of Replot, a fast, well-cambered left-right 'S' bend provides action at the wheel, testing the high-speed stability of your 911, before you begin island hopping over two of the smaller landmasses that typify the Kvarken Archipelago. It's an intriguing feeling, driving at sea level, but the experience doesn't last for long as a sweeping right-hander pitches you onto the second major island: Björkö.

Like Replot, the road is bordered by pine and spruce trees, although

the landscape feels more open, giving way at times to idiosyncratic red wood buildings. The Tarmac twists this way and that on Björkö's southern half too. The road's width means that each curve is never tight, instead providing the perfect route for a classic 911.

That's not to say there aren't challenging bends. There's a tricky banked right just before your destination in Svedjehamn that could catch out the unwary, which would be a huge shame as your end point is truly spectacular. The fishing village is home to the Saltkaret tower, a 20-metre tall belvedere that provides incredible vistas over Kvarken Archipelago. With a UNESCO World Heritage stamp to its name, it's worth a visit. A great road with a greater destination. **911**



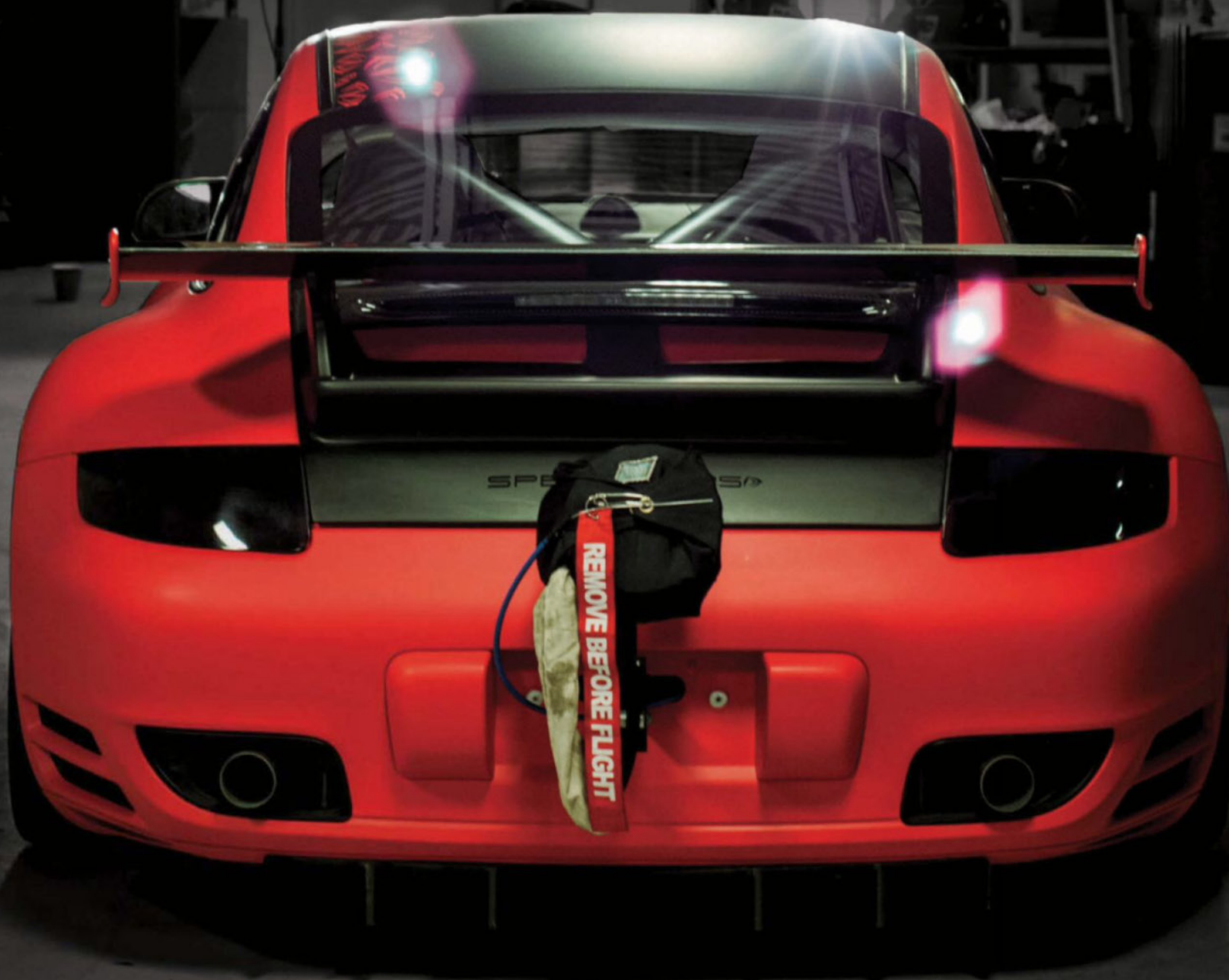
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