

Total 911

THE PORSCHE MAGAZINE

SHARKWERKS 997 GT3 & GT2

Does bigger mean better for this dynamic duo of modified Mezgers?



www.total911.com

NEW 991.2 CARRERA DRIVEN A NEW DAWN

101
911s RATED
INSIDE

Has the new turbocharged Carrera raised or ruined the 911's driver appeal?



PLUS

- Car auctions undercover
- 991 Turbo roadtrip to Le Mans
- Ernst Fuhrmann: 911 hero or villain?



THE FIRST G-SERIES

Test drive of the first impact bumper 911 four decades after its controversial release



DigitalEdition
GreatDigitalMags.com
ISSUE 134

356 BUYER'S GUIDE

Everything you need to know about the 911's illustrious flat four predecessor

WE ARE ALL RACERS



THE HIGH PERFORMANCE TYRE FOR RACERS.

**MICHELIN PILOT SPORT CUP 2,
Approved for the PORSCHE Cayman GT4.**

When it comes to high performance, Porsche and Michelin share the same passion for perfection. So when the uncompromising Cayman GT4 needed a new level of contact with the ground, Porsche and Michelin worked shoulder

to shoulder to craft, test and finally codevelop a truly exceptional high performance tyre. It's simply the latest chapter in more than fifty years the pair have spent together pursuing excellence on the road and in motorsport. No wonder that Michelin has been selected by Porsche as its strategic partner for tyres.



MICHELIN Pilot Sport Cup 2 the track tyre suitable for everyday use. Thanks to MICHELIN Total Performance you can enjoy high performance and optimal safety together in total confidence.



Release your inner racer and discover the MICHELIN high performance tyre range at:
www.michelin.co.uk



Welcome



At last, those lingering worries can be put to bed. I won't lie and say to you that at no point in the last year have I lay awake at night, wrought with the thought that Porsche are about to ruin the coveted 911 for the sake of improved MPG with the second-generation 991. I have.

As you'll recall from my notes at the beginning of issue 132, a trip to the Frankfurt Motor Show in September eased my anxieties somewhat. The facts and figures presented at the new turbocharged Carrera's launch were as encouraging as they were impressive. Of course, there's no substitute for a stint at the wheel when deciding on the fate of a new car – particularly one as significantly different as this – and the topography of Tenerife provided a thrilling environment for **Total 911** to put the 991.2 Carrera through its first paces en route to delivering you the only verdict that matters.

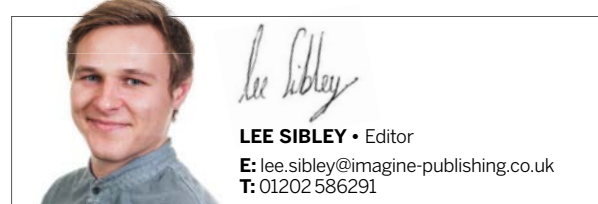
As you'll discover on page 24, our man Kyle Fortune – expert road tester and 911 owner, no less – found favour with the new Carrera's characteristics. Sure, there are elements

to that revolutionary new flat six engine that ensures the 911 has, in some ways, changed forever, but we're all relieved to learn that, overall, Porsche's engineers have again produced a scintillating sports car that moves the game on once more. We need never have doubted them.

This is also the issue where we reveal the winners of the inaugural **Total 911 Awards** (incase you haven't yet seen the results via **Total911.com**, of course). Our report and pictures from a spectacular occasion can be found beginning on page ten, and I'm pleased to say we're already working hard on the 2016 event – where there will be additional seats made available for more readers to attend what has already become the highlight of the calendar year.

Lastly, I'd like to dedicate this issue of **Total 911** to the memory of Karen Walker. There's a long-standing truism in the worldwide Porsche community that, as great as the cars are, it's the people that shape our experiences in the company of these brilliant machines. That rings especially true here and our thoughts are with our friend Magnus at this time.

“Porsche has again produced a sports car that moves the game on”



f Facebook
 /total911magazine

t Twitter
 @total911

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



1911 Opening Shot

The 991 GT3 RS joins a striking display of flamboyant 911s as 150 specially-invited guests gather for the inaugural Total 911 Awards. Eleven sought-after accolades were later presented on stage to recognise excellence in the Porsche industry as part of a new legacy for the magazine.

Photograph by **James Sheppard**



Contents

24 991.2 CARRERA FIRST DRIVE

“It’s a mighty impressive drive even if it signals a new dawn for the Porsche 911”



For back issues, subscriptions and other Total 911 products visit

www.imagineshop.co.uk



Essentials

- 08 **Update**
The latest Porsche news, including a full report on the inaugural **Total 911 Awards**
- 16 **Columnists**
Pro drivers Nick Tandy and Ben Barker reflect on their fortunes in 2015
- 20 **Views**
The very best of your correspondence via email, social media and **Total911.com**
- 74 **Living the Legend**
Our Porsche owners from around the world update us on their experiences
- 81 **Premier Porsche**
Your home of information for all our specialist partners and traders
- 86 **Data file**
In-depth stats and market values for every iteration of 911 1963-2015
- 113 **Coming soon**
Take a look ahead to the next instalment of the world's only Porsche 911 magazine
- 114 **Great Roads**
We're in Switzerland to tackle the famous St Gotthard Pass



34



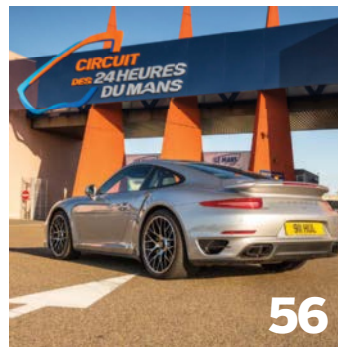
40



48

Features

- 24 **991.2 Carrera first drive**
How has turbocharging affected the 911's traditional driving character?
- 34 **The first G-series**
We revisit the first impact bumper 911, originally revealed to the world in 1974
- 40 **Sharkwerks GT2 & GT3**
Lee heads stateside to find out if bigger is better for these modified Mezgers
- 48 **356 ultimate guide**
Everything you need to know about the 911's famous flat-four predecessor
- 56 **Turbo to Le Mans**
Josh embarks on a roadtrip to explore Porsche's turbo competition history
- 62 **Ernst Fuhrmann**
He's the man who nearly finished the 911, but his story has much more to tell...
- 66 **Inside the auction house**
Currently *the* way to buy and sell, we find out what a Porsche auction is really like
- 82 **Canford Classics**
Uncover what makes Canford Classics a world class restorer of early 911s



56



62



66



82

Update

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



Porsche 911 R prototype spotted in testing

First glimpses of new 'purists' Porsche snapped by Total 911 spies

Just last issue we brought you news of rumours suggesting that Porsche was going to build a modern day 911 R. Now those rumours appear to have been validated as **Total 911**'s spies snapped what looks like a 911 R prototype out testing on the roads in Germany.

While this test mule may appear to be a de-winged 991 GT3 (complete with first generation brake lights), there are a few clues that suggest this prototype is actually something much more exciting. At the rear, the standard GT3 decklid has been replaced with the classically styled design from the 991 Carrera GTS, while the lack of any rear spoiler follows the rumours that the 911 R will be a 'back to basics' car, focussing more on driver involvement and enjoyment rather than pure speed and grip.

Countering this slightly is the revised rear bumper, which appears to feature small downward fins, creating a pseudo diffuser. Whether these are functional or purely for styling purposes is unknown, however, it seems unlikely that such a feature will be seen on the production 911 R when it is given its official public debut

at the 2016 Geneva Motor Show in March. Despite this, there have been suggestions that the 'R' could be fitted with some form of ducktail (although, as this is already part of the Sport Design kit, it seems more likely that any rear spoiler will be offered as an optional extra rather than as standard).

Running ostensibly on the current GT3 platform, this prototype corroborates the view that the new Porsche 911 R will be powered by the high-revving, 475hp version of the 9A1 flat six engine. This was confirmed by **Total 911** spies who heard the car's engine running while shooting these photos. Unlike the GT3 though, the 911 R's engine will be mated to a manual gearbox (something that could find its way onto the second generation 991 GT3 as an option).

Inside the 911 R test mule, Porsche's proprietary simple roll cage (a feature on many pre-production prototypes) can be seen, suggesting that it won't be long until we see a similar car hacking around the Nürburgring Nordschleife. We will bring you all the latest news, as it breaks, on Total911.com.





What's on in 2015/16

Der Über-Porsche
30 September 2015-10 January 2016
The Porsche Museum's latest special exhibit celebrates 30 years of the 959

991.2 Carrera deliveries
December 2015
The first turbocharged 911 Carreras will arrive at OPCs just in time for Christmas

RM New York
10 December 2015
RM Sotheby's 'Driven by Disruption' sale takes place in Sotheby's NYC headquarters

Porsche Tour of Portugal
14-17 December 2015
Starting and finishing in Lisbon, this tour is the perfect winter driving getaway

Detroit Motor Show
11-24 January 2016
The first major motor show of the year – the NAIAS – heads to Motor City

2015 fourth quarter auction round up

Surprising sales of Porsche 911s at Silverstone with RM set to shine in New York

The 2015 Porsche Sale, hosted by Silverstone Auctions, saw some surprising results, but none more so than the £173,250 achieved by Porsche 911 '50', a car built by Porsche Central Operations as part of the Porsche GB restoration competition held to celebrate 50 years of the 911.

Starting life as a 1977 Porsche 911, the car had been extensively rebuilt, with the team of Porsche technicians turning the 911 into a 2.7 RS replica with a few choice modifications (such as a 993 engine). Listed with an estimate of £125,000-£150,000, the 911 '50' bucked the

trend for tuned Neunelfers, exceeding its upper guide price by over 15 per cent. Elsewhere at the sale, a 1989 Porsche 930 SE finished in Baltic blue metallic realised £165,940 (just under its top estimate of £170,000) as a similar car from 1985 – originally used as the UK press car – failed to find a buyer. Traditionally fronted 911 Turbos also fared well under Silverstone's hammer, with a 1981 930 3.3 restored by Porsche Centre Leeds topping out at £118,125, over £3,000 above its guide price.

At RM Sotheby's upcoming auction in New York, an even earlier Porsche 930 will go

under the hammer. Consigned to the 'Driven by Disruption' sale, the 1975 911 Turbo is car number 163 of the 284 built during the first year of production. The whale-tail-ed car, finished in Copper brown metallic, will be offered without a reserve and will be joined by a 2.7 Carrera RS Touring, immaculately restored by renowned Porsche expert Kevin Jeannette. The undoubted Porsche star of the sale will be Janis Joplin's 1964 356C 1.600 SC Cabriolet however. Recently returned to its famously psychedelic livery, expect this 911 forerunner to go for big money in the Big Apple.

Porsche fully on course for record-breaking 2015

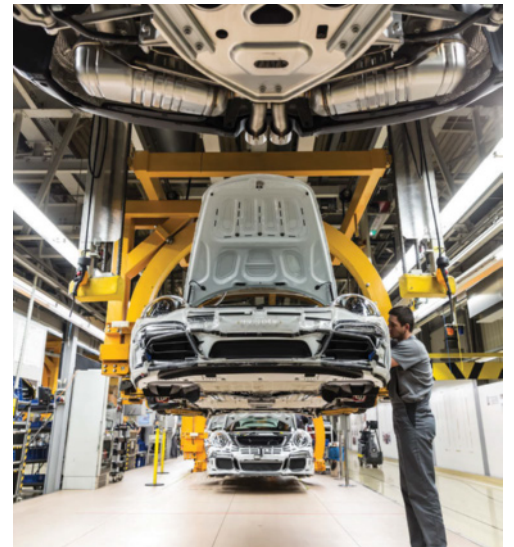
911 sales on the up as Porsche SE reveals group profit for Q1-3

Despite the imminent generation change, the first generation Porsche 991 platform has continued to enjoy strong sales in 2015, with Zuffenhausen announcing that 27,281 new 911s have been delivered worldwide between January and October this year. This marks a seven per cent increase over the same period in 2014 and will no doubt be bettered in 2016 with the introduction of the 991.2 – the first of which are due in showrooms from December.

The news came as Porsche announced another record-breaking year of sales across the board, with the Stuttgart car maker only needing ten months of 2015 to

break its delivery record (set last year). From January to October, Porsche has delivered 191,784 cars – a 26.6 per cent improvement compared to last year's figures.

After parent company Volkswagen's diesel emissions crisis, the figures have helped to buoy the group as Porsche SE (the holding company that indirectly owns Porsche AG) announced a group profit of €1.19 billion through quarters one to three of 2015. Despite the downturned forecast (from €2.8-3.8 billion) in the wake of the scandal, Porsche SE is still expecting to make a group profit of between €0.8 billion and €1.8 billion by the end of the year.



New CEO for Porsche Cars North America

With Detlev von Platen moving to an executive board position within Porsche AG (as revealed in issue 133), Porsche Cars North America has announced Klaus Zellmer as its new president and CEO. The 48-year-old's new role became effective as of 1 November 2015.

Earlier this year, Zellmer became head of overseas and emerging markets for Porsche (looking after subsidiaries in Australia and Japan, as well as regional offices in the Middle East and Africa). However, the German will now head stateside to run the thriving US operation, reporting directly to von Platen.

Latest Carrera slot cars released

Should you be looking for something a little more grown up than the ideas on page 18, German slot car manufacturer Carrera's latest offerings – including a Porsche 917/30 in test livery – should satisfy your inner child. Built in 1:32 scale, the cars (of which a 904 Carrera GTS and recent Manthey VLN 997 RSR are also available) are offered for Carrera's 'Evolution' and 'Digital' slot car kits. The former is compatible with all major slot car tracks (including Scalextric), while the latter can be raced against three other cars at the same time, with the ability to change lanes. Prices start at £29.99. For your nearest stockist, visit www.hobbyco.net.





Total 911 Awards 2015

Eleven accolades presented at Total 911 magazine's lavish inaugural ceremony to reward excellence in the Porsche industry

October was the month when **Total 911** magazine hosted its inaugural Awards evening with a lavish ceremony at the home of Hexagon Modern Classics, London, in what was a night to remember for the entire Porsche industry.

More than 150 specially-invited guests travelled from around the globe to watch 11 prestigious awards be given out to deserving winners who practice excellence in their work. The Awards ceremony took place in a breathtaking environment among a backdrop of some of the world's finest Porsche exotica, from the early 1964 901 Cabriolet prototype (cover star of our ten-year-anniversary issue 130) right up to the 2015 991 GT3 RS – complete with only delivery miles on the clock. Guests were also treated to a live Q&A session with current Le Mans winner Nick Tandy taking to the stage, before handing over to motorsport presenter and Porsche aficionado Henry Hope-Frost to conduct the all-important Awards ceremony.

With the main event under way, the winner of each esteemed category was called onto the stage individually to rapturous applause at the black tie event to collect their accolade, which was the culmination of a two-stage voting process for ten of the 11 awards. First, members of the public could enter the name of their desired winner via the online voting form at www.total911.com/awards, with all

votes frozen at midnight exactly one month before the awards evening. Then, it was down to a judging panel consisting of the **Total 911** editorial team and the magazine's 'Living the Legend' contributors to choose a winner from the top five public nominations in each category, with the winners kept secret until the ceremony. The final award, for Editor's Choice, was independent of this process, with **Total 911**'s editor personally deciding the winner.

Meanwhile, guests also managed to raise £880 on the night for Great Ormond Street Hospital thanks to a raffle of an exclusive luggage set, supplied by Porsche Design, in an event deemed a resounding success by **Total 911** magazine's editor, Lee Sibley.

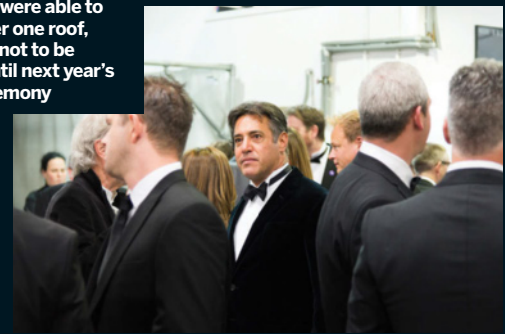
"To have so many representatives from right across the international Porsche spectrum under one roof made for a very special occasion, and I'm delighted for the winners of our prestigious awards who have rightly had their year-round hard work recognised," he said. "Already, we look forward to the 2016 Awards for what will be the night to look forward to each and every year for the Porsche industry."

Total 911 magazine would like to place on record its thanks to Awards partners Hexagon Modern Classics, JZM, Porsche Design, Porsche Cars Great Britain, Porsche Club Great Britain, and Poole Accident Repair for their support in creating a thrilling event for the entire Porsche industry.





The Total 911 Awards presented a rare occasion where everybody from within the wider Porsche community were able to gather under one roof, a spectacle not to be repeated until next year's Awards ceremony



Doors to the event, held at Hexagon Modern Classics, opened at 7:30pm, where guests were met with the spectacle of exceptional Porsche exotica as soon as they walked through the door





All 150 specially-invited guests took to their seats for the Awards ceremony, presented by Henry Hope-Frost. Total 911's editor, right, is seen here presenting the night's final award for 'Editor's Choice'



Nick Tandy thrilled the audience with a lively Q&A session where the 2015 Le Mans winner and Total 911 columnist revealed he had already signed a works contract with Porsche for 2016



The accolades were given out among a scintillating backdrop of exquisite Porsche exotica spanning the entire 52-years of 911 production to date



Your 2015 Total 911 Awards winners are:



Best Official Porsche Centre - Sales:
OPC Bournemouth



Best Official Porsche Centre - Servicing:
OPC Silverstone



Best 911 Restoration Specialist:
Autofarm



Best 911 Motorsport Team/Individual:
Nick Tandy



Best 911 Tuner:
Nine Excellence



Best Independent Porsche Specialist - Sales: Paragon

Best Independent Porsche Specialist - Servicing: Autofarm



Best Aftermarket Porsche Products:
Porscheshop



Best 911 Insurance Specialist:
Adrian Flux



Editor's Choice:
Hexagon Modern Classics

Motorsport

THE LATEST NEWS AND RESULTS FROM RACING SERIES AROUND THE GLOBE



Porsche conquers the world at 2015 Six Hours of Shanghai

Fifth consecutive win for 919 Hybrid secures FIA WEC title for Weissach

Mark Webber, Brendon Hartley and Timo Bernhard led home team-mates Neel Jani, Marc Lieb and Romain Dumas in the Six Hours of Shanghai, giving the no. 17 Porsche 919 team its fifth consecutive victory of the season on the way to helping Weissach to secure a memorable first world title since 1986.

After locking out the front row in a dry qualifying session, the factory Porsches were faced with wet conditions on race day, as the six-hour encounter was forced to start behind the safety car. When racing got underway on lap five, pole man Hartley was jumped by Lieb in the no. 18 Porsche, as the

Kiwi struggled with a boost issue. When Lieb was forced into a spin by the no. 7 Audi though, Hartley soon returned to the lead position, heading the field until he handed over to Bernhard on lap 52.

The first round of driver stops worked well for the recovering no. 18 crew who were able to pit during a full-course caution period, allowing Jani to jump aboard and leapfrog the sister car to take the lead. The Swiss racer continued to lead the LMP1 field until lap 101, when a combination of high brake temperatures and the improving pace of the no. 17 machine saw the lead handed to Bernhard, who soon after handed over to Webber while making the switch from wet to intermediate tyres.

As the track continued to dry, the no. 18 car (now in the hands of Dumas) regained first place with the team running a different fuel strategy to the no. 17 Porsche 919. The decision wasn't to pay off however, as Dumas was forced to make a late splash and dash, handing the win to Webber, Hartley and Bernhard.

Victory saw the trio move 12 points clear of Audi racers André Lotterer, Benoît Tréluyer and Marcel Fässler in the drivers' standings but, more importantly for the Zuffenhausen board, the win ensured Porsche became manufacturers' world champion ahead of the season finale in Bahrain.



Eng takes first Supercup title

Riberas celebrates first Supercup triumph in Texas while Eng secures the 2015 title

Ex-Porsche Junior, Alex Riberas, finally secured his first Porsche Supercup race win in the 2015 season finale at Circuit of the Americas (COTA), while Philipp Eng took eighth place, winning the Supercup title. This title makes Eng only the third man to ever take the Supercup and Carrera Cup Deutschland titles in the same year, joining René Rast and Frank Stippler on the illustrious list.

Heavy rain brought into Austin by Hurricane Patricia forced both qualifying and race one to be cancelled, as the 3.4-mile COTA circuit in Texas was too waterlogged for any track action to take place on the Saturday. However, conditions improved for Sunday, with the grid for race two decided by drivers' second fastest lap times during Friday's free practice session. This gave pole position to current Porsche Junior, Sven Müller, while Riberas lined up alongside the German on the front row.

The race began under safety car conditions before going green on lap three. Riberas immediately began challenging Müller, with the Lechner Racing Middle East driver unable to shake him off. Riberas eventually found a way through on lap six, scampering away in the spray to take his first Supercup victory, 3.3 seconds ahead of the chasing pack.

That pack was eventually led home by Michael Ammermüller, who deposed Müller to third place on lap eight. Jeffrey Schmidt just missed the podium, while Total 911's Ben Barker put in the drive of the race to come through from tenth on the grid to take sixth, two places ahead of Eng, the Austrian who put in a steady performance to secure the Supercup title.

Motor racing in 2015/16

December

Gulf 12 Hours
10-11 December
The last endurance race of 2015 sees GT3 machinery head to Yas Marina in Abu Dhabi

January

Roar Before the 24
8-10 January
The 2016 USCC season kicks off with the official pre-Rolex 24 test at Daytona

24 Hours of Dubai
14-16 January
The 2016 Hankook 24 Hour Series kicks off in the heat of the Dubai desert

Autosport International
14-17 January
Held at Birmingham's NEC, this annual show marks the unofficial start of the season

Rallye Monte Carlo
18-24 January
Competitors will head to the icy mountain roads around Monaco for the world famous rally

24 Hours of Daytona
28-31 January
A new USCC season gets underway with a twice-around-the-clock enduro



Porsche Classic Radio Navigation System.

Find your way.

Over 70% of all Porsche models ever built are still on the road today. Now classic Porsche owners can be sure to find their way thanks to the latest technology from Porsche Classic.

The Porsche Classic Radio Navigation System features the best of modern technology, including Bluetooth® connectivity, yet is designed to integrate seamlessly with the interior of your classic Porsche*.

For more information visit your nearest Porsche Centre or Porsche Classic Partner Centre or www.porsche.com/classic.

*Classic Porsches up to 993 with a DIN-1 interface



PORSCHE

Nick Tandy

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



Being one of Porsche's test pilots

Heading into the off-season, Nick looks at how testing helps Porsche to develop new 911 racers



Recently, I was fortunate enough to be part of the team that gave the new Porsche 911 GT3 R (based on the 991 platform) its first competitive outing. As you may have read on Total911.com, we chose to enter the car in the ninth round of this year's VLN – the endurance series based on the Nürburgring Nordschleife.

There aren't many places tougher to put a new car through its paces, with the track throwing up a number of unique challenges. The last time I had driven the car was roughly 12 months ago so it was interesting to see how the guys at Weissach had developed it. However, when I was last behind the R's wheel, it was on what most of us would call a 'normal' circuit. In order to cope with the Nordschleife's lumps and bumps, you have to run a GT3 car with roughly twice the normal ride height and much softer springs, which, in turn, affects the way the aerodynamics work. This "test race" as we were billing it, would be the first time the new GT3 R had run in such a specification and, in practice, it was my job to take the car out for its first laps.

Getting behind the wheel of a brand new racing car can be quite a daunting experience, especially at the Nürburgring. Heading into the Flugplatz on my first lap, I was still getting to know the car again and,

unlike 'my' 911 RSR, I didn't know how it was going to behave. Obviously, Porsche has years of experience at developing 911 racers, so it knows what it's doing but, whenever we put on our helmets, we know the risks that we're accepting. Still, it did strike me during that event that we were a bit like the test pilots of old, jumping behind the wheel of Porsche's latest and greatest ideas to see what they can do.

As it turned out, the new 911 GT3 R performed excellently at VLN 9. All the testing in the world cannot replace the red hot heat of competition, so to come away with a podium was definitely a bonus. The Nürburgring is a crucial battleground for the German sports car manufacturers as it's home to one of the most famous endurance races in the world. Winning the 24 Hours of Nürburgring always ranks highly on any driver's CV but, in recent years, Porsche hasn't really been running consistently at the very sharp end. The new car should change that, especially with the potential it has already shown.

By the time a car like the latest GT3 R gets to this stage in its development, the testing is all about performance. But, before you can get to this point, each car must go through hundreds of hours of endurance testing to put mileage on the components to see what breaks first. I've just got back from a test in America where we did 40 hours

of running in next year's RSR. Logistically, this can be a headache as we often use two full crews to run one car, giving one set of mechanics and drivers a break during such a long test. While test rigs can be used to trial new parts (and computer-aided design means that components are better than ever straight off the drawing board), these run outs are vital as driving on track always throws up some results that even the best computers can't calculate.

Once the endurance testing is over, the performance work begins. This, for a driver, is where it gets more interesting as it is all about lap time. In an open tyre class like IMSA's GTLM, a lot of our focus goes on optimising the car and developing new rubber. This can mean at any one test we use up to ten sets of brand new tyres. An example in such a scenario, five of these might often be a control set used as a benchmark, with five different new compounds to test alongside them. While the engineers like to hear our feedback, ultimately the stopwatch never lies so, if a tyre is faster, that's the direction we develop the car in.

Even with the off-season now in full swing, the work never stops, especially with Daytona only a few months away. However, with all this effort behind us, we are ensuring that we hit the ground running come January and the new racing season.

Ben Barker

THE SUPERCUP SUPERSTAR REVEALS ALL ABOUT ELITE ONE-MAKE RACING



Out of the cockpit, into the office

The 2015 racing season may be over for Ben but he's straight into organising a seat for next year



The year began for me at the start of February, racing in the 12 Hours of Bathurst for Grove Group in their 997 GT3 Cup car, and my season has officially come to an end with the final Porsche Supercup race in Austin, Texas. In a weekend blighted by the weather, I was able to finish sixth in the only race that was able to go ahead – another solid result to finish the year with.

Racing full-time in two championships – the Supercup and Carrera Cup Germany – in 2015 has meant that I've been incredibly busy, so it was nice to have a few weeks off recently, finally getting to have some down time in Mexico. I decided to head to Sayulita, just outside of Puerto Vallarta (near to where Hurricane Patricia made landfall just a week earlier). Thankfully, by the time I arrived, the storm had well and truly passed, leaving me with plenty of sunshine and regular 30°C heat. As you've read before, I'm passionate about my surfing and Sayulita is home to some pretty awesome waves. It was great to get out on a board and relax.

It's important to get your mind away from motor racing sometimes, so this was the perfect

opportunity to refresh myself because, as a driver, once you're out of the cockpit at the end of a season, it's not long until you're in the office making calls and sending emails, hunting for any opportunities for the next year. Even in Mexico, I was doing a little bit of work just to ensure that I was on top of everything. After all, if I want to race at Bathurst again (or any of the early season endurance races such as Dubai), I don't actually have much time to sort a seat out.

The winter is all about nurturing relationships that you've developed through the year and I'm lucky that in 2015 I have developed a really great rapport with my Carrera Cup Germany team, Land Motorsport, and their sponsor, Montplast. We really just clicked straight away and, like me, they're ambitious to move forward and grow.

In some ways, 2015 has been a tricky season for me thanks to a variety of factors. That's not to say that there haven't been some high points though. Starting fourth at Monaco and making a move in the race to secure an eventual third place would definitely make my highlights reel, as would my first race on the awesome Nürburgring Nordschleife. It's one of those circuits where you will always

remember the first time you race there, and it was definitely a big tick off the bucket list when we visited the 'Green Hell' as part of the Carrera Cup Germany back in May. However, in some ways, the aforementioned relationships I've developed this year are the main highlight of my year, as hopefully these will help me to move strongly into 2016.

In the last issue, I mentioned that next year is the year where I want to, but also need to, make the jump up to FIA GT3 machinery. In Europe, the best place to race these cars is in the two Blancpain Series (one for endurance racing, and one with a sprint race format). However, while it would be fantastic to race in what is a very professional series with a load of top teams, if I could choose anywhere to be driving in 2016, it would have to be the United SportsCar Championship over in America. 2014 gave me a taste of racing stateside and I really enjoyed myself. The circuits are really cool and the feeling in the paddock is a lot more relaxed than Europe. With the USCC also seeing the introduction of full GT3-spec cars in the GT Daytona class, I've definitely got an eye on securing a seat over there. This is where the hard work truly begins.

Lifestyle

TOTAL 911 BRINGS YOU THE BEST GIFT IDEAS FOR THE YOUNG PORSCHE FAN IN YOUR LIFE

Plush Porsche 911 £35

1 If you want your children to grow up into lifelong Porsche 911 fans, it is best to start them off at a young age. This plush Porsche 911 cuddly toy is therefore the perfect alternative to the typical teddy bears and such like that most young children enjoy. Measuring roughly 35cm in length, this 911 toy is suitable for your little one to play with all day and is also big enough and soft enough to cuddle up against after a tiring day of play.

shop2.porsche.com/uk

Playmobil Porsche 911 Carrera S £29.99

2 Going strong since the 1970s, German toy maker Playmobil recently teamed up with Porsche to produce this excellent 911 model and playset. The level of detail is impressive (down to the miniature Le Mans poster) with the 991 Carrera S featuring working headlights, brake lights and an illuminating dashboard. Complete with your own Tequipment stand, you may just spend as much time playing with this as your children.

www.playmobil.co.uk

Porsche wooden toy £16

3 Every automotive enthusiast and Porsche fanatic can remember their first car-shaped toy from their childhood, and with this wooden Porsche 911 toy your child will too. With its flatnose styling, tea tray rear wing and Minerva blue hue, we'd say that this is definitely a 930 SE model – not that your kids will notice. Suitable for all ages north of one, they'll be having too much fun racing this 10cm wooden toy car around the carpet.

shop2.porsche.com/uk

Baby Porsche 4S £107

4 Made in Germany (just like the real thing) this ride-on Porsche 911 Carrera 4S stroller will get children aged between one and three cruising around the house in style in no time. Equipped with a mechanical horn, easy-to-hold security steering wheel, high quality plastic lights and a removable soft seat, this baby Porsche comes in either turquoise (pictured) or red. We just wish we had a Porsche at that age...

shop2.porsche.com/uk

LEGO Speed Champions Porsche 911 GT Finish Line £39.99

5 Who doesn't love LEGO? Possibly the world's greatest toy, the Danish brick builders' 'Speed Champions' series is right up our street. The 911 Finish Line kit comes with two racing 911s (one based on the 997 GT3 R Hybrid, the other on the latest 991 RSR) as well as all the bricks with which to build your own start line gantry, garage area and podium.

shop.lego.com



Unrivalled Icons



Livestream Auction

Porsche Only

December 12, 6 pm CET

Discover our Classic Cars online

In cooperation with

Karero

P
PROTOTYP
Porsche Spezial Markt

AUCTIONATA

Views

Contact Total 911

Twitter @Total911

Facebook /total911magazine

Email editorial@total911.com

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



Get out and drive

Dear Sir,

With the Porsche 911 market seemingly settled in the last few months (if your value indicators in Data File are to be believed), now seems like the perfect time to reflect on the prices of our beloved Neunelfers. High values certainly make for good headlines in the press but surely they are not the be-all and end-all for any true 911 fan? After all, most of us didn't get into cars (and Porsches specifically) to make money – if anything for reasons far from it.

Porsche 911s need to be experienced first-hand to get the most out of them but, with the crazy high prices that we've seen over the last few years,

fewer and fewer of them are being taken out on the road. I can certainly understand why – if I owned a \$500,000 2.7 RS, I'd be more than a little nervous sharing the roads with everyone out there – but it's a crying shame and certainly not what Ferry envisaged back in 1963, I'm sure.

There's a reason why most of us fell in love with the 911 and it certainly wasn't its "investment potential." The burgeoning market has seen a number of people buying 911s purely to make a profit, leaving a number of true enthusiasts out in the cold. The really ironic thing is though, that if these investors actually jumped behind the wheel

of their 'assets', and took the time to get to know their car, they'd no doubt join the rest of us as real Porsche enthusiasts.

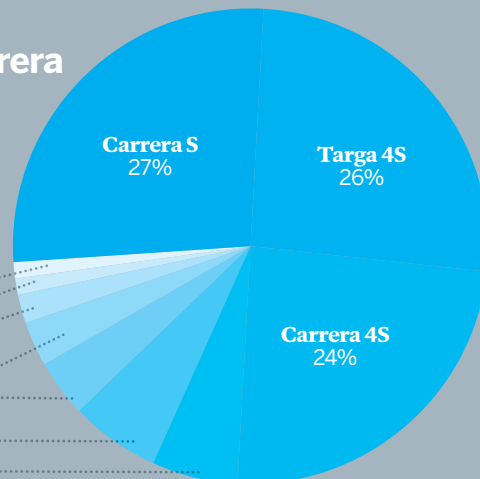
Driving a 911, you can't help but be smitten by its bountiful charm, from the sound of its flat six to the unique way it behaves on your favourite sweeping road. They talk to you like no other car and, whether a new 991 GT3 RS, a lowly 911 SC or an iconic 2.7 RS, they all deserve to be driven. Hopefully, with prices stabilising, more people will start to understand that the true value of their Porsche 911 can't be measured by its monetary worth.

Hank Simmons

Total911.com Poll Which Porsche 991.2 Carrera would you choose?

With all second generation 991 Carreras now available to order, which would have you reaching for the chequebook? Here are the results:

- Carrera 4 Cabriolet 1%
- Carrera Cabriolet 1%
- Carrera 4 2%
- Carrera S Cabriolet 3%
- Carrera 4S Cabriolet 4%
- Targa 4 6%
- Carrera 6%



@Total911

The best of your tweets that caught our eye on this month's newsfeed

- @SharkWerks New tyres for it
- @NickTandyR 2015 @Total911 awards 'Best 911 Motorsport team/individual' & 'Porsche personality of the year!' Thanks!
- @adrianslowey @NickTandyR @Total911 Well deserved and couldn't happen to a nicer guy. Congratulations on this and a great year of motorsport
- @pcgb Fantastic to see @NickTandyR holding the Le Mans winning Porsche Post edition! #T911Awards





WIN!
The Porsche
911 RS Book
worth £9.99

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

Saving space

Dear Sir,

Can any space saver/collapsible wheel be used in a 997? My car was only supplied with a can of glop with which to ruin the tyres!

Steve Sanford

We put your question to esteemed specialist, Paragon. Here's what they said: "A 996 space saver sometimes fits on some axles of certain models but not others. For example, we recently had a 991 that was having the wheels refurbished and a 996 space saver fitted on the front but not the back as it fouled the brake calipers. It really depends on the offset of the wheels."

Warranty worries

Dear Sir,

A quick question for an independent point of view. If I change the exhaust on my 991 GT3 would this void my warranty? Keep up the work on the great mag.

Royd Evan

Thank you for the kind words, Royd! In regards to your question, it's best to check with your local OPC on that one. We hope that helps.

The wrong way around

Dear Sir,

After winning the 'Eight' Hours of Petit Le Mans overall, I would like to ask



Nick Tandy if he thinks the engine in the Porsche 911 is still in the "wrong" place? I am a huge fan of his and would love to hear his thoughts on this.

Marc Messmer

With Nick currently busy testing in the off-season, we haven't managed to get an answer for your question at the moment, Marc. However, rest assured, we will ensure that you get a response from him.

R there enough?

Dear Sir,

My first thoughts when I saw the 991 R prototype? It looks genuinely 'dangerous' (in a good way) from behind. Yet it seems that this will be another Porsche that I will not be able to buy (even though I'm standing here, cash in hand).

Porsche mania is spreading really quickly at the moment. Guys like me – teenagers in the 1980s who now

(finally) have some real money to play with – would normally have targets painted on our backs by Porsche's executives. That is how things used to be done, anyway.

Now though, the booming luxury lifestyle monolith is hoovering up exclusive products (as happened with the 991 GT3 RS) and value isn't a word in particularly heavy rotation at the moment. It's made me understand what it must have been like for

Join the debate

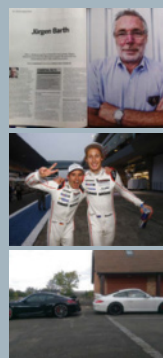
Facebook /total911magazine Twitter @Total911 Total911.com Web www.total911.com

@snapperali Snap from recent @Total911 shoot in Finland; Porsche Le Mans legend Jürgen Barth. We ended the day sharing a sauna!

@ImagineMD Exhausted after superb @Total911 awards. So many great Porsche people in one place, so much future potential.

@BrendonHartley Myself and @Timo_Bernhard running to meet @AussieGrit at the podium. Hard fought and deserved, what a race! @Porsche

@JohnWestbrook7 Number 3 meet Number 4! #gt3 #gt4



Total911.com hot topic:

Why the Porsche 996 is a better 911 than the 993

Josh went against the air-cooled traditionalists when proclaiming the 996 greater than the 993. Here are the best of your responses:

I had a 993 C4S and it's probably the most boring 911 I've owned.
Ed Turner

I've had a 930 daily driver for the last two or so years and just last month added to my garage a 1998 996 3.4 with carbon fibre interior and GT3 body kit. Aside from the modern beastly looks, on paper the performance figures are neck and neck with the 930 3.0.
Rob Walker

I'm feeling generous, I'll swap my 996.2 Carrera for a 993. Better make it a 2S considering it's the inferior car. Any takers?
David Rose

Yes. Josh is mad. Certainly if you define "better" with respect to the experience of driving it and looking at it.
@dangelojj

I was looking for a 964 or a 993 but it just didn't fit in with my 196cm body. So I ended up with a 996 and never looked back. The car is wonderful, simply wonderful.
Juha Kivekäs

I prefer the look of the standard 993 over a standard 996, but I think the C4S 996 is by far the best looking 911 ever. The 996 is also much nicer to drive, which surely is what counts the most.
Steven Rootsey



emerging economies, watching the neighbours gorging on what you've been saving for a lifetime to achieve.

Christopher Zylstra

Best of the '80s

Dear Sir,

I completely disagree with Josh's online feature, 'Is the 3.2 Carrera over-hyped?' In my opinion, the 3.2 Carrera is one of the best ever 911s (and for

some people of a certain generation it is probably *the* best one).

Even by today's standards, it is still a very fast car, much faster than the SC (Super Carrera) that Josh compares it to. The handling is outstanding and the reliability is bulletproof, with some still cruising today with 300,000 kilometres (or more!) on the clock.

I understand that he prefers the SC – it is easier to drive, it weighs less

and the looks are very similar – but the 3.2 was a great improvement, giving the G Series models the perfect car.

The brakes were much better too, as was the Bosch fuel injection. The latter made this probably the first ever Porsche 911 that you could actually drive, and enjoy, every day.

With all this in mind, the 3.2 Carrera is surely the best '80s 911, no?

Jose Archer

WIN! Win a brilliant bespoke 911 drawing



Good car-based art is hard to come by. Some artists' work feels too pedestrian, while others are often too stylised. However, Neil Gardner's pieces are truly beautiful, especially when you consider they are drawn completely by hand. Operating under the NG AutoArt banner, Neil has been creating bespoke artwork for car owners since 2010.

Starting with what he refers to as "good drawings", Neil – a lifelong Porsche fan – has been focussing his style on hyperrealism and it certainly had us fooled the first time we saw his work. It really does look like a photograph. Some owners hadn't noticed details about their own car until Neil had drawn it. For this issue, we've teamed up with Neil to offer one lucky reader a bespoke A3-sized drawing (either of your current car or one you aspire to own) framed and



ready to hang. Even if you don't win, Neil is offering all Total 911 readers 10 per cent off their commissions. To be in with a chance of winning, all you have to do is answer the following simple question:

Which British driver shared Porsche's first outright victory at Le Mans?

Once you've got your answer, email it to competitions@total911.com with 'NG AutoArt' in the subject line. The Editor's decision is final, full terms and conditions can be found on the Total 911 website. The closing date is 29 December 2015. Good luck!

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

Magazine team

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

Features Editor Josh Barnett
Senior Designer Steven Mumby
Production Editor Amelia Jones
In-house Photographer James Sheppard
Senior Art Editor Duncan Crook
Publishing Director Aaron Asadi
Head of Design Ross Andrews

Contributors
Ray Chandler, Rob Clarke, Ailsdair Cusick, Richard Klieverhusen, Tony McGuinness, Joel Newman, Sean Parr, Ben Przekop, Gina Purcell, Chris Randall, Phil Steinhardt, Chris Wallbank, Kieron Fennelly, Kyle Fortune, Wilhelm Lutjeharms, Richard Lane, Chris Dearden, Dan Pullen, Patrick Lauder, Rob Till

Cover image
Porsche AG

Advertising
Digital or printed media packs are available on request
Head of Sales Hang Deretz
☎ 01202 586442
hang.deretz@imagine-publishing.co.uk

Advertising Sales Executive Lisa McInnes
☎ 01202 586412
lisa.mcinnis@imagine-publishing.co.uk

International
Total 911 is available for licensing. Contact the International department to discuss partnership opportunities
Head of International Licensing Cathy Blackman
☎ +44 (0) 1202 586401
licensing@imagine-publishing.co.uk

Subscriptions
email911subs@servicehelpline.co.uk
UK: ☎ 0844 249 0463
Overseas: ☎ +44 1795 414 886
13 Issue subscription UK – £52.65
13 Issue subscription Europe – £60.00
13 Issue subscription ROW – £70.00

Circulation
Head of Circulation Darren Pearce
☎ 01202 586200

Production
Production Director Jane Hawkins
☎ 01202 586200

Finance
Finance Director
Marco Peroni

Founder
Group Managing Director
Damian Butt

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

Distributed in the UK, Eire & the Rest of the World by: **Marketforce**, 5 Churchill Place, Canary Wharf, London, E14 5HU.
Tel: 0203 787 9060 www.marketforce.co.uk

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

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

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

ip
IMAGINE PUBLISHING

© Imagine Publishing Ltd 2015
ISSN 1746-6130

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



Porsche recommends Mobil  and 

**If history is any indication, you're looking at
the future of sports cars.**

**The new 911.
Ever ahead.**

For more information call **01327 438 045** or visit our Centre.



PORSCHE

Porsche Centre Silverstone

Old Tiffeld Road
Towcester
Northamptonshire NN12 6PF
info@porschesilverstone.co.uk
www.porschesilverstone.co.uk

Official fuel economy figures for the 911 Carrera 4S Coupé in mpg (l/100km): urban 22.8 – 27.4 (12.4 – 10.3), extra urban 41.5 – 42.8 (6.8 – 6.6), combined 31.7 – 35.8 (8.9 – 7.9). CO₂ emissions: 204 – 180 g/km. The mpg and CO₂ figures quoted are sourced from official EU-regulated tests, are provided for comparability purposes and may not reflect your actual driving experience.

A NEW DAWN

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

Turbocharged Carreras are an evolutionary necessity and while the changes are significant, at its core the 911 retains all of its unique appeal





PORSCHE
911 Carrera S

S GO 4046




Evolution is a curious thing, but in the great race for survival of the fittest the Porsche 911 has consistently been ahead of its competition. Porsche's Darwinian sports car has thrived thanks to continual development, rather than whole scale re-invention. Just occasionally in its 52 years, though, the 911 DNA gets a serious shake-up, like the addition of a water jacket around its rear-mounted flat-six engine with the introduction of the 996, the electric power assisted steering in the 991, or here with the new 991 Gen2.

Visually you could be forgiven for missing the distinction between this and its 991 predecessor. There are new front air intakes with active vanes to aid cooling and the bumper's revision includes new LED driving lights. The headlamps are the same shape, but the technology inside them is new. But it's around the back where the changes are a bit more obvious. The engine cover's slats are

now vertical, while the rear bumper is punctured toward the rear wheels with some air vents. On the sports exhaust equipped cars the standard quad finishers are replaced by a pair of more inboard pipes, giving both a visual and aural reference to their fitment. There are new lights, LED units with their form following that of the Macan's units, and new door handles. Typically Porsche in its evolution then, nothing superfluous, the revisions coming about entirely through form rather than a mere styling flourish for the sake of any concerted visual distinction.

Those vertical engine slats and the vents in the lower rear bumper reveal the biggest revisions to the 991 Gen2 model: the engine. Both the Carrera and Carrera S are now turbocharged. The drive to efficiency hits even Porsche's iconic sports car, the 3.4 and 3.8-litre naturally aspirated flat sixes are replaced by a new 3.0-litre flat six with twin turbochargers. They are fixed vane compressors,

unlike the still flagship Turbo model, and the fitment of the 3.0-litre engine with forced induction sees not just an improvement in economy and emissions, but an increase in power and torque, and specifically, how and where they are delivered.

Power in both models increases by 20hp to 370hp and 420hp in the Carrera and Carrera S respectively, with peak output developed at 6,500rpm as opposed to 7,400rpm. The redline is an earlier 7,500rpm, though it's the torque delivery that's the most significant change to how the 911 delivers its power. Twist increases by 60Nm in both models, though the now 450Nm and 500Nm peaks arrive some 3,700rpm earlier at 1,700rpm and hang around to 5,000rpm before slowly tailing off. It's inevitable that such a seismic shift in the way the engine delivers its performance changes the character of the car, the more prodigious urge from low revs results in a 911 Carrera that's less dependent on revs to produce its best. There's still reward at the upper sweep of the rev-counter's needle in the chase to the red paint, only now it's a decision rather than a necessity. It's one that's still rewarded with a sound that's characteristically flat-six in its timbre, even if it's now layered with some forced-induction gasps and chirps as those turbos do their work. The optional sports exhaust (£1,773) adds to the sonic excitement, cracking 



Above Left: There is unquestionable bark from the turbocharged engine, its flat-six howl not lost on the new Carrera
Right: Though more power at low revs is noticeable, reaching the redline is still a rewarding experience

991.2 Carrera: a traditional 911?

Traditional character traits

- There's a new engine, but it's slung out back in what should have been an evolutionary cul-de-sac, yet Porsche's stubbornness and engineering prowess makes this unusual formula work so well. Traction remains mighty, and with the engine's greater low rev torque it is all the better for sling-shooting the 911 out of bends with sensational pace.
- With the 991 Gen2 revisions comes a completely revised chassis, which increases agility and, crucially, addresses the complaints of the early 991's electronic steering system. The Gen2 is a 911 that boasts real steering feel, which has always been a core 911 signature, as is the crisper manual shift. And when combined, those are arguably as transformational to the 991's drive as that new engine out the back.
- Fears that the new engine would be muted are unfounded, Porsche finding a way to give its blown flat-six real charisma, there even joy in wringing it out to its redline. It's a faster engine everywhere, which when allied to the sharper chassis makes for an even more adept all-rounder sports and GT car.

Revolutionary new traits

- Those of us used to hopeless infotainment sat navs will be disappointed to find a simple to use touch-screen system in the new 911. It's loaded with the sort of connectivity, apps and functionality that modern car buyers demand – though several launch cars' sat navs demonstrated all is not perfect, with inaccurate positioning requiring not unwelcome extra miles behind the wheel.
- Porsche has always done things very much in its own way, but the 'mode switch' on the steering wheel seems to imitate the switch introduced to the Manettino Ferrari many years ago, and feels a little bit gimmicky. So too does the push system that comes with it on the PDK-equipped cars, while the switch itself (more of a dial in reality) isn't the last word in tactile or visual quality.
- The core models remain incredible sports cars, but to really revel in the best 911 Carrera you need to do some extensive option ticking. It's a shame that for the very best Carrera or Carrera S there's still a good deal of expense required over the standard list price.





on overrun with a snare-drum resonance and adding a hearty, intoxicating tonal richness as the revs rise. Fears that the 911 might be muted with the adoption of forced induction prove largely unfounded, even if it's not quite as exciting in its upper range as its naturally-aspirated predecessor, and really needs that optional sports exhaust to produce its very best.

The engine might be the most significant technical revision with this Gen2 991, but fundamental as it is to the 991's new character, Porsche's revisions elsewhere have had a noteworthy effect. Turning the key and firing up the new blown flat-six quickly dispels any doubt that turbocharging has denied the 911 of its unique aural quality, even if it's noticeably but not unpleasantly different. What's apparent when you pull away is that Porsche's development

work on the suspension and steering has paid off tremendously when relating to that difficult-to-quantify aspect of steering feel. If the 991 has been criticised in one particular area it has been centred on the steering. There's never been any question of its accuracy or response, but the electrically assisted system has been lacking in that intangible detail that's always been a 911 signature. That's changed with the Gen2 991, the steering retains its fine weighting, but allied to that now is some information at the new steering wheel's rim. That change is arguably as transformational to the 991's driving experience as the new blown engine hanging out the back.

The 991 Carrera has exhibited the 911's GT nature more readily than its predecessors, even if it remains an incredibly adept sports car at its heart. That revised steering, which comes as a

result of detail changes to it and the calibration of the suspension, includes PASM as standard and a 10mm ride height drop on both the Carrera and Carrera S models. The PASM has been completely redeveloped with new generation adaptive dampers, the fitment of rebound buffer springs on all four corners, and revised main springs and anti-roll bars. There's a fatter rear tyre by half an inch to 11.5 inches, while there's been an infinitesimal shift in weight to a more rearward bias.

The detail changes don't stop at the chassis, both the seven-speed PDK and manual transmissions have been overhauled to work better with the new engine's power and torque delivery. There's a two-disc clutch and both the PDK and manual benefit from a centrifugal pendulum, which both improves the shift quality while also dampening vibration from the driveline. The PDK remains the quicker



“The gear lever moves with the sort of precision you’d expect from a manual 911 now”

Model	991.2 Carrera S
Year	2016
Engine Capacity	2,981cc
Compression ratio	10.0:1
Maximum power	420hp @ 6,500rpm
Maximum torque	500Nm @ 1,700-5,000rpm
Transmission	Seven-speed manual
Suspension	
Front	Strut suspension, (MacPherson type, Porsche optimised) with wheels independently suspended by traverse links; longitudinal links and struts; cylindrical coil springs with internal dampers (optional front axle lift system); Porsche Active Suspension Management with electronically controlled dampers, two manually selectable damping programmes.
Rear	Multi-link suspension with wheels independently suspended on five links; cylindrical coil springs with coaxial internal dampers; optional rear-wheel steering; Porsche Active Suspension Management with electronically controlled dampers, two manually selectable damping programmes.
Wheels & tyres	
Front	8.5x20-inch; 245/35 ZR20
Rear	11.5x20-inch; 305/30 ZR20
Dimensions	
Length	4,499mm
Width	1,808mm
Weight	1,440kg (PDK 1,460kg)
Performance	
0-62mph	4.3 secs manual (4.1 secs PDK, 3.9 secs PDK Sport Chrono)
Top speed	190 mph manual (189 mph PDK)

of the two transmissions, its re-calibrated shift and new gear ratios allow the Carrera S, when specified with Sport Chrono in Sport Plus mode, to reach 62mph in just 3.9 seconds – yet the new 991 returns an incredible 174g/km of CO2 on the official combined emissions cycle.

PDK isn't necessarily the default choice though. The improvements made to the Gen1 seven-speed Carrera's manual gearbox with the introduction of the GTS only increased with the additional tweaking it's received for the Gen2 991. The manual's speed and accuracy is now such that, while it's not able to match the brilliance of the six-speeder of the 997, it's close enough. The engine's greater low-rev potency means you can be lazy with it if you chose, its surge from low revs allowing corners that a Gen1 991 would have demanded second for can be taken easily in third.

The gear lever moves with the sort of precision you'd expect from a manual 911 now. Its speed and weighting is excellent which, allied with the perfectly positioned pedals allowing roll-off the brake throttle, allows easy downshifts for the sort of old-school driving appeal that a sadly dwindling minority still seek. The brakes, optional PCCB here, are phenomenal in feel and performance. Choose Sport Chrono with the manual and the new steering wheel sprouts the same 'Mode switch' dial derived from the 918 Spyder for selecting Normal, Sport, Sport Plus and, for the first time, an Individual setting that allows a certain degree of personalisation.

With the PDK, that dial gains a centre push-button 20 second pass function that optimises the car for its most explosive performance. It's a bit gimmicky in truth, and the dial itself is not the last

word in tactility. Choose anything above Normal mode in the manual and an unwelcome electronic heel-and-toe downshift blip is activated, robbing the manual driver of a key element of choosing a three-pedal car. PSM gains a new mid-PSM Sport mode, which heightens the intervention thresholds for stability and traction control. It is possible to switch it off entirely, too, though brake heavily enough to activate the ABS and the PSM will react accordingly until the brake pedal is released.

It's improbable to imagine a situation where you'd break traction and grip on the road, so high are the Carrera's limits. Optionally equipped with the rear-wheel steer that debuted on the GT3 and Turbo, the Carrera S's agility is incredible. The steering's feedback and speed, helped by that rear-axle, makes for a sharper, more decisive turn in. The massive traction allied to the engine's ➔

significantly improved low-rev potential makes the Carrera S an incredibly adept car at carrying its speed, making it difficult to comprehend why you'd want, or indeed ever need anything quicker. The Carrera's lesser output does little to quell that, even though it does not boast the some of the more desirable options like rear-wheel steer that makes the S so other-worldly in its cross-country ability.

With the modern 911 it's always been a process of choosing the perfect specification to suit your expectations, and with the exception perhaps of that needless Sport Chrono pack in this yellow manual S Coupe, the box ticking has been comprehensive but effective, too. PDCC and the lower still sports chassis affords this agile sports car a ride that's luxurious, given the 20-inch wheels and thin band of rubber it wears, yet it's able to deliver the incisive wheel control that makes the Carrera S so effective at covering ground – regardless of the tarmac's topography. The rear-wheel steer creates an agile car that's keener than ever to turn in and resolute through the entire arc of the bend. The manual transmission, with its improved, quicker shift and lighter clutch, is an absolute joy, while the steering's response, accuracy and feel adds to the 991.2's sensational appeal as a driver's car.

Then there's that engine, an evolutionary necessity perhaps, which in the 911's timeline will always be a decisive moment. But transformational as it is, there's huge appeal to the differences it brings, yet joy too in the similarities it retains. That's always been true of the 911 – Porsche's evolutionary approach to its development being crucial to its enduring, and incredible success.

With the Gen2 changes the 911 remains very much at the top of the food chain, as we'd expect it to be and, indeed, it always has been. Not so much a new dawn for the 911 then, more a continuation of the existing one, which is a very good thing. **911**


Total 911 assessment: *991.2 Carrera*

Likes

- The engine's easy speed, quick reaction and fine upper reaches – it's not overtly turbocharged in its character, yet brings some real advantages
- Improved chassis brings back feel to the 991, particularly in relation to the steering
- The seven-speed manual gearbox is a huge improvement over its predecessor, the shift weight, speed and quality now meaning PDK should no longer be the default choice

Dislikes

- Plentiful box ticking is required to make the very best of the 911, and that adds significantly to the expense
- The Individual mode in both the manual and PDK-equipped Sport Chrono doesn't offer enough choices – it does not offer the ability to pre-select your preferred PSM setting, for example
- Sport Chrono with the manual transmission automatically brings throttle downshift blips in both Sport and Sport Plus modes, which misses the point of buying the manual completely



“Then there’s that engine: transformational as it is, there’s huge appeal to the differences it brings, yet joy too in the similarities it retains”



SAVE UP TO 50% ON A GIFT SUBSCRIPTION THIS CHRISTMAS*

AWARD-WINNING PORSCHE PUBLICATION VOTED BEST MAGAZINE & MEDIA

Total 911
THE PORSCHE MAGAZINE

2.4S V 2.7 CARRERA
Which of these top-spec titans offers the best classic drive?



www.total911.com

THE NEW PORSCHE CARRERA



991.2 CARRERA GOES TURBO

12-Page Special story



JUST £29.99



FLACHBAU HISTORY
Your ultimate guide to the controversial flatnose 911 including buying tips

ISSUE 132
ip
\$4.50
9 9771740 613014

FORGOTTEN TURBO
Why the high spec and exclusivity of a 996 Turbo S is worth considering for your £40k

13 ISSUES, SAVE 49%



GADGET
Packed with the latest, coolest and most exciting tech
12 issues, save 50%



HOW IT WORKS
The action-packed science and technology magazine
13 issues, save 46%



ALL ABOUT HISTORY
Bringing history to life for the whole family
13 issues, save 49%



HISTORY OF WAR
The stories, strategies, heroes and machines of historic conflicts
12 issues, save 50%



DIGITAL PHOTOGRAPHER
Inspiration, tutorials and tools for enthusiasts and professionals
12 issues, save 50%



RETRO GAMER
The number one magazine for classic gaming
12 issues, save 50%



ALL ABOUT SPACE
Discover the wonders of the solar system and beyond
13 issues, save 49%



SCIFINOW
The number one magazine for sci-fi, fantasy and horror fans
12 issues, save 50%

ORDER HOTLINE 0844 856 0644**

ONLINE AT www.imaginesubs.co.uk/xmas151

SUBSCRIBE TO ANY MAGAZINE FOR JUST **£29.99**

- * Exclusive **Christmas offer**
- * Save up to **50%** on the shop price*
- * Never miss an issue of your favourite magazine
- * **Free delivery**, direct to your door
- * **Ideal Christmas gift** - that lasts all year!
- * **Free e-card** to send when you buy as a gift

BUY AS A GIFT OR TREAT YOURSELF!

Use code **XMAS151** for this extra-special price.

Order by **2nd December** to start your subscription the first issue after Christmas.

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

BY POST

Send your completed form to:
Imagine Subscriptions, 800 Guillat Avenue,
Kent Science Park, Sittingbourne, Kent ME9 8GU

YOUR DETAILS

Title _____ First name _____
Surname _____
Address _____

Postcode _____ Country _____
Telephone number _____
Mobile number _____
Email address _____
This subscription is for me a gift

DELIVERY DETAILS (IF DIFFERENT FROM ABOVE)

Title _____ First name _____
Surname _____
Address _____

Postcode _____ Country _____
Telephone number _____

PAYMENT DETAILS

UK £29.99 Magazine name _____

FOR MULTIPLE ORDERS PLEASE CALL THE ORDER
HOTLINE **0844 856 0644****

CHEQUE

I enclose a cheque for £ _____
(made payable to Imagine Publishing Ltd)

CREDIT/DEBIT CARD

Visa Mastercard Amex Maestro

Card number

Expiry date

Issue number (Maestro)

Signed _____

Date _____

All subscribers receive a monthly e-newsletter of news and offers.

Please tick if you would prefer not to receive any promotional material from Imagine Publishing:

by post by telephone by email

Please tick if you would prefer not to receive any promotional material from other companies by post by telephone by email

Please tick if you DO wish to receive such information by email

TERMS & CONDITIONS

* Titles are priced at £29.99 saving up to 50% on the shop price. For the full list of titles and issue details please visit www.imaginesubs.co.uk/XMAS151. This is a UK-only offer, for overseas offers please visit www.imaginesubs.co.uk/XMAS151 or call +44 (0)1795 592 869. Gift subscriptions ordered by 2nd December will begin with the first issue on sale January 2015 - orders after this date will start with the following issue. You have the option of sending a digital gift card so please include your email address in the form above. Non-gift subscriptions will start with the next available issue.

Offer ends 31st December 2015. Promo code XMAS151

A vintage Porsche Carrera is shown from the rear right side, driving on a winding asphalt road. The car is a light color with a yellow and red stripe on the rear bumper. The background features rolling hills and trees under a warm, golden sunset sky. The road curves to the left in the distance.

THE FIRST IMPACT BUMPER 911

In 1974 Porsche built its first impact bumper models. More than 40 years on, **Total 911** drives a show-stopping Carrera, first displayed at Earl's Court in that first year of G-Series production

Written by **Wilhelm Lutjeharms** Photography by **Rob Till**



I could not believe my eyes! Only a few weeks before I drove it, I had not even known this 911 existed. It all started when I visited a collector, who showed me fantastic pictures of the car in question while she was visiting like-minded enthusiasts in Johannesburg, South Africa.

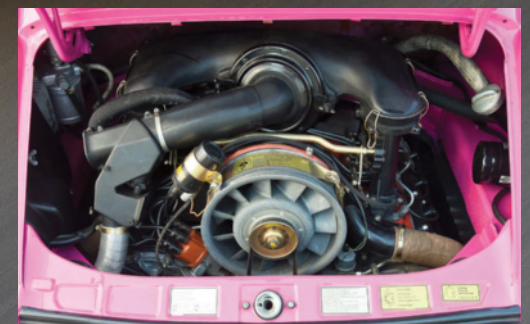
My initial thought was one of disdain – how could someone paint their 911 pink? However, it was explained to me that this was the car's original colour, a small trinket that's part of a very interesting history. A few phone calls later and an appointment was made with the owner. It turned out to be one of the most interesting 911 stories I have ever come across.

"I was always a Ferrari fanatic. I really, really wanted a 246 Dino GTS," explained our owner. After he graduated from university in South Africa, he and a friend went to London by boat. After arriving in London, they visited the Ferrari importer, but there was no Dino in sight. Later, he asked the importer to try and source a second-hand Dino, but still no success. Soon after, Ferrari phoned him and invited him to drive the then new 308. "I didn't like it," he said. Subsequently, he had driven all of the other mid-engined Italian

supercars: the Lamborghini Urraco, Maserati Merak and De Tomaso Pantera. "I didn't like any of them, and then a friend said I should try a Porsche. I told him that I was not really a Porsche fan. Eventually my friend convinced me to simply test drive one. It was a bright green 2.7 Carrera which had been featured in several UK publications at the time – and we could not believe a car could go like that!" He continued, "I couldn't quite afford it, but Porsche eventually came back to me saying they had found a car for me, and it cost only slightly more than I was prepared to pay for it."

At the time, the owner was so glad that he had finally procured his hands on a 2.7 Carrera that he assumed the colour would be white, similar to the 911S he had been interested in a short while before, and so the Carrera deal was done. After a phone call to the sales person, the owner was even more excited: "I was told that the car was on its way, and that it was actually in a 'special colour' called magenta. As a youngster I didn't know what colour magenta was, so I asked the salesman. There was silence on the other side of the line... and then he said: 'It's a sort of pink!'" Not convinced about the standout hue, Porsche ➔

“I didn’t know what colour magenta was, so I asked the salesman. There was silence on the other side of the line...”





Model **2.7 Carrera**

Year 1974

Engine

Capacity 2,687cc

Compression ratio 8.5:1

Maximum power 210bhp @ 6,300rpm

Maximum torque 255Nm @ 5,100rpm

Transmission 915, five-speed manual

Suspension

Front Torsion bar

Rear Torsion bar, trailing arms

Wheels & tyres

Front 7x15-inch Fuchs; 205/50/ZR15 (Original spec: 6x15-inch; (185/70/VR15)

Rear 8x15-inch Fuchs; 225/50/ZR15 (Original spec: 7x15-inch; (205/60VR15)

Dimensions

Length 4,291mm

Width 1,610mm

Weight 1,075kg

Performance

0-62mph 6.3 sec

Top speed 148 mph

eventually made a deal that when our owner left the UK, he could drive the car to Germany, where they would strip and re-spray the car in his chosen colour for a reasonable price. He was also informed that it was used for the 1974 Earl's Court Motor Show and for another show in Manchester shortly before delivery of the vehicle was taken.

"I eventually grew to like it, and it became a really fun car to drive," he said. As market prices of these early cars have proved, it is these quirky elements such as colour, which prove to add to the car's value today.

With the start of the impact bumper series, which started production in the third quarter of 1973, it signalled a few significant changes for the 911. New bumpers were implemented, owing to USA regulations, but, more importantly, all engine sizes were now 2.7-litres owing to the larger 90mm bore cylinders. Instead of the previous T, E and S models, the range now consisted of the 911 (150bhp at 5,700rpm), 911S (175bhp at 5,800rpm), and the top of the range Carrera (210bhp at 6,300rpm). The 2.7-litre Carrera engine (Type 911/83) actually remained in production for two years, almost without any change, until the end of 1975. However, it continued to be available into 1976 in the Australian and South African markets.

To compensate for the additional weight of the impact bumpers and the changes to the 911's structure, Porsche implemented a few updates: a single battery replaced two batteries; new seats (now with integrated headrests) were developed, and aluminium inner rear trailing arms replaced the previous steel units. This effort paid off, and the new G-Series was not a lot heavier than its predecessors: a 1967 911S tipped the scales at 1,100kg, while this 2.7 Carrera weighed only 1,075kg. As with the RS, this 2.7 Carrera adopted the same ducktail. This was necessary in order to lower the amount of aerodynamic lift the car generated. Tests on the RS revealed that not only did this wing lower the Cd figure, but rear lift was reduced from 145kg at 152mph to only 42kg.

Of the current 62,000 miles on the odometer, just over 22,000 miles were done during the time the car resided in the UK. "We would drive to

tracks such as Snetterton, Silverstone and Brands Hatch to watch racing. The car also took us down to Le Mans, and we actually ended up on the track as the officials hadn't closed it off yet!

"The amount of dices this car lured is truly amazing, in the UK and also when I returned to South Africa. At every traffic light the guys wanted to have a go," said our owner.

The mundane colours of the rural landscape surrounding Johannesburg further enhance the vibrant magenta hue of the Carrera, but, as traffic clears, my attention is taken away from the car's colour and turns to its driving experience. Unfortunately, I hadn't driven a 2.7 Carrera before, so this was my first experience of the well-known 210bhp MFI engine.

Even from below 4,000rpm there is a lightness to the way the engine picks up speed, but it is obviously the last 3,000rpm which is really where you want to keep the rev needle. Pass 4,000rpm and there is no hesitation from the engine to rev even quicker, accompanied by that typical flat-six mechanical sound. As the needle passes 5,000rpm, it even swings faster past 6,000rpm to just over 7,000rpm. I cross the gate and shift into third gear and although you have to take your time with the 915 gearbox (the optional, but very popular, five-speed unit) it somehow focuses your mind on how free-revving the engine is, as the revs quickly drop off. Although much has been written about the inaccurate shift qualities of the 915 gearbox, this one is one of the better units I've experienced to date. Sometimes you still have to shift into second gear and up into first for a smoother first gear engagement from standstill, but despite this aspect, compared to other 915 transmissions, this example felt tight and precise.

As a few corners beckon through the mostly flat West Rand of Johannesburg, the lightness of the car, in conjunction with the rather firm suspension, pays dividends. Although I haven't got close to the limits of the car's cornering capabilities, it changes direction eagerly through the three-spoke steering wheel - which is brimming with feedback. As it behoves a proper sports car, the suspension minimises body



roll and makes no excuses for the stable setup. And it shouldn't – after all, in the rear is that exceptional engine. Owing to the colour of the car, I am even more aware of the compact size and extremities of the front wings. My view is filled by the road ahead, but first the magenta wings indicate your placement on the road.

Every time I drive these early air-cooled 911s, it is a stark reminder of their performance – and these experiences are backed up by the facts. Respected German magazine *Auto, Motor & Sport* tested a 2.7 Carrera and achieved the following results: 0-100km/h in 6.1 seconds, 0-160km/h in 15.2 seconds, and a top speed of 148mph. Significant figures indeed. To put it in perspective, the standard 2.7 911 achieved 8.1 and 21.9 seconds respectively, before topping out at 130.8mph.

After a while behind the wheel, another element of the car surfaces – 62,000 miles is low

for a car of this vintage. But, even though this is still a 41-year-old car, there is a total lack of rattles or creaks. Only when you hit a notable road irregularity do you find a sound or two which filters through to the cabin. Other than that, there is a solid feel throughout the chassis and cabin, which I've only experienced in a few 911s before.

The dashboard is immaculate and even the light-brown vinyl seats don't show any sign of their age. The owner claimed the only nonstandard items on the car were the wheels: "Originally the car came with 6-inch Fuchs wheels at the front and 7-inch wheels on the back but I bought two 8-inch wheels from a race car in the UK. I fitted these to the rear, and then the two 7-inch wheels at the front." Instead of the original black Fuchs, he decided to have them refurbished in matching gold. You will be forgiven for thinking that is how they emerged from the

factory, as the colour perfectly blends with the gold "Carrera" script, both along the side and below the ducktail.

When the owner returned to South Africa, it was his and his wife's only car. This meant that when a new double-bed mattress needed to be bought, this '74 Carrera was the car of choice, and the mattress was put on the roof and taken home! Soon after the car was shipped to Johannesburg, the owner was offered nearly double what he paid for it. As he had just finished his studies, he considered taking up the offer, but decided against the possible sale, only to be given an even better offer a year later by a different buyer – but again he refused.

Around 22 years ago the car was re-sprayed, and fortunately the owner decided to keep it in its period colour. And period it was. The poster for the 1974 Earl's Court Motor Show illustrates that the main theme colour was none other than the magenta seen on this car. After all these years, you have to congratulate the car's custodians for keeping the Carrera in its original state and colour. While today it is almost non-negotiable to change that hue, a decade or more ago it would have been totally acceptable. How times change.

Following the unprecedented rise in value of 2.7 Carrera RSs, it is almost understandable why the value and interest of these lesser – if you can call them that – 2.7 models have also climbed. In my view, this particular car must be one of the most significant models out there. From being a Ferrari fanatic, to owning this car, the owner has added a lot more than one of Porsche's finest to his collection. **911**



2.7 Carrera: US v RoW

For the first time in Porsche's history, the cars heading to the USA now featured detuned engines. This was to meet the 1975 Federal Standards exhaust emissions. It meant that the higher output 210bhp Carrera engine, featuring mechanical fuel injection, was swapped for the

911 S's 175bhp engine. The changes on the 911 S's engine featured a belt-driven pump, which injected air into the exhaust ports. The K-Jetronic settings were also changed, while Californian Exhaust Emissions Standards further requested the fitting of an exhaust gas recirculation

system. Between all these changes, some sources claimed that power output dropped to 160bhp (torque output also decreased), while maintaining the same engine speed. This resulted in the 911 S and 2.7 Carrera only differing in their equipment levels in the USA.



Capristo

Exclusive to Scuderia Car Parts

Porsche 997 Turbo/GT2

Capristo Sports Exhaust System

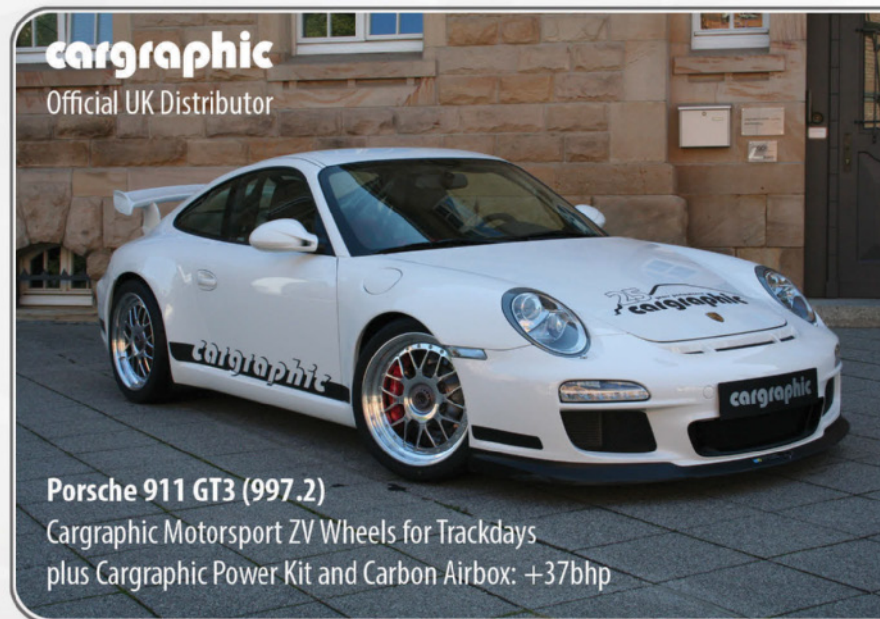
200 cell tri-metal sport catalyts
no check engine light or remapping
dual-channel muffler with remote control
ceramic bumper-fit rear tailpipe assembly
fantastic drone-free and switchable exhaust note
+54bhp maximum power increase on 997.2 Turbo

Aerodynamics • Brakes • Engine Upgrades • Sports Exhausts • Suspension • Wheels

Scuderia Car Parts is the exclusive distributor of Capristo exhaust systems in the UK and is an official supplier of Porsche Cargraphic upgrades.

We're also entrusted by a number of other top brands in the industry to provide complete tuning solutions for the entire modern Porsche range because of our expertise and experience that spans over a combined **40 years** in the industry.

To enquire about our extensive product range, please contact us now to discuss your requirements on **01784 605028** or **sales@scuderiaparts.com**.



cargraphic

Official UK Distributor

Porsche 911 GT3 (997.2)

Cargraphic Motorsport ZV Wheels for Trackdays
plus Cargraphic Power Kit and Carbon Airbox: +37bhp

964/965 • 993 • 996 • 997 • 991 • Boxster • Carrera GT • Cayman • Cayenne • Macan • Panamera





PERFORMANCE PERFECTION?

SharkWerks' tuned 997s offer increased power in both turbocharged and naturally aspirated guise but is bigger really better for these modified Mezgers?

Written by **Lee Sibley** Photography by **Patrick Lauder**



There's a famous quote, once uttered by Ferdinand Alexander Porsche, which neatly elucidates the existence of a car on which this very publication is dedicated to. "I couldn't find the sports car of my dreams, so I built it myself," he said, of course in reference to the revelation of the 911 in 1963.

More than half a century later, Ferdinand's dream is still very much alive, with nearly one million examples of the 911 having rolled their wheels on roads (and off them!) all over the world. But while Herr Porsche's 911 may represent the pinnacle for many, for others there's work to be done before that tag of a dream sports car can be truly upheld.

It's early autumn and I'm in California to get behind the wheel of two very different cars that nevertheless share one common goal: to improve on Porsche's factory specification and offer enhanced performance and driving dynamics. As we know, the 911's 52-years of continuous

production and high reverence suggests such a feat is a tall order at the best of times – and that is before I reveal the two models under scrutiny here are to be a halo 997 GT2 and GT3, no less.

Think modified GT3 and there are only a handful of specialists with an impeccable worldwide reputation in the field. In Germany, you need look no further than Manthey Racing, Olaf himself being the king of the early Carrera Cup and master of the Nordschleife with numerous VLN victories to his name. Rest assured then, Herr Manthey knows his way around a Mezger, especially when it comes to making it even faster – and with Manthey themselves based next to the Nürburgring, they certainly get plenty of practice. In the UK, Parr Motorsports are often the specialist of choice, with a sustained Carrera Cup experience over a number of years from Paul Robe and his team an obvious selling point for owners wanting even more from their track-focussed 911.

Here in the USA, things are a little different. Historically Porsche's biggest market, the States

doesn't have its own Porsche Carrera Cup series to garner the expertise of specialists. Instead, this sector is dominated by tuner specialists who started by modifying their own Porsche, often to extreme lengths according to personal taste, rather than manipulating a street GT3 to behave more like its Cup competition counterpart. A disadvantage over a pro race team, perhaps? Not even a hint of it, especially when the tuner specialist in question goes by the name of SharkWerks.

Of course, SharkWerks should be no strangers to readers of **Total 911**. Based in Fremont near San Francisco, this innovative triumvirate of Alex Ross, James Hendry and Dan Kennedy have long fused their mechanical and technological know-how with a fervent Porsche passion that has seen them produce some sensational modified 911s, the most notable of which is the 997 GT3 RS 4.1 cover star from issue 122. To this day that reworked Rennsport remains one of the very best examples of the 'other' prancing horse we've ever driven, so there's no question the Bay Area company has form. Fully aware of this as I step out of the glaring morning sunshine and into the cool lobby at SharkWerks HQ, I can't help but get excited at what the day has in store.

After a warm welcome and concerted Porsche chat with Alex, James and Dan, I'm lead into the colourful SharkWerks workshop where my eyes are greeted by that gorgeous Riviera blue GT3 RS 4.1. The 4.1 is like a celebrity in the room but there's no time to bask in the wonderment of its presence because I'm here to examine the flamboyantly decorated 997 GT2 next to it. Packing 650bhp thanks to an Evolution Motorsports EVT775 turbo Kit along with what Alex describes as some "heavy-hitting bolt-ons", the idea behind this 911 was to unleash some truly gnarly power while still making it drivable daily using a 'street' clutch. ➡





Recaro seats with tartan inserts are another Magnus Walker trait, though it is the brilliant engineering of the EVT775 turbo kit and chassis setup that sets this GT2 apart



The SharkWerks GT3 saves 30kg over a factory equivalent, its 3.9-litre engine meanwhile offering a superbly intense driving experience. A thicker TechArt wheel is the only deviance inside the 997's cabin





Behind it sits a first-generation 997 GT3 in an altogether more subtle white hue, though its bodywork cloaks a vastly reworked drive including a 3.6 to 3.9-litre engine conversion that is to be another subject of our impending mountain blast. So, though one of our 997 duo boasts turbo power while the other relies on the purity of natural aspiration, both are seeking to add a bit of spice to Zuffenhausen's traditional flat six flavour, and both cars boast substantially increased power figures over their factory equivalents. But is bigger necessarily better?

By midday the busy urban highways of Fremont are long behind us, swapped for the tranquility of Mount Hamilton and its twisty tarmac. It is the naturally-aspirated GT3 that first demands my examination as Alex passes me the keys and I take my position behind its thick Techart alcantara steering wheel.

The environment within the cabin is unmistakably GT3 and, as I fire up the car and let it settle quickly to idle, the usual gear rattling (a result of that dual mass flywheel) indicates a familiar 997 GT3 experience. However, it is once moving that the SharkWerks 3.9 steps into a whole new world of performance – without losing its inherent GT3 character, something that Alex was always keen to retain. As we carve through every left-right turn of this desolate canyon run, he tells me: “This era represents the final modicum of lineage with the original cars and we simply didn't want to lose that.”

Scrupulous attention to detail is exerted on the GT3's Mezger engine during the five-week build process from 3.6 to 3.9-litres (with an additional week necessary for a bottom end build with new rod bolts and bearings), with SharkWerks

utilising their own tooling to make the installation possible. Larger bore pistons are used with higher compression for increased torque and horsepower throughout the entire rev range. Meanwhile, lightweight components including pistons (with rotating mass reduced by 20 grams per piston) ensure the motor revs freely and responds well in the upper echelons of the tacho, even increasing the redline to a heady 8,800rpm. The result is best described as a GT3 on steroids: that additional torque is keenly felt at lower rpms and as that needle begins to rise on the central dial, so too does driver excitement.

The most remarkable aspect of this reworked Mezger is its responsiveness: it's so zippy and willing to rev quickly that I'm charmed into unleashing its full power on the road almost immediately. And, when the power is delivered, it's mighty linear too. There's still a sense of the factory GT3's peaky nature, but there's now enough low-down torque to get my adrenaline pumping well before 5,000rpm. That said, power deliverance at the top end is still a mighty spectacle, the 3.9-litre GT3 not only boosted by that 400rpm increased rev limit but, more spectacularly, with just a five per cent drop off here from peak torque. It all makes for an incredibly intense experience that genuinely has my pulse racing.

The GT3 3.9's intensity is of course aided by the noise emanating from the 997's rear. Thanks to that SharkWerks Street Exhaust – which is switchable, while saving 18 pounds over a reciprocating factory part – the GT3's soundtrack is beautifully changed from the factory system's higher-pitched howl into a raucous, red-blooded flat six shriek as car and driver are rapidly propelled towards the horizon.

SharkWerks have been making these 3.9-litre conversions for well over five years now, bringing an accomplishment to the overall package that's unlike anything I've come across before. The chassis feels tight, too, with a slightly firmer ride at the rear (just how we like), though on this tarmac's uneven topography I am having to be wise with my throttle inputs to avoid any unwanted snap-out from the rear axle. The GT3's factory gearbox displays its usual trait in offering a tight, short throw, complementing SharkWerks' electrifying powerplant, and I welcome the influx of information available to my senses afforded by the 997's mechanically assisted steer, fortified superbly by the Bilstein suspension and ever-communicative Michelin Pilot Sport Cup 2s. Interestingly, there is no PASM in sight either, with SharkWerks disabling the factory suspension management in favour of this more traditional setup.

Constantly flicking between second and third gears as we weave up the mountainside pass, eking the revs out each time for a quick change-up, I'm completely submerged in the ingenuity of the 3.9's character. The factory GT3 is a brilliant machine, yet this is somehow more involving, more intense, and it's hard not to hide my sheer fanaticism for it. SharkWerks' exquisite craftsmanship here is no fluke either. Our test car in question, kindly donated to us for the day by the legendary Ralph Jackson, an affable 69-year-old Porscheophile and one-time Vasek Polak mechanic, has been peddled through more than 65,000 miles of very hard use as a 3.9, and I'm certain it's all the better for it.

Halfway up Mount Hamilton, I reluctantly pull over and bring the GT3 3.9 to a halt. I kill the engine and hop out of the cockpit cooled by air ➡

SharkWerks 997 GT2
2008**Model**
Year**Engine**
Capacity

3,600cc

9.0:1

Compression ratio

650hp @ 6,000rpm

Maximum power

813Nm @ 5,300rpm

Maximum torque

GT2 RS single mass flywheel; RS 4.0 pulley; SharkWerks stage 2 clutch kit; Guard GT Pro Chromalloy LSD unit

Transmission

EVOMS 775 kit (EVT775 Clubsport ECU calibration with 7,000rpm rev limit; high-flow VTG turbochargers with 65mm billet compressor wheels; SharkWerks GT2 exhaust & high-flow cats; third generation clubsport intercoolers; reinforced silicone hoses; reinforced silicone turbocharger air inlet ducts; billet turbocharger boost recirculation valves; EVY specification spark plugs; IPD competition intake plenum; Porsche GT3 82mm throttle body; high energy discharge ignition coils; improved turbocharger spool time); Cargraphic 200 cell cats with straight-through SharkWerks stainless steel exhaust; SharkWerks coolant pipe kit; GT3 RS front fender flares; GT2 RS front lip; TechArt rear wing gurney

Modifications

Bilstein Clubsport dampers; RSS inner monoballs and adjustable thrust arm bushings

Suspension
Front

Bilstein Clubsport dampers; RSS/ SharkWerks rear adjustable links; RSS/ SharkWerks bump steer/toe steer kit & lock out plates; RSS semi-solid engine mounts

Rear

9x19-inch Champion RS 184 forged monoblock alloys; 235/35/19 Michelin Pilot Sport Cup

Wheels & tyres
Front

12x19-inch Champion RS 184 forged monoblock alloys; 325/30/19 Michelin Pilot Sport Cup

Rear

4,469mm

Dimensions
Length

1,852mm

Width

1,413kg

Weight

2.7 secs

Performance
0-62mph

Not tested

Top speed

\$45,000

Cost**SharkWerks 997.1 GT3 3.9**
2007

3,900cc

13.0:1

502hp @ 7,800rpm

442Nm @ 5,400rpm

RS lightweight flywheel; Cup car clutch and pressure plate

SharkWerks 500hp GT3 3.9-litre engine kit (forged, lightweight pistons; stock Mahle 3.6 con rods; steel liners; new rings, clips and wrist pins; displacement increased by 8%); SharkWerks Street exhaust; Cargraphic front wheel kit; EVOMSit ECU tune; specially profiled intake/exhaust cams; EVOMS head stud kit

Bilstein B16 Damptronic coilovers; RSS/ SharkWerks bump steer/toe steer kit; RSS inner monoballs and adjustable thrust arm bushings; Brembo GT six piston, 380mm disc kit

Bilstein B16 Damptronic coilovers; RSS/ SharkWerks rear adjustable links; RSS/ SharkWerks bump steer/toe steer kit; RSS inner monoballs and adjustable thrust arm bushings; Brembo GT four piston, 380mm disc kit

9x19-inch HRE Competition C93 three-piece alloys; 235/35/19 Michelin Pilot Super Sport

12x19-inch; HRE Competition C93 three-piece alloys; 305/30/19 Michelin Pilot Super Sport

4,445mm

1,808mm

1,365kg

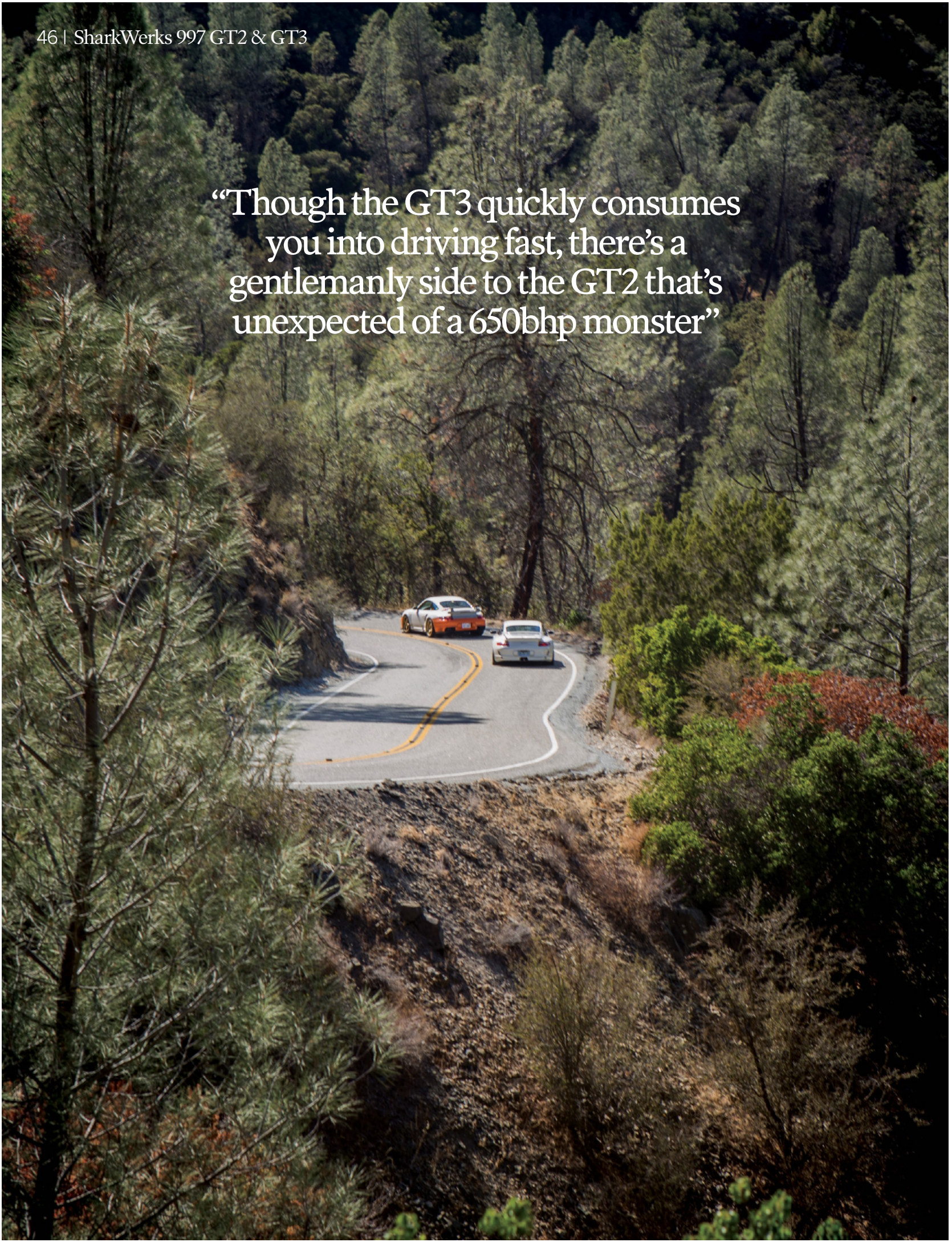
3.5 secs (estimated)

200mph+

\$35,000



“Though the GT3 quickly consumes you into driving fast, there’s a gentlemanly side to the GT2 that’s unexpected of a 650bhp monster”





conditioning, giving the keys to Alex, who replaces them with keys to the GT2 that has followed close behind to this point thanks to the pedaling of SharkWerks' Dan. Allowing for a few minutes at the roadside to reset my mind, I then make my way over to the GT2 and take my place in the tartan-insert Recaro driver's seat.

This GT2 represents something of a personal project for Alex, the last widowmaker offering him a second chance with a forced induction 911. Alex's history with turbocharging involves an 800bhp 996 Turbo once used to conquer the salt flats, though the purist in him soon found favour with the response and progressiveness of a GT3, which is why SharkWerks have specialised in naturally aspirated flat sixes since.

Firing up the GT2, I'm not sure what to expect: big-number turbo Porsches aren't new, and usually come with the caveat of being undrivable on public roads, typified by a brutally heavy clutch pedal and unpredictable surges of boost. That is not the case here. The weight of the left pedal is palatable, even lighter than that of a factory car, and the driver experience isn't ruined by overzealous turbo spooling.

In fact, I'm startled as to just how docile the SharkWerks GT2 can be. Finding the biting point and moving away is a smooth affair time after time, and incremental throttle inputs are rewarded with swift progress along the road without those VTG turbochargers booting me into next week. Press that loud pedal right to the floor, however, and the GT2's rate of acceleration becomes savage. In an instant, the car switches to come good on its claimed 650bhp max output, thrusting the car forward, its power surge unrelenting all the way to 7,000rpm. I'm impressed to note there's only the slightest hint of turbo lag coupled to this, and,

though the huge powerband is delightfully linear, there's no crass 'on-off' flip of pace that would usually blight the complexion of a turbocharged 911 of this magnitude. In fact, it's as if there are GT3 elements of character instilled in this GT2 – it's the most sophisticated, mature tune I've come across.

Though the GT3 quickly consumes you into driving fast, there's a gentlemanly side to the GT2 that's unexpected of a monster capable of 650bhp. Its tractability means I'm still having fun at sensible speeds, carving through each corner before blasting venomously along each short straight, and the GT2 is ready to push on as my confidence begins to build.

The ride is firmer than a stock GT2, though not as crashy on the road as a GT2 RS, and I am again grateful of the feedback afforded by those immense second-generation Michelin Sport Cup tyres and factory PCCBs. The GT2 sounds great too, its rasp from the straight-through SharkWerks exhaust with Cargraphic 200 cell units giving possibly the best exhaust note of any forced induction Porsche I've heard.

Alex says this car currently represents something similar to a stage one tune, though in my opinion there's no need to take the car any further. Usable in terms of both practicality and performance on road, a track session at Willow Springs circuit 48 hours later reinforces its perfect blend of GT2 prowess with GT3-like progressiveness. As a true driver, I promise you will want nothing more.

All too soon, we reach the Lick Observatory at Mount Hamilton's summit, offering a panoramic view over San Francisco's Bay Area. The vista before me is absolutely breathtaking, yet in all honesty I couldn't care less, for behind me, the GT3 and GT2 are sat awaiting the drive back down the mountain to our base, their cooling engine components 'pinging' away delightfully under the hot Californian sunshine.

Remember that quote from Ferry Porsche? Well, it rings true of the efforts of Alex, James and Dan too. In the GT3 3.9 and 650bhp GT2, SharkWerks have simply taken two of the most revered 911 platforms we'll ever see – and bettered them. **911**

Magnus Walker and the GT2 Livery

While our journalistic intent is to study how Sharkwerks have better-engineered the 997 GT2, we couldn't possibly complete the feature without mentioning that livery. Designed by Magnus Walker after he and fellow British ex-pat, Alex Ross, agreed a week-long loan deal for the car, discussions soon turned to its simple white hue, where Alex implied Magnus should design a modern take on his #277 livery to replace it. "We'll do better than that," Magnus replied, promptly designing the vibrant livery you see in our pictures. The inspiration? Porsche's 2010 GT3R Hybrid, of course.

Alex found favour with the initial renderings and sent the car away for its new livery to be painted onto it. That was back in January 2015 and while the GT2's new skin has undoubtedly divided opinion since, we rather warmed

to its aesthetics in the metal. Whether it 'mangles your Mezger' or not is besides the point. Alex himself insists the livery is just a bit of fun, and stands as the most pertinent reminder that the spec of any Porsche is a very personal matter indeed.





RISE OF THE SPEEDSTER

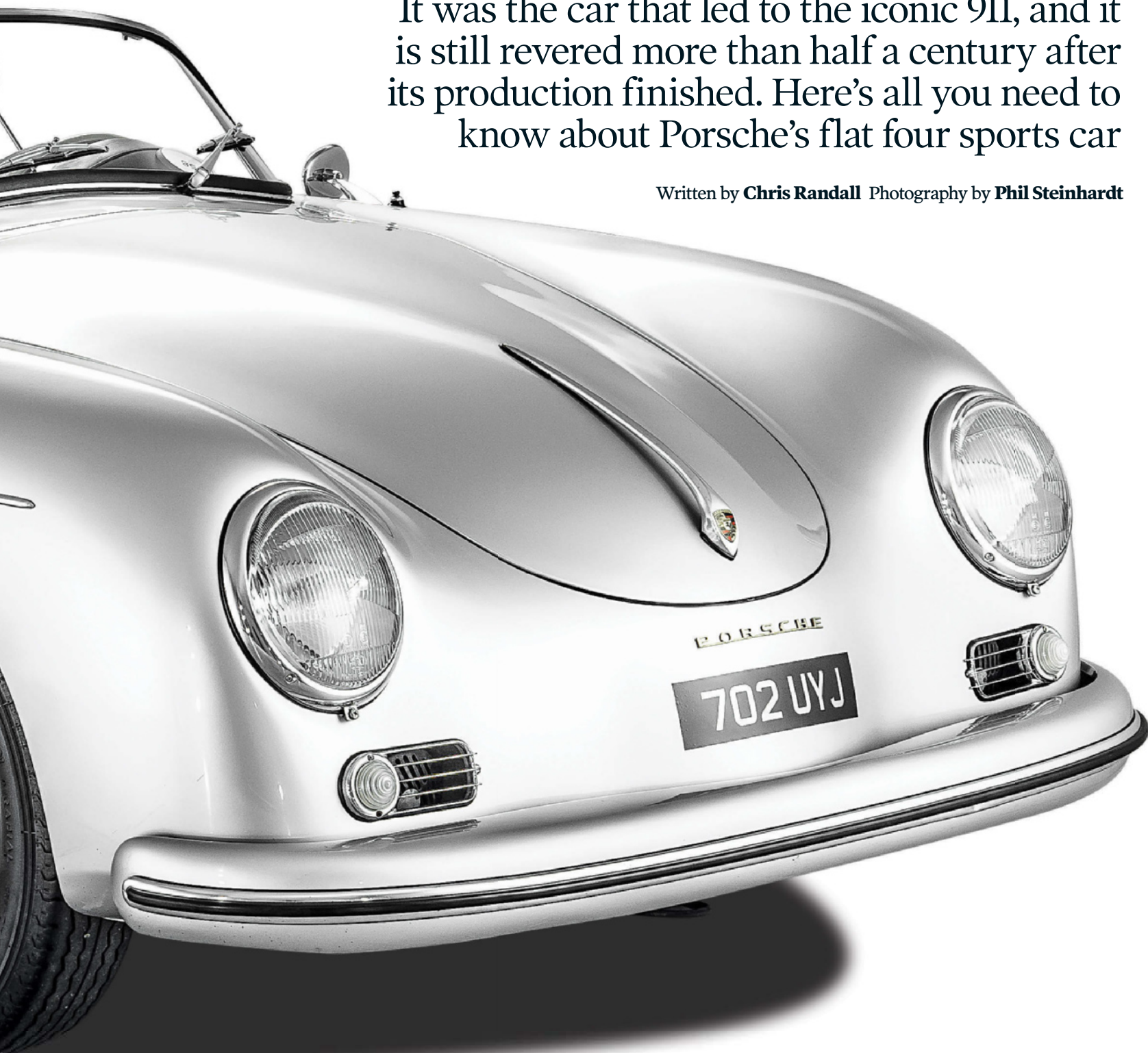
Admired by film stars and fashionistas alike, the Speedster was the brainchild of the influential Max Hoffman, importer of Porsches for America. His idea was for a stylish and lightweight open top model that could be used on road and track, and after a difficult gestation it was launched in the US in 1954. With a 1.5-litre engine and a body designed by Reutter, equipment levels were minimal in order to keep the price down, while a simple, removable windscreen and lightweight bucket seats with fixed backrests enhanced the sporting allure. More than 1,000 were sold in Pre-A form, with the 356A version arriving in 1955 with a larger, 1.6-litre engine. It was revised again in September 1957, the biggest year for sales, but by 1958 those sales were beginning to dwindle and production would come to an end the same year when it was replaced by the Convertible D (the D referring to coach builder, Drauz). The vast majority were left-hand drive, but some right hookers were built and are highly sought after today.



PORSCHE 356

It was the car that led to the iconic 911, and it is still revered more than half a century after its production finished. Here's all you need to know about Porsche's flat four sports car

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



Just in case you were wondering, you are still reading **Total 911**. It's just that this month we decided to take a closer look at the very genesis of our favourite sports car, without which there would be no 911.

Designed by Erwin Komenda, the 356 was launched in 1948 and stayed in production for almost 20 years, the last examples rolling out of Zuffenhausen in 1966. The very earliest cars were actually constructed at Gmünd in Austria, with bodywork fashioned from hand-beaten aluminium. Narrower and lower than later models, around 50 were made this way before production switched to Zuffenhausen in 1950, the bodywork now in steel and built by Reutter. In an interesting side note, Porsche would buy Reutter in 1963, although the seat-making arm would continue separately, later adopting the

well-known Recaro name. But before we go any further, now is a good time to summarise the key developments in the 356's history.

The first major change would come in 1955 when the 356A arrived (the earlier cars now known as 'Pre-As'), featuring numerous detail changes to the body and with the option of larger engines. The 356B arrived in 1959 with further changes to the panel-work and bigger bumpers (bumper overrides were standard from mid-1956, and the twin exhausts exited through the rear items soon after), while 1964 saw the final incarnation in the shape of the 356C. The bodies were also known as T2, T4, T5, and T6 variants and were available in Coupe and open-top forms, the latter proving tricky to negotiate as an observer, as they could be had as a Roadster, Cabriolet, Speedster, and Convertible D at various

times during production. Oh, and then there were the Notchbacks built only in 1961-62. Indeed, the broad spread of models and changes make the 356 range something of a minefield and could take up the whole magazine, never mind just this feature. Around 77,000 cars were built in total during the 356's production, with the 'B' model by far the most numerous at almost 31,000 examples. There would be approximately 7,600 'Pre-A' cars, 21,000 'A' models, and over 16,600 'C' models.

Anyhow, back to the car itself and those Gmünd models aside, the bodywork was formed from a welded steel monocoque platform clad in steel panels. Easier and cheaper to make, they were simple and robust but beautifully engineered. Impressively aerodynamic, too, as Porsche brochures of the day liked to point out. They'd also grow in size over the generations, the panels

“The bodywork was formed from a welded steel monocoque platform clad in steel panels. Simple but beautifully engineered”

Model Porsche 356A

Year 1955-1959

Engine

Capacity 1,582cc

Compression ratio 7.5:1

Maximum power 60hp @ 4,500rpm

Maximum torque N/A

Transmission Four-speed manual, rear-wheel drive

Suspension

Front Telescopic dampers with torsion bar springs and anti-roll bar

Rear Trailing arms with telescopic dampers and torsion bar springs

Wheels & tyres

Front 4x15-inch; 5.60-15

Rear 4x15-inch; 5.60-15

Dimensions

Length 3,950mm

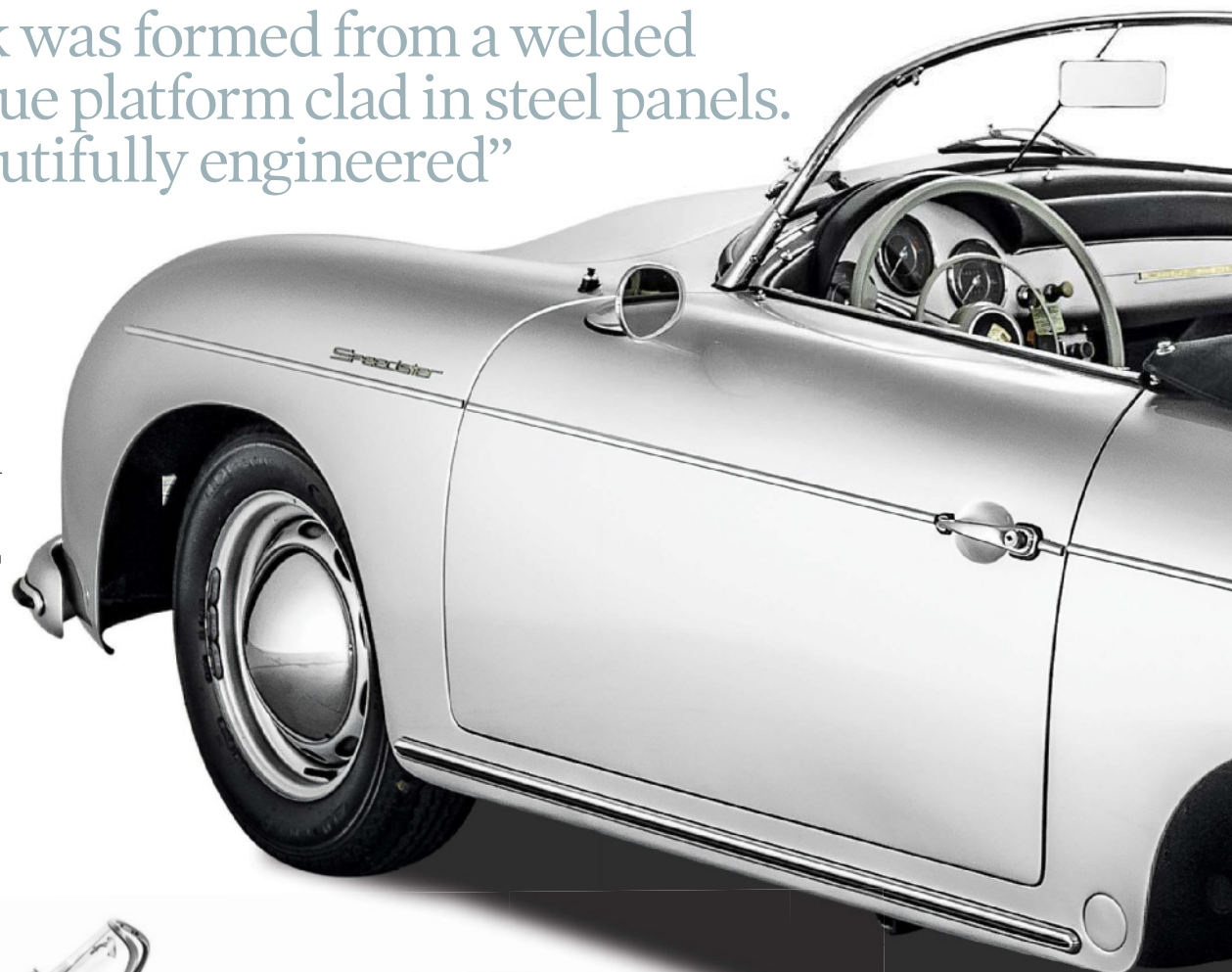
Width 1,670mm

Weight 850kg

Performance

0-62mph 16.5 secs

Top speed 100mph





Development of the 356 throughout its near two-decade lifespan included new body panels, a revised windscreen, more chrome decoration and even windscreen washers by the early '60s

PORSCHE 356 TIMELINE

• 1948

The 356 is launched. The first models are built at Gmünd and feature hand-beaten aluminium bodies

• 1950

Production is shifted to Zuffenhausen and the bodies are now steel and built by Reutter

• 1954

The stylish Speedster is launched. Film star looks guarantee its place in Porsche history

• 1955

The 356A arrives with bigger engines, changes to the bodywork, and a curved windscreen

• 1958

The Speedster ends production, replaced by the Convertible D

• 1959

There are further changes to the bodywork and engines for the arrival of the 356B

• 1964

The final iteration, the 356C, is launched. Numerous detail changes are made, while disc brakes feature for the first time

• 1966

Production of the 356 ends with around 77,000 sold in almost 20 years





“The 1,600cc engine of the 356A took over 16 seconds to reach 0-60mph”

taking on a flatter and slightly less curvaceous form, and by the time the 356C ended production, additions included twin ventilation grilles in the engine cover, opening front quarter-light windows, and delightfully neat tear-drop rear lamps. A further distinctive feature of the 356's development was the shape of the windscreen. Initially of a split design, it would become the 'bent screen' before a curved item was adopted for the 'A' model onwards. Externally, the early cars were also quite austere in appearance and it wasn't until later on that more chrome and additional styling flourishes would brighten its distinctive look.

But if you thought the model designations were complicated, the engine range was even more bewildering. Take a deep breath: the air-cooled, flat-four units were available in capacities of

1,086cc, 1,131cc, 1,286cc, 1,290cc, 1,488cc, 1,498cc, 1,582cc, 1,588cc, and 1,966cc (I think that's all of them!). Availability depended on the model and age of the 356, but essentially the engine grew in size as the generations progressed. Power outputs were modest to say the least, the smallest engine putting out just 40bhp, although the Pre-A would ultimately boast up to 70bhp in Super form, while later generations managed to achieve a more Porsche-like 130bhp.

The all-alloy engines were fed by a pair of Zenith, Solex, or Weber carburetors – again, it depended on model, and the early cars had single-choke items with twin-chokes adopted soon after – with either OHV or DOHC valve gear depending on model type, while the 1,300cc featured Porsche's clever chrome-dot

lined cylinder bores that reduced friction. Over the years, further innovations would arrive including the use of Biral liners for the cylinders and a forged crankshaft. As you'd expect, the performance on offer was some way short of the mind-bending numbers we've become accustomed to with the 911. Even with a 1,600cc engine fitted, a 356A would take just over 16 seconds to crack the 0-60mph benchmark, and would manage just 100mph flat out. Mind you, that performance was delivered with a character that made sheer numbers something of an irrelevance.

As for the rest of the driveline, the rear wheels were driven via a single plate clutch and four-speed manual gearbox, with the early models fitted with Volkswagen units that lacked synchromesh. It would be 1953 before double-declutching could be dispensed with, the 356 getting a patented Porsche 'Servo Synchromesh' transmission that was subjected to regular updates over the years for greater quality and driveability. It would spawn Type 644 and Type 716 versions,



Equipment was scarce on the minimalist 356 Speedster, with its flat-four engine revving to around 4,500rpm. Porsche would later revive the iconic Speedster concept on the 911 in 1989

the former utilising a single-piece aluminium casing rather than the previous split item.

Derived originally from the Volkswagen Beetle, the suspension was simple yet effective in the best Porsche tradition. Up front was an independent set up featuring telescopic dampers and laminated torsion bars along with an anti-roll bar, while the rear utilised the same dampers and torsion bars located by trailing arms. Swing axles would arrive later for the rear, along with a compensating leaf spring, and while the handling of a 356 was considered by some to be tricky at the limit, it rewarded a delicate approach and time spent learning how to get the best out of it. Much like the 911, then. Volkswagen also provided the worm and nut steering box for the 356, although it would be replaced by a ZF worm and peg system in 1955 that had a quicker ratio, and that would also feature a hydraulic damper to reduce kick-back, through a rim that was now larger to reduce steering effort. As for stopping the lightweight sports car, things were a little more low- ➔



BUYING TIPS

Useable and a delight to drive, it is no wonder the 356 is so desirable today. But with the potential for huge restoration costs, this is a car that should never be bought in haste. If ever a car deserved the phrase 'buy the best you can afford', it's this one.

- **Choosing one:** While the size of your bank balance may play the biggest part in your decision, it's worth thinking carefully about the model you want. If you plan on regular use, you may be better off with a later, more powerful variant.
- **History:** Never buy a 356 without knowing the history and how it's been cared for. With so many variations and changes over the years, research is crucial in ensuring the car you're looking at is what it claims to be. Getting it wrong could be very costly.
- **Bodywork:** A 356 will rust just about everywhere, and you need to pay close attention to the wings, inner and outer sills, floor, and bulkhead to name just a few areas. Eradicating all traces of corrosion will cost a fortune, and full restoration could approach six figures.
- **Engine:** Make sure you know what engine is fitted as the range is complex. The units are reliable with proper maintenance but be extremely wary of excessive oil leaks, smoke from the exhaust, or an engine that runs badly. Don't be fooled into thinking their simplicity translates into low re-build costs. It doesn't.
- **Running gear:** Availability of parts is good, so overhauling the suspension, brakes, or steering isn't a problem (cost aside, that is). But lack of regular attention, such as greasing suspension components or brake adjustment, will soon lead to deterioration.
- **Interior:** Probably the least problematic area of a 356 purchase. Generally durable, a decent trimmer can sort most issues. Look out for wiring in poor condition or bodged 12-volt conversions.

tech for the majority of 356 production, because at each corner you'd find hydraulically-operated drum brakes. Measuring 11 inches in diameter and with 72 axial cooling fins, the drums were aluminium with steel liners. Disc brakes wouldn't appear until the arrival of the 'C' model and it all seems like a long way from the world of ABS and 'Big Reds'. Most versions used steel wheels in either 15-inch or 16-inch diameters, although the designs varied over time, and some models ran on desirable Rudge wheels with knock-off spinners. All told though, these sort of incremental but carefully considered improvements were very much at the core of the Porsche ethos, and would stand the company in very good stead for the development of the 911.

Turning our attention to the interior, clicking open the lightweight door revealed a cabin that, while delightfully simple, was also superbly assembled. Seats were compact bucket affairs, while the closely-grouped dials were set in a metal dash that was usually painted the same colour as the body, and there was the minimum of switches. Indeed, Porsche were already championing the safety and ergonomics of the 356, with features such as the dash-top foam pad and paint finish on the switches aiming to reduce unwanted reflections. Electrics were by a six-volt

system for most models, although some versions had switched to 12 volts by 1958. The slim-rimmed steering wheel, spindly gearlever, and floor-hinged pedals would all be instantly familiar to the driver of an early Neunelfer. Rear passengers were catered for, but in reality the tiny seats were of little use and were best folded down to provide additional luggage space, there being almost none available in the compact nose which housed a fuel tank of 11-12 gallons and a spare wheel. Of course, it won't come as any surprise that Porsche improved equipment levels during the 356's lifetime, and later models boasted refinements such as a steel sliding sunroof, an electric clock, lockable glovebox, an internal fuel cap release, and windscreen washers.

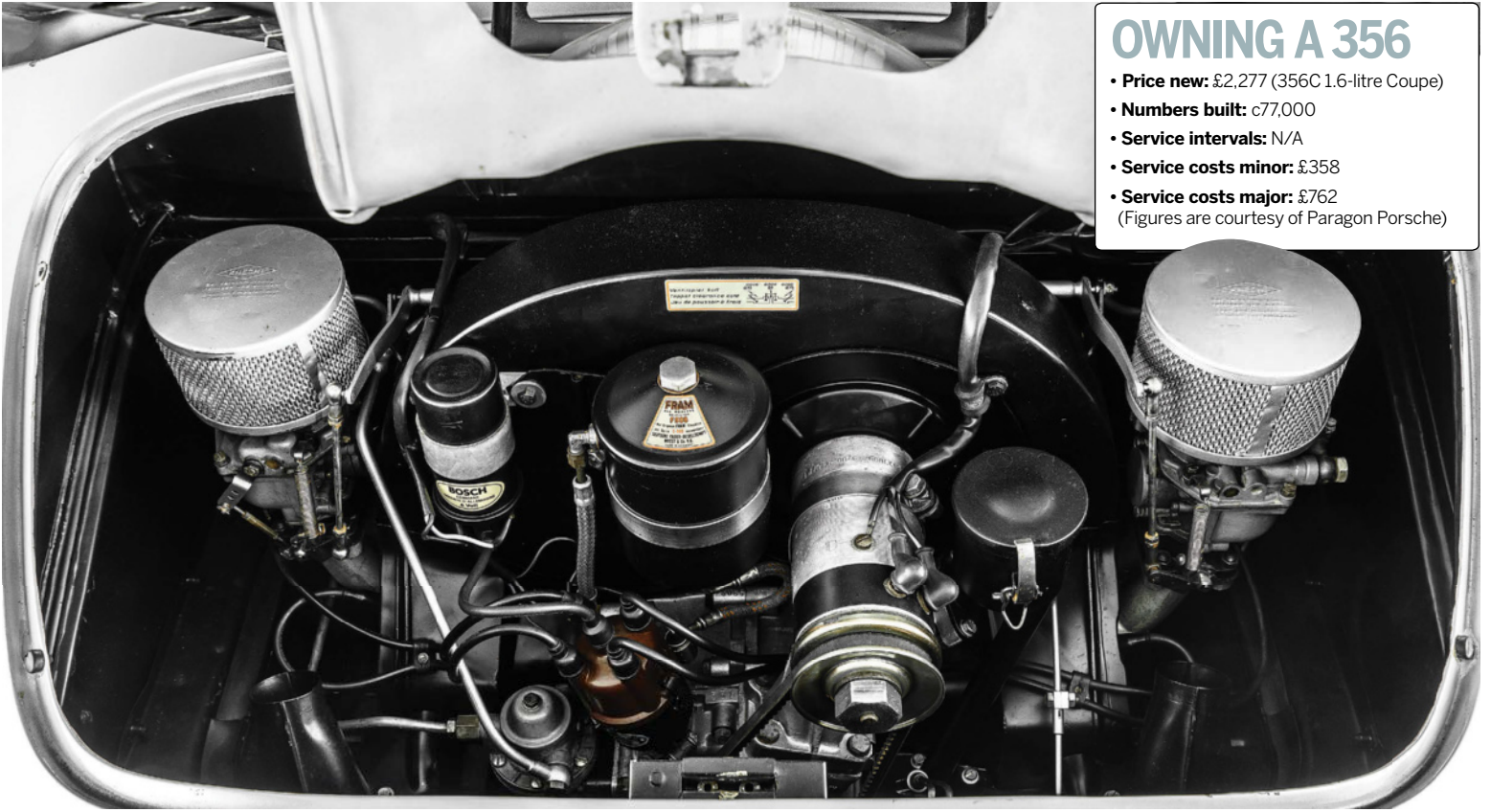
Unfortunately, we've barely been able to scratch the surface when it comes to this special car. Throughout production, developments came thick and fast and attempting to cover them in any detail would require a heck of a lot more space than we have here. However, even the most cursory of looks reveals a car that was every inch a proper Porsche, one that provided a superb foundation for the models that you normally see amongst these pages. Boasting legendary quality and a very special driving experience, it's hardly any wonder they are so sought after today. **911**

SPECIALIST VIEW

"Though there are many examples of the 356 on the market at any given time, finding an example with an immaculate appearance and impeccable history will guarantee you a very sought after Porsche that's simply oozing in classic charm. Our Speedster has undergone an exceptional restoration and will make for a great addition to any classic collection as the 911's predecessor."

Jonathan Franklin,
Hexagon Modern Classics





OWNING A 356

- **Price new:** £2,277 (356C 1.6-litre Coupe)
- **Numbers built:** c77,000
- **Service intervals:** N/A
- **Service costs minor:** £358
- **Service costs major:** £762
(Figures are courtesy of Paragon Porsche)



Thanks

This 356 is available for immediate inspection at Hexagon Modern Classics' London showroom. For more information call Jonathan on +44(0)7522 911 911 or visit hexagonclassics.com.

24 HOURS TO LE MANS

Is turbocharging going to ruin the 911 breed?
We take a 991 Turbo S on a trip through
Porsche's racing heritage to find out

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

496.3
MILES
DRIVEN

78.3
LITRES OF
FUEL USED

5
LAPS OF
FAMOUS
CIRCUITS

**SPORT
PLUS**
MOST USED
MODE

51.6MPH
AVERAGE
SPEED



9h48m
BEHIND THE
WHEEL

The clock hits 6am. Rumbling through four tailpipes, the flat six snaps into life, shattering the pre-dawn silence with its gruff symphony. Only a Porsche 911 can muster such mechanical melodies from its bowels, a tune that rarely fails to make the hair on the back of your neck stand to attention – or wake the neighbours. As I pull away, I catch a few previously pitch-black windows suddenly bathed in light. Whether seen or not, the 991 Turbo S is certainly a Neunelfer that loves the limelight. But can it capture – and, most importantly, hold – my attention for the next 24 hours?

It's a tough ask for Zuffenhausen's most technologically advanced 911; I am far from forced induction's biggest fan. However, with the 991.2 Carrera heralding in a new era where turbocharged 911s outnumber their naturally aspirated brethren, I need something to force me around to Zuffenhausen's way of thinking.

To give the 991 Turbo S a fighting chance, I am not just heading out on a quick Sunday drive today. Instead, the PCM is honed in on the Place

Luigi Chinetti, roughly 500 miles away from my starting point on the south coast of the UK. The significance of my destination can be explained with two words that will resonate deeply with every member of the Porsche cognoscenti: Le Mans. June may be long gone, but I am heading back to the Circuit des 24 Heures where **Total 911** columnist, Nick Tandy, helped Weissach achieve its record-breaking 17 overall wins in the famous French endurance race earlier this year.

My journey was never going to begin on the most auspicious terms; the Turbo S's first task is the unenviable chore of charioting me to the outer reaches of Dover, where my passage to the mainland awaits. However, munching through the miles is something that 911 Turbos have done incredibly well ever since the switch to water-cooling. The 991's execution in this department is no different. Through the stop-start traffic that faces anyone travelling long distances, the Turbo's mandatory PDK gearbox is a blessing. For such a journey, it's the perfect partner. Yet I can't



It seems incredible that international motor races used to take place on the roads around Rouen, Seine Maritime, as there are little reminders of this still evident today



help but think that the ability of turbocharged 911s to shrink continents always shouts louder than their performance credentials. It is, therefore, a relief when my UK leg of the journey ends at the Eurotunnel. A trip across northern France lies ahead. This is where the real fun begins.

French roads are a joy to drive. You just have to watch out for the gendarmerie, especially in a 991 Turbo S; it's hardly shy and retiring. With a clear ribbon of autoroute extending ahead, I let the Turbo S stretch its legs, shaking off the lethargy of our earlier car shuttle journey. 560bhp under my right foot allows indecently fast progress across the rolling countryside of France's north-eastern corner, yet, from behind the wheel, the Turbo S is eerily composed.

After catching one last glimpse of the coastline, I turn further inland at Abbeville. So far, the Turbo S has failed to really get my blood pumping but, 100 comfortable kilometres further down the A28, the featureless, flat landscape suddenly begins to ascend and descend more vicariously as we approach Rouen. The hills before me offer up the possibility of some more scintillating roads on which to play – and I know exactly where to go.

Skirting underneath the city centre, I turn off the N138 at the village of Les Essarts, heading south on the D938 for half a mile or so before I spot it just after crossing under the A13 to Le Mans. A bus stop. This ignominious monument marks the start line of a track that hosted the French Grand Prix during the 1950s and 60s: Rouen-Les-Essarts. Unlike Reims-Gueux, all that remains of this once great venue is a few concrete steps in the undergrowth (previously leading to a grandstand) and the bus stop sign that humbly reads, 'Circuit Auto.' You would never guess that this is the home of Porsche's one and only Grand Prix victory.

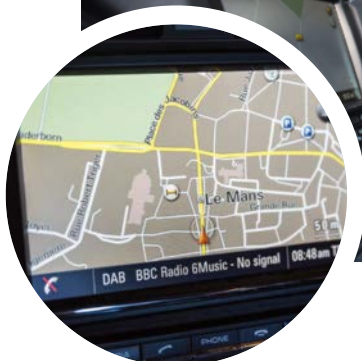
In 1961 Porsche stepped up to the Formula One World Championship. Using a car based on the 718 sports racer, Stuttgart's prancing horse secured three podiums during its maiden F1 campaign (all with American driver Dan Gurney at the wheel), however a Grand Prix victory eluded them. The following year, Porsche introduced an all-new car – the 804 – in a bid to take the fight to Ferrari and Lotus, but the flat-eight powered machine proved unreliable. At the 1962 French Grand Prix though, the stars aligned

and Gurney ran near the front throughout. When Graham Hill and Jim Clark hit problems, 'Dan the man' was there to take the chequered flag – a full lap ahead of the remaining field. Despite this, at the end of the season, Ferdinand pulled the plug on the program. Porsche has not been back to F1 as a manufacturer since.

While the circuit's infrastructure was demolished in the early 1990s, the majority of the public roads that make up the 4.065-mile track still remain. From the start line at the bus stop, the road drops down dramatically through the first sweeping right-hand corner, before the notorious left-right at Six Frères. A further descent takes you to the Nouveau Monde hairpin bend, where a sharp right takes you off the D938 and onto the D132. From here the track becomes more technical, bordered by steep banks on either side. Climbing steeply on this side of the circuit, the biggest challenge is the heavily-cambered left of Virage Samson. The track runs on slightly further before you reach the N138, built over the old back straight. Today I'm forced to traverse the forest road used in the 1951-54 layout, rather than follow in the 804's exact wheel tracks.

Through the downhill sweepers at the start of the lap, the Turbo S's composure (seemingly at odds with the car's size) is mesmerising. The faster I go the more the 991 seems to stick to the tarmac, no doubt aided by the active aerodynamics that I've set to their most aggressive profile with a prod of the Sports Plus button. At the bottom, the huge carbon ceramic brakes are truly superb at slowing up the 991's 1,605kg weight in time for the hairpin, with a pedal feel that is a night-and-day ahead of any other 911 road car. Whether on track or road (or, in this case, a track made of roads) they never fail to impress me, especially the sensation of 1.0g+ decelerations.

The way the 991 Turbo S stops is matched by the way it goes too; stepping hard on the gas out of Nouveau Monde, the torque vectoring



Porsche's 1962 French Grand Prix



Car	Porsche 802
Driver	Dan Gurney
Location	Rouen, Seine Maritime, France
Circuit length	4.065 miles
Race distance	219.51 miles
Number of cylinders	8
Average speed	103.22mph
Induction	Naturally aspirated
Power	180bhp
Pit stops	0



Centre: Bus stop signage is an insufficient reminder of Rouen's past racing greatness
Centre right and below: Le Mans' heritage is still very evident. Driving here always raises the hairs on the back of your neck





Porsche's 2015 24 Hours of Le Mans



Car	Porsche 919 Hybrid
Drivers	Nick Tandy, Earl Bamber, Nick Hülkenberg
Location	Le Mans, Sarthe, France
Circuit length	8.469 miles
Race distance	3,344.73 miles
Number of cylinders	4
Average speed	139.31mph
Induction	Turbocharged with hybrid power
Power	1,000bhp (approx)
Pit stops	30

systems unload the full 700Nm of torque to all four corners effortlessly, shooting me up the hill towards turn five with the ferocity of a fighter jet on afterburners. Climbing the hill towards turn six, the variable geometry turbines come into their own, ensuring that the Turbo S continues its inexorable pursuit towards Virage Samson. I can't stop a small smile from creeping across my face as I marvel at the technological brilliance of the 991 Turbo S, yet I still feel detached from the experience of piloting the car through such challenging parcoures.

Virage Samson highlights more flaws in the Turbo's character too. Despite the negative camber helping me to hug the apex, the extra heft of all that electro-mechanical wizardry, for the first time, forces the 991 to show its true colours, especially through the mid-corner phase where it no longer feels lithe and nimble. Instead, it feels every inch the grand tourer: composed but not electrifying. Even with the VTG, the 3.6-litre flat six struggles for that immediate punch too, something that I'm in sore need of as gravity tries its best to wipe out my entry speed. Coupled with the overly-light steering and PDK paddles, I'm left wanting something more analogue with which to tackle Rouen's legendary tarmac. A 911 with a similarly classic character would be perfect, but the 991 Turbo is just too focussed on the future to fit in to these surroundings.

Le Mans is the perfect end point for my day's driving; at this year's 24 Hour race, Porsche

competed under the slogan 'Mission: Future Sportscar.' By the time the Turbo S blasts onto the D338 (known to race fans as the Hunaudières) the sun has nearly reached the horizon, bathing the iconic Mulsanne Straight in a warm, inviting glow. Bereft of its two chicanes, I have no doubt that this 991 could top the 301kph top speed (achieved by the fastest 911 RSR at this year's race) by the time I reach the Mulsanne Corner, three and a half miles down the road. If only the roads were closed... It's hard to put my finger on why but, as

“The PDK 'box shifts down through the gears with Teutonic precision and a meaty woof from the exhaust”

the Armco barriers flash past the side windows, the Turbo S feels instantly more at home in these iconic environs. Braking for the Virage du Mulsanne, the PDK gearbox suddenly makes sense, blipping its way crisply down through the gears with a meaty woof from the exhaust as each shift is executed with Teutonic precision.

Whereas at Rouen I was merely following in the wake of Porsche's past heroes, on the Circuit des 24 Heures I feel more connected to Weissach's present and future glories. For the next few miles I am Nick Tandy or Earl Bamber, with all the technology inside the 991 helping to form my illusion rather than fight against it.

On the high-speed run towards Indianapolis and Arnage, the Turbo S comes into its own,

shooting out of Mulsanne before greedily chewing its way through the forest. Dropping down one gear, the right-hander before Indianapolis is dispatched with so much grip that you'd think you were driving a proper racing car with full down force, the serrated curb on the apex failing to upset the perfect balance. The combination of PDK and the 991's mid-engine-esque dynamic allow me to slow deep into Indianapolis with my left foot, before immediately switching to the throttle with my right, a seamless blend between braking and devastating acceleration. The short chute to Arnage is nothing but a blur before I'm hard on the brakes again, tackling the slowest corner on the 8.47-mile circuit. Now the hairs on the back of my neck really

are standing on end. This is what it's all about.

As the sun disappears below the horizon I bring the Turbo S to a stop at Le Mans' famous finish line. Among the bright colours and modern pit buildings, this is where a modern turbocharged 911 deserves to be. The blend of high-speed composure and low-speed punch makes it the perfect partner for lapping Le Mans. Less weight, less complexity and a manual gearbox would provide greater thrills on more technical tarmac, but, at Porsche's spiritual home, an intensive day behind the wheel has made a forced induction future look infinitely less frightening. After all, if a turbocharged 919 is good enough for Mr Tandy, turbocharged 911s are surely good enough for mere mortals like us, no? **911**

LOS ANGELES DISMANTLER

Specializing in *Porsche 911 Boxster Cayman*

Leading supplier of used OEM 911, Boxster & Cayman

Engines, Wheels, Seats, Electronics,
Chassis, Transmissions, Brakes and more.



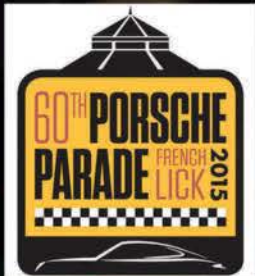
9819 Glenoaks Blvd.
Sun Valley, CA 91352

sales@ladismantler.com

ladismantler.com

1-818 767-7243

Use code: TOTAL2015
Free tshirt with any order



As seen on:



Find us on:     

We Ship Worldwide!





ERNST FUHRMANN

THE INSPIRATION BEHIND THE 911 TURBO

Porsche's first CEO is usually maligned as the man who tried to kill off the 911. But there is far more to his Porsche career than this misconception, as **Total 911** investigates...

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

The dominance of the 917 was such that the FIA banned it: after two Le Mans wins and the prospect of another Porsche walkover in 1972, the Paris-based organisation passed the 3.0-litre rules, designed to exclude Zuffenhausen's all-conquering 5.0-litre racer. Porsche turned to the North American Can-Am series where, to rival the power of the 8.0-litre McLarens, it turbocharged its flat 12 and promptly won the 1972 and '73 championships. This success excited Porsche's new CEO Ernst Fuhrmann, who saw the potential for a turbocharged 911.

Family run concerns are prone to disagreements, as the Porsches and Piëchs discovered, and the problems of integrating each of Ferry's and Louise's children into the family firm worsened as the 1960s wore on. In 1970 the ruling families decided that Porsche needed professional, non-family management to end the often paralysing internecine warfare. To manage the business on their behalf, Ferry thought of his erstwhile colleague Ernst Fuhrmann.

Fuhrmann had recently quit Goetze, so Ferry deputed Helmut Bott and Ferdinand Piëch to see how interested he might be in returning to Porsche. They made him an attractive offer: Ferry would stand back to become chairman of the supervisory board of the new Porsche AG and Fuhrmann would be managing director, with R&D at Weissach and production at Zuffenhausen under his command. With Bott as his second in command, Fuhrmann accepted: he was unemployed and Porsche was offering far more than the promotion he had aspired to back in 1956, which he had not been offered at the time.

Dr Fuhrmann, the only Porsche CEO who has ever been a "total car nut," according to his former assistant Tilman Brodbeck, who knew them all well, was always interested in the racing scene. After Porsche's victorious 1970/1 season with the 917/10, there was plenty to excite him. The next competition object would be the Canadian-American series, the Can-Am, which through the Penske team and Mark Donohue would result in two consecutive championships for the turbo charged 917/30. Both he and Ferry recognised that after the positively grandiose



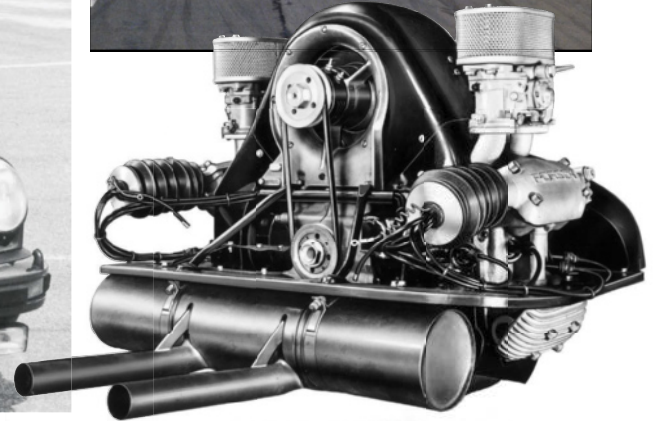
A tense-looking Ernst Fuhrmann with the 911 and 928 in this 1978 photo

917 program, Porsche would have to cut back its racing budget and Fuhrmann also saw that, given the development time and budget a new production model would require, the 911 would need to remain Porsche's mainstay for the foreseeable future: he also understood the importance of racing for Porsche's electorate and at his urging, the Carrera RS 2.7 was developed for GT racing. He had to overcome a conservative Porsche establishment and won his case through strength of character. It proved an inspired move: the RS famously sold out and its track derivative, the brutal 2.8 RSR, won at Daytona in February 1973 before homologation was even complete.

Porsche was not alone in turbocharging racers and turbochargers were now on several car manufacturers' agendas: in 1971-2, factory turbocharged BMW 2002s had the measure of naturally aspirated 911s in the German championships. Fuhrmann had his engineers dust off their early turbo projects: he envisaged a new high performance 911 which, homologated for racing, would sustain Porsche's racing reputation relatively cost effectively. He was also keen to

have a 911 Turbo himself and by spring 1973 was driving a prototype 2.7 Turbo. Launched at the 1974 Paris Salon, the series production 911 Turbo 3.0 – the 930 – was a far bigger success than Porsche imagined, endowing the company with a genuine supercar and bringing a new and well-heeled clientele into the Porsche fold. The 400 unit FIA homologation requirement was achieved in a few months and by 1977, barely three years later, the 911's track supremacy reached its zenith with customer turbocharged 934s, and 'silhouette' 935s dominating GT and sports car racing. As Le Mans victories accrued, Porsche would become a byword for turbo mastery.

Fuhrmann was an engineer's engineer: in his first years as CEO he occasionally liked to involve himself in projects instead of going through his subordinates, dealing directly with Valentin Schäffer for example, who was carrying out the preproduction turbo installation: this used to exasperate technical director Helmut Bott; Fuhrmann also liked to try the latest technology and had his 930 fitted with an early ABS system, though he quickly had it removed (and vetoed) →



“Fuhrmann had his engineers dust off their early turbo projects: he envisaged a new high performance 911”

further development) when the system failed completely and he sailed across a busy crossroads, miraculously without accident. Often imperious, the Austrian could also be extremely personable. Mark Donohue recalled how Fuhrmann had sought him out after the American finished a bitterly disappointing fourth at Riverside in 1972. A pit misunderstanding had cost him a certain win, though Porsche still took the Can-Am title. In his autobiography, Donohue recalls how, disconsolate, he had gone back to his motorhome in the paddock only to have Fuhrmann knock on the door: “He said: ‘You should have won, let’s have a drink.’ And he produced a bottle of whisky which we drank without ice or glasses: it showed me how much he appreciated what I had done for Porsche and what a fabulous down-to-earth guy he was.”

When Ernst Fuhrmann arrived at Zuffenhausen the future of cars like VWs and the 911 was in doubt because of impending American emissions and safety regulations. But he saw this as his opportunity to make a Porsche according to his own interpretation. This amounted to a kind of better engineered Chevrolet Corvette, because, as Tony Lapine, who had the widest US experience put it, the Americans would be unlikely to outlast the kinds of cars they were making themselves. Hence the futuristic-looking 928, which combined a front-mounted and water-cooled V8 with Fuhrmann’s famous transaxle – the gearbox mounted at the rear to achieve near perfect weight

distribution, an obsession of his. The 928 proved a very fine GT but, knowing observers remarked, built by the wrong company. Few in Porsche liked it – too far from the Porsche tradition, said Horst Marchart, the man who would later mastermind the 986-996 platform. The 928 drove a wedge between Fuhrmann and Ferry Porsche as the latter understandably felt the Porsche heritage was being usurped, even if crucially he failed to say so openly. The experience seemed to turn the CEO in on himself. He lost interest in racing, became angry and shrill with subordinates and issued his famous *verbot* on further 911 developments, even threatening Bott with consequences if the latter pursued his Speedster project.

The 928 nevertheless won the 1978 European Car of the Year award, but in Ferry’s absence, it was a lonely triumph for Fuhrmann.

Antagonism increased when Ferry discovered that his managing director had not followed up a four-wheel drive project in conjunction with Piëch, now at Audi NSU. Such technology would have been incompatible with the transaxle, but typically Ferry and his CEO had never discussed it. Fuhrmann became more defensive and unapproachable and his sense of isolation increased as Ferry moved his office to Ludwigsburg to avoid seeing his CEO on a daily basis. This surreal standoff couldn’t continue and mutual friends arranged for Fuhrmann to retire elegantly by taking a vacant professorship at Vienna Technical University.

Top right: Liqui Moly and Georg Loos 935s lead at Nürburgring start, 1980. The dominance of the 935 lasted well into its second decade

Left: Helmuth Bott and Ernst Fuhrmann extolling the virtues of the new Porsche Turbo to Herbert von Karajan (centre) and PR manager Manfred Jantke

It is easy with hindsight to say he was wrong to want to phase out the 911, but in 1972 it was uncertain whether the 911 concept could survive and, in any case, few car designs could now expect to last the 15 years of the 356. As for the 928, in its early years almost as many units were sold as 911s; its transaxle siblings, the 924 and later 944 provided vital turnover for more than a decade and broadened Porsche’s market. In 1991, journalist and author Randy Leffingwell journeyed to Teufenbach in Austria to interview Ernst Fuhrmann, now in retirement. Reflecting on his departure from Porsche, he told Leffingwell: “The 928 failed because it wasn’t a 911. I said to Dr Porsche I was prepared to go any day he had a new man capable of starting a new (post-911) program.” Fuhrmann maintained his three achievements at Porsche were: the four-cam engine, turbocharging the 911, and giving Porsche engineers their head. He believed that in 1972 he had saved the company.

Small in stature, Ernst Fuhrmann had to make up for this disadvantage, says Karl Ludwigsen in *Porsche: Excellence was Expected*, through sheer competence. And that he did: a brilliant engineer whose enthusiasm inspired, and whose vision for the 911 put it on race tracks and in the public eye, effectively creating through its storming second decade the icon it would later become. If he made any error it was in not recognising this. His continued obsession with leaving his mark on Porsche finally blinded him to the fact he already had: his legacy is the 911 Turbo, arguably the most recognisable and aspirational sports car of the 20th century. **911**

SPECIAL OVERSEAS OFFER

SAVE UP TO 17%

ALL TITLES JUST £49.99

ON A GIFT SUBSCRIPTION THIS CHRISTMAS



REAL CRIME
Uncover the most fascinating and notorious true crimes in history
13 issues, save 4%



HOW IT WORKS
The action-packed science and technology magazine
13 issues, save 10%



ALL ABOUT HISTORY
Bringing history to life for the whole family
13 issues, save 15%



GADGET
Packed with the latest, coolest and most exciting tech
12 issues, save 17%



WORLD OF ANIMALS
Everything you need to know about the world's most amazing wildlife
13 issues, save 4%



HISTORY OF WAR
The stories, strategies, heroes and machines of historic conflicts
12 issues, save 17%



DIGITAL PHOTOGRAPHER
Inspiration, tutorials and tools for enthusiasts and professionals
12 issues, save 17%



RETRO GAMER
The number one magazine for classic gaming
12 issues, save 17%



ALL ABOUT SPACE
Discover the wonders of the solar system and beyond
13 issues, save 15%



SCIFINOW
The number one magazine for sci-fi, fantasy and horror fans
12 issues, save 17%

- * EXCLUSIVE CHRISTMAS OFFER
- * SAVE UP TO 17% ON THE SHOP PRICE
- * NEVER MISS AN ISSUE OF YOUR FAVOURITE MAGAZINE
- * FREE E-CARD TO SEND WHEN YOU BUY AS A GIFT
- * IDEAL CHRISTMAS GIFT - THAT LASTS ALL YEAR

FIND OUR FULL RANGE OF TITLES AT THIS **GREAT PRICE ONLINE!**

ONLINE AT www.imaginesubs.co.uk/xmas151

ORDER HOTLINE

+44 (0)1795 592 869

BUY AS A GIFT OR TREAT YOURSELF!

Use code **XMAS151** for this extra-special price.

GOING ONCE...

Buying or selling a 911 at auction is likely to be outside of many people's comfort zone, but are their concerns justified? **Total 911** investigates...

Written by **Chris Dearden**
Photography by **Ali Cusick**

In a recent poll, Silverstone, home of the British Grand Prix, emerged as the most popular race circuit in Britain. It was there where I found myself heading in October, to view a choice selection of Porsches: some rare and highly desirable models. And these cars weren't to be found in the pits, but in the cavernous halls above. Any records broken weren't lap times, but sale prices. I was attending the first of what looks set to become another prestigious annual event for Silverstone: the Porsche Auction.

Car auctions have a mixed reputation. At one end of the scale lay the back alley sales, with tired trade-ins changing hands for small rolls of fivers, where only the fearless or foolhardy chance their arm. At the other end, are the sales from auction houses like Bonhams or Silverstone, where rolls of fivers acquire you nothing more than an auction catalogue, yet an altogether more reassuring ambience is on offer. But after the canapés have been sampled and flutes of fizz drained, is an auction like this somewhere wise to buy, or sell, your 911?

It's Saturday, 10am, and the halls are just opening for viewing before the event itself the following day. The unruffled atmosphere offers no clue to the colossal amount of work done beforehand to enable today's event to take place. Months ago, owners began contacting Silverstone about the possibility of including their Porsche in the auction. Each was rigorously checked to ensure it was suitable and likely to meet Silverstone's standards, after which all available documented information on the car was presented to a valuation committee, who agreed ➔







a guide price. The car of any owner wanting to proceed with the auction then had to be officially photographed, its history vetted, and an accurate catalogue description written.

Silverstone had sent me a catalogue to preview, but seeing a car in the metal is always different. I start to work my way around the hall with a silly grin on my face, exquisite details across the vast hall vying for closer inspection: a flatnose silhouette one side, a GT3 RS decal on the other, a ducktail spoiler, and some Fuchs wheels. This is clearly a really eclectic collection, and the quality supports Silverstone's assertion that they only took the best third of what they had been offered for this auction.

Only after a couple of hours have I begun to get the measure of the sale. The jewel in the crown is probably a white 1972 "early 500" full homologation 2.7 RS Touring, guide priced at £375,000-£425,000. As a sign that this is a car to be enjoyed rather than locked away, it's currently

running a magnesium block engine, with the rare, original and unused RS block coming with it as part of the sale.

My personal fantasy-purchase radar has alighted on a pair of 930 SE Turbo Flatnoses, both guided at £150,000-£170,000, which together act as bookends to the entire right-hand drive flatnose factory production. Lot 244 is a 1985 in silver metallic, and was the first of only 50 built with right-hand drive. Every option box seems to have been ticked, including the rare Recaro C seats, and the highly desirable engine upgrade to 330bhp. In contrast, Lot 248 was the last built of the fifty, and is in immaculate Baltic blue metallic. It also features an upgraded engine, this time courtesy of Ruf Automobile. Its new owner will be able to discover what a heady 450bhp under their right foot really feels like.

It's easy to assume that this auction is not for the average man or woman in the street, but I've counted a dozen cars with guide prices below

Above Left: The auction house comes alive as bidding gets underway, with people bidding on lots in person, online, via telephone or, bizarrely, discreetly online even when present in the room

Below Left: Auctioneers have to demonstrate the right balance of clarity and entertainment

£25,000. My personal favourite in this range is a 1986 3.2 Carrera Coupe SSE, in Guards red, with Turbo Look factory options.

Chatting with other viewers proves interesting. Some are there just for the entertainment, but others will definitely be bidding tomorrow. They become easy to identify, their worried frowns a telltale sign as they cross-check engine and chassis numbers, and look searchingly for hidden ripples in the bodywork. One man checking out a particularly nice 993 mentions that he was offered one just like it a couple of years ago for half the guide price. Sadly this is easy to believe, but the interesting question is whether the same comment will apply in a further two years time.

Mick Pacey, owner of the 3.2 Carrera modified to 2.7 RS specification, which featured in the 100th issue of Total 911, is in the hall and I ask him why he has chosen this auction to sell his much loved car, and he replies: "It's a straightforward way to sell, with none of the associated hassles of selling privately. The market seems buoyant at the moment, and Silverstone are waiving the auction registration fee for Porsche Club owners." He continues, "I'm hoping for a good result so that I can move on to my next Porsche."

At this point, anyone seriously thinking of bidding needs to head for the history desk. Faultless paintwork and chrome can be highly seductive, but Silverstone advise it is the paperwork that requires the really thorough investigation. Verbal claims of engine rebuilds or full service histories are worth little if they can't be authenticated. The number of people with heads buried in document folders suggests ➡



UNDER THE HAMMER

Auctioneer Jonathan Humbert on life inside a contemporary auction house

What made Silverstone decide to put on a Porsche only auction this year?

"We felt there was a rising tide in the collectable nature of Porsches, particularly the 1970s and 1980s air-cooled models. Our auctions have attracted quite a few Porsches and we have been pleasantly surprised that Porsches have been raising eyebrows, whereas some of the pre-war classics have been harder to place. And we are certainly delighted with today's entries; we have probably turned away twice as many cars as have been entered."

Is that because they were not up to the Silverstone standards?

"No, it is great to have the £250,000 to £500,000 cars, but you also have to have the £30,000, £40,000 and £50,000 cars at the other end too. We try to filter out the sub £30,000 cars to our daughter company 'Classic Car Auctions', to leave Silverstone with the best of the breed."

Are there any cars here today that you are particularly excited about?

"I do like that rather sexy little green Porsche over there, because it has the best of everything. It's been put together by Porsche GB, and I love the colour. What's it going to make? It would be great if it topped £150,000. It has been a funny year for classic cars. We started with all guns blazing, and it had been like that for two or three years. I think we are all aware now that possibly the tide is just beginning to turn a little bit. Part of our job now is to communicate market forces back to vendors, to give them that up to date information that things are perhaps not where they were. Some things are going up, and some are actively going down."

There was an awkward moment at your Silverstone Classic Auction where a bidder tried to back out after the hammer went down. Would you have pursued it if they had actually turned and walked away?

"What people have to remember when it comes to bidding is that there is a legal perspective. If someone bids and it is a genuine mistake and the hammer has not fallen, we would frown on it but we would let it go. But when the hammer falls it is a done deal and we would certainly pursue it. After all it is your responsibility to ensure that you are bidding on the right lot, that it is the right increment, and that you have heard correctly."

"If you've not been to an auction before, come to an auction, leave your wallet at home, and get a feel for it"

Given the current Bonhams Auction House court case, should anybody here today be asking, 'Do I need to worry' (Bonhams are involved in a high court case where the purchaser of a £10.9 million Ferrari discovered after the sale its ownership was in dispute)?

"The great thing about auctions is that everything is available to view, the catalogue is published weeks in advance, there is plenty of time given for prospective purchasers to satisfy themselves as to authenticity. But always, if the item that is sold is not as per catalogue description, if there has been an error or omission in good faith, and if, usually within 14 days of the sale, the purchaser can prove that there has been a mis-description, then the

auctioneer will refund the hammer price and the buyer's commission."

Can you offer a couple of words of wisdom for potential buyers?

"If you have not been to an auction before, come to an auction, leave your wallet at home, and get a feel for it. If you identify a model that you like, then buy the very best example you can afford. Speak to the auction house and find out everything you can about the car, then set yourself a price limit. But be prepared to say no because there will always be another car along on another day that might fit better into your price category, or there might even be a better car."





potential buyers have done their homework. A lack of paperwork doesn't necessarily mean a car has to be avoided though, but it does raise questions that can have an impact on value come auction time.

Sunday arrives without that unexpected windfall required for me to bid on the 3.2 Carrera, so it looks as if I'm going to have to watch someone else take it home. The morning's 'automobilia' sale acts as a warm-up for the afternoon's action; it's entertaining to see vintage Porsche prints, posters, watches and even Fuchs wheels, but you can sense that the electricity in the air is for the day's main event. Lunch over, auctioneer Jonathan Humbert explains the procedures, then opens proceedings with lot 201, a 1960 356B, described as a "winter restoration project." Minutes later, its new owner is £14,000 poorer, but with a very enjoyable winter ahead.

The sale progresses with Jonathan dispatching a car on average every three minutes. His skill, humour and scrupulous fairness mean that bidding need not be daunting, even for the auction virgin. Some lots are predictable, racing up to around their guide price before the hammer sends the cars off to their new home.

Others are less so, as when two buyers make it plain that they are both determined they are going to have it in their garage by this time next week. This is when guide prices mean little, and I find myself reflecting on some anonymous wise words: "It only takes two people to get dumb in a room for a car to sell for far more than it is worth." The atmosphere crackles. Buyers are bidding by phone,

online, in the room, or even, bizarrely, by phone in the room. Scratching your nose will probably not be taken as a bid, but a raised hand or catalogue will, and it's worth remembering that this is as much a legal contract as a signature on the dotted line. A cool head, un-muddled by alcohol or adrenaline, is advisable.

Jonathan Humbert had confessed to me earlier in the day that his favourite car of the auction is a Viper green 1970s RS replica. It was designed and built by Porsche Centre Reading in 2014 as a one-off project to compete against all of the other Porsche centres as part of their '50 years of the 911' restoration competition. With the power to weight ratio of a 1974 race specification RSR, and built by top Porsche UK technicians, it would have cost twice today's £125,000-£150,000 guide price if built for a private individual.

When Richard Green saw it listed in the auction, he flew down from Worcester to see it that day and made a mental commitment to secure it at auction, though he has entrusted the actual business of bidding to nine-year-old son Harry, sitting in the front row with Dad. He shows no hesitation in raising his hand to counter all of the overseas phone bids, and he finally wins it for Richard with a bid of £154,000. Richard later admits, "I would have gone up to £200,000."

Even for spectators like me, it's impossible to avoid getting sucked into drama like this. Each sale is inevitably a momentous event for both buyer and seller, all with their own unique backstories. Martin Herman came today to buy his first Porsche, preferably a Turbo-bodied model.

Above right: Bidding at auctions can be fast-paced, with the average amount of time spent on each lot lasting for approximately three minutes

Left: Silverstone Auctions' first Porsche-only event garnered huge interest, with a variety of cars available from right across a wide spectrum of values

And he goes home with arguably the bargain of the day: a 1986 Supersports Cabriolet, guided at £40,000 - £45,000, which he buys for £34,000. The grin still hasn't left his face an hour later. And Mick Pacey's RS-look 3.2 Carrera? It goes for £25,500 to twin brothers Paul and David Richardson, from Sunderland. After celebrating turning 60 the previous week, they'd decided to invest their pensions in their first ever Porsche, and are particularly pleased that it is in the colours of their beloved Sunderland FC.

Meanwhile, that gem of a 3.2 Carrera Coupe I had been lusting after eventually goes, to my chagrin, for just under the guide price. With this in mind, I spend the drive home from the Midlands debating whether I would consider an auction purchase myself.

I bought my current 911 privately, probably because my risk-averse nature has always balked at the idea of actually committing to a serious purchase at an auction. But after what I have seen at Silverstone, with the safeguards seemingly outweighing the risks, I think I've changed my mind. When the time comes for a new 911, I'll be back at Silverstone, and if the right car comes up at the right price, I'll be waving that catalogue in the air. **911**

Beverly Hills Car Club

Specialized dealer of classic European & American cars



1960 Porsche 356B 1600 Super Roadster

Matching numbers and comes with a certificate of authenticity, in gorgeous black with black interior. Very clean and presentable example that has been well maintained. Solid undercarriage. Extremely collectible and sought after. Mechanically sound.

.....\$167,500



1994 Porsche Turbo Coupe 3.6L
Extremely low 15,402 miles, in its original midnight blue with black leather interior. Extremely desirable air-cooled model that marked the end of an era.\$289,500



1966 Porsche 911
Matching numbers, transmission replaced. Irish green with black interior. Wooden dash and steering wheel, Weber carburetors.\$144,500



1965 Porsche 911
Blue grey with black interior and matching numbers. Certificate of authenticity and still retains the original motor, excellent candidate for restoration.\$129,500



1966 Porsche 911
Black with brown interior. Manual transmission, jack, spare tire and original Porsche handbook. Same owner for the last 40 years.\$79,500



1967 Porsche 912 Targa
Only one owner. Original color Aga blue with black interior. Rebuilt engine 3,000 miles ago. Clean, well maintained, thoroughbred example.\$69,500



1967 Porsche 911
Silver with black interior. Excellent original West Coast car. Comes with jack and spare tire, mechanically sound.\$64,500



1962 Porsche 356B Sunroof Coupe
Red with black interior, period-correct 1600S motor, electric sunroof, matching numbers hood and decklid. Same owner since 1988.\$56,500



1971 Porsche 911T Targa
Red with black interior and black Recaro sport seats. Five-speed manual transmission, Momo steering wheel and Fuchs wheels.\$46,500



1969 Porsche 912
Long wheel base. Polo red with black interior and five-speed manual transmission. Excellent original car. Same owner for many years.\$36,500



1995 Porsche 993 Coupe
Black with black interior. Six-speed manual transmission, sunroof, air conditioning and power steering. Very presentable car, mechanically sound.\$32,500



1988 Porsche 911 Coupe
Matching numbers in Venetian blue with navy blue interior. Five-speed G50 transmission, naked rear decklid, mechanically sound.\$29,500



1974 Porsche 911S Coupe
Red with tan interior. 2.7 liter engine with five-speed manual transmission and air conditioning. Very presentable, could use some minor cosmetics.\$24,750

Looking for classic or luxury sports cars?

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



Please check our website as we have cars being delivered daily

Alex Manos, BEVERLY HILLS CAR CLUB 4576 1/2 Worth St., Los Angeles, CA 90063
T: +1 (310) 975-0272 <http://www.BeverlyHillsCarClub.com> E: sales@beverlyhillscarclub.com





WANT MORE?

Go to GreatDigitalMags.com and get great deals on brilliant back issues & exclusive special editions

INSTANT ACCESS TO BACK ISSUES



PLUS SAVE EVEN MORE IF YOU SUBSCRIBE

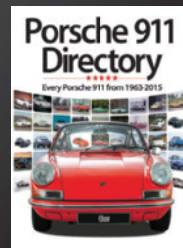
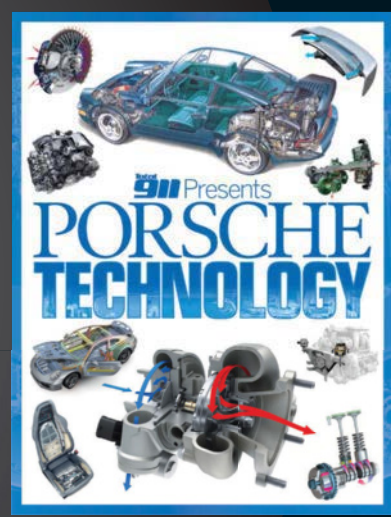
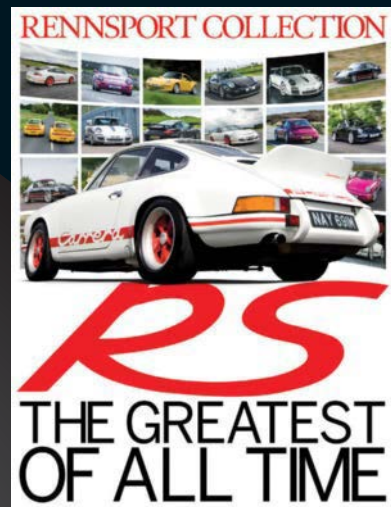


EXCLUSIVE BOOKS & SPECIAL EDITIONS

★ GO TO GREATDIGITALMAGS.COM NOW ★



EDITOR'S PICK



ALL AVAILABLE TODAY ON
GREATDIGITALMAGS.COM

Living the Legend

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



2007 997.1 GT3



Ben Przekop
Georgia, USA

Date acquired:
July 2012

At well over 100mph, I am approaching left-hand turn number 12 at Barber Motorsports Park, trying to maintain maximum speed by trail braking through the turn, when I feel the rear end of the car start to slide to the right, so I quickly flick the steering wheel to correct the slide. But I must be too late or have over corrected, because now my GT3 starts spinning like a bottle top on the track and keeps spinning as I slide off the track and onto the grass, coming to a stop after two very fast and violent spins on the dry grass, just short of the gravel trap.

The good news is that I haven't hit anything, and aside from a thick layer of pulverized brown Bermuda grass, which is now covering

every surface inside the car, I think my car's unharmed. It has stalled during the spin, so I try starting it, and after it does so on the second try, I carefully re-enter the track and drive into the pit lane, where a Chin Motorsports staffer checks out my car and asks about the incident.

"Just carrying too much speed going into turn 12, lost it and spun, but the car is fine," I tell him sheepishly, and with a few words of encouragement and caution, he lets me return to the track. Yes, my car is handling just fine, but it's the driver that clearly needs a tune up!

One of the Chin Motorsports chief driving instructors, Bob Towery, volunteers to go out with me during one of my sessions the following day, and I quickly take him up on the offer. Before heading out on track, we go over

the track map and discuss the lines he wants me to take, and where I should (and should not be) changing gears. He stays quiet for the first two laps, getting an idea of how I approach the course, and then starts giving me some very specific coaching. We concentrate on using even more of the track, especially going all the way over the curbs (and not just a part of them) at turns eight, ten and 13. This more aggressive angle through the turns allows me to "straighten out" quicker, which means I can put down the power that much sooner. My trail braking is fine, but we eliminate the downshift from fourth to third between 12 and 15, and between one and four; keeping the power up through these sections allows me to stay in a higher gear and not risk upsetting the car unnecessarily (as I did the previous day in turn

1999 996 Carrera 4



Rob Clarke
Bristol, UK

Date acquired:
February 2014



I hate to admit it but I do like other cars apart from Porsches – especially classic cars. This month I went to the Autumn Classic at Castle Combe, an event that only features cars on track pre-1966.

Disappointingly, there were no classic Porsches on track but plenty of pre-impact bumper cars in the car park, but for me the highlight of the day was the 1959 Aston Martin DBR1 – ex Sterling Moss, ex Le Mans, you will have seen this car in the news as it was involved in a crash that day, but I saw it in its full glory before the incident. My full respect goes to the owners of these classics who don't let them sit and gather dust, but let them do what they are designed to do, which is race! So, any classic race breed Porsche

owners out there, try and get there next year! Onto my car, what have I done with it this month? Er, nothing! I would like to say that I have been working on my to do list but alas, I have not even cleaned it this month.

As mentioned earlier in this issue, the inaugural **Total 911 Awards** took place in October and it was good to get the opportunity to meet many new Porsche fans. There were some very interesting cars at the venue of Hexagon Modern Classics, specifically a Leyton House Porsche 962! It was also good to see cars on display that had featured in previous magazines, specifically one of the oldest 911s in existence, owned by Alex Karidis (featured issue 130). If money was no object I could have spent it all there!

1982 SC & 1989 964 Carrera 4



Gina Purcell
Oxford, UK

Date acquired:
September 2004 &
April 2014



You may recall seeing a picture of my stricken SC on the back of a Swedish recovery truck and might be wondering what happened. In true Nordic Noir tradition, my car keeled over and inexplicably died. But who or what killed Steffi?

Myself, husband Al, and a few friends in their 1986 911 Turbo, plus eight other cars, had been on a two-week tour of Scandinavia. Our SC and their Turbo wore the brace of air-cooled cars amongst a modern selection of European cars. Europe and the whole Scandinavian region had been enjoying a midsummer heatwave of high temperatures, but our itinerary demanded we cover several hundred punishing miles each day.

Day one claimed the Turbo on a motorway near Eindhoven, following intermittent power, a colossal backfire and an undignified stop on the hard shoulder. They rejoined several

days later in a hired Mercedes saloon. Three days from the end of the break, and 2,800 miles later, Steffi suffered exactly the same symptoms as the Turbo, expiring just one mile from our Swedish overnight hotel stop. Ten minutes before, we'd struggled to get fuel in the car at a Råsta fuel station; we were convinced that the pump had switched supply tanks and subsequently delivered the dregs of dirty, sludgy fuel from the tank's depths. Steffi started reluctantly, ran roughly, hesitated, backfired spectacularly and stopped. Air-cooled honours were truly in tatters.

We continued in the saloon to Copenhagen, where we flew home, with Steffi taking an unimpressive five weeks to be repatriated to BS Motorsport. Company director Neil Bainbridge diagnosed a fried CD unit and a tank of fuel described as "almost incombustible" as the culprit, solving the case of the Swedish SC murder. Case closed.

12). As I get comfortable with these new lines and shift points, Bob keeps pushing me to go faster and faster and use more and more of the track, and by the end of the 30 minute stint I am completely soaked with sweat and literally drained of adrenalin.

"Is that the fastest you have ever driven here?" asks a smiling Bob. "Yes, no question about that!" I answer with a laugh.

"You have exceptional car control and you are very fast," Bob continues. "But at times you are a bit too cautious, so the good news is, you can go even faster!" I thank him profusely for his help, and while cooling off with my car in the paddock I reflect on the fact that, even after 12 years and thousands of miles on track, I still have an awful lot to learn – plus an awful lot of grass to vacuum out of my car!

1979 930 3.3



Richard Klevenhusen
Rio de Janeiro, Brazil

Date acquired:
May 2012

Recently I had to have a body repair on my car. This is something I don't like to do, but sometimes you don't have a choice – so, how do you choose a good business to provide such a service?

It is not uncommon to have very different estimates from various workshops. A shop can give you a lower estimate, while another could charge twice the price for the same work. What is the difference? And when is it okay to pick the cheapest store? Here are some tips for choosing the right store to work on the body repair of your Porsche, especially when you are the one paying the bills.

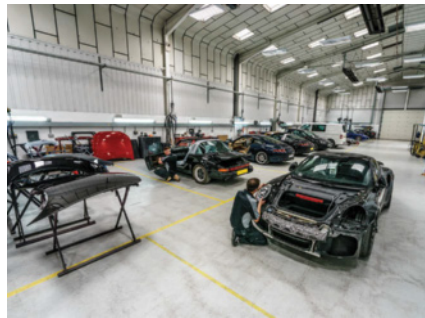
1. Pay attention to previous client opinions

Any company can advertise, but you'll do better with a store that friends, family or acquaintances have recommended. A business that has proven it can satisfy customers may not be the biggest or most well-known store in your area. In some cases, you can get a recommendation from a small shop, where the owner works on the cars himself. This seems much more personal and helps you to understand what will actually be done with your car. Also take a look at car forums for further advice.

2. Consider the body shop's size and location

Large body shops with a large number of workers will likely have to charge higher rates of pay to its employees, which can make your bill grow quickly. While service provided by desk staff, managers and mechanics gives some people a sense of confidence in business, this may result in costs that are filled with non-essential work.

Workshops use reference guides that estimate the number of hours required to perform common repairs. Let's say someone



has damage to his fender, bumper and headlight. The mechanic will write an estimate for the amount of hours it'll take to fix it, according to that guidebook.

On the other hand, the most sophisticated stores may decide to charge for things in the grey area – things that they *may* have to do to fix the problem. These high quality estimates may include a fee for time spent removing the hood and door, while the trial is not to undertake this additional work. This can happen in large and small workshops.

3. Get several quotes

Take your car to several workshops or body shops for quotes, as this is the best way to avoid overpaying. Many mechanics have no problem matching the quotes of other workshops. And, while it is important to

protect against being excessively overcharged, you should not just take the lowest quote as this may be reflective of the quality of the materials used and the effort employed on the job. If it's too good to be true it probably is!

4. Follow your intuition

Finally, it's important to trust your intuition. If a store's not busy, it may be because customers are avoiding it because of shoddy repairs. If it's really dirty, messy or disorganized, this may reflect the quality of work you might expect from the store. Is the manager grouchy? These are all things to consider. You will be happier with a workshop that looks, sounds and feels professional. Don't judge a book by its cover. There are very organised stores that are very bad, and the opposite is also quite possible, too.

2005 997.1 Carrera S



Chris Wallbank
Leeds, UK

Date acquired:
November 2012

Wow! It's hard to believe that I will have owned my first 911 for a full three years by the end of this month – time really does fly! I can honestly say I do not regret one minute of ownership. In fact every time I open the garage door the car still puts a smile on my face.

It's actually the longest I've ever owned one car, a fact which is also a testament to how much I like my trusty 997, and it's not been one bit of trouble in the 12,000 miles or so I have covered either. Although I'm not going to lie, I have thought about changing it in those three years, and especially more recently, but every time I have the same dilemma... what would I change to? There are two very different 911 models that I would love to own, which I have had the opportunity to drive recently and love for

two very different reasons – a manual 2006 997 Turbo and a 993 C4S wide body. I love the 997 Turbo purely for its outright pace and staggering acceleration, which is a match for most supercars on the road, but the 993 C4S just seems to deliver that raw 911 driving experience, which is completely different to the newer 997s and 991s. However, with the recent rise in the 993's price and with 997 Turbos holding their value, it's going to be summer 2016 before I can realistically consider changing! So, for now, I'm going to concentrate on enjoying my 997 for a few more months.

In other 911 news, I had the pleasure of shooting Geoff Benson's show stopping 1987 red 3.2 Carrera SSE last month, featured in issue 133. What a great day I had shooting this stunning car, it was absolutely immaculate inside and out!



1967 912 & 1979 911 SC



Sean Parr
Harpenden, UK

Dates acquired:
November 2014 &
May 2015



After last month's tales of despair, it's a different story this issue. This has been a month of progress and exciting Porsche happenings. I have been thoroughly enjoying my newly fettled and dramatically improved (by the lovely Max at Revival Cars) Porsche 912, including a fantastic trip with my lovely wife Julia to Knoll House Hotel in Studland Bay, Dorset. We packed the overnight bags and Bill the dog and set off for a weekend of **Three Go Wild In Dorset (the Knoll House Hotel used to have children's writer Enid Blyton as a long term guest) and we had a ball.**

The 912 ran like a Swiss watch all the way down, around and back, which after the previous month from hell was a welcome relief! The only problem encountered was when the handbrake knob shot off during a ride on the Sandbanks Ferry. It pinged off under the seats, rendering the handbrake temporarily useless. But the car was a revelation in its running, it was absolutely wonderful. I have always loved this car, but its pace and "fizz" has always left me a little cold, wishing it had two more cylinders, which makes me feel like a terrible snob, after all, it's a proper Porsche 356 engine, not some ratty VW convert. Once Max at Revival Cars had spent some time (and money) on it, it's honestly a completely different car. It revs and revs, right up to the 6,200rpm limit, it pulls all the way through, and it sounds marvellous, although now I have a hankering for a Twin Exit Pea-shooter style exhaust to make an even better sound. More cost, I suppose!

The good news is that I am completely in love with the 912 again, I mean properly in love all over again. Which leads me to yet more lovely Porsche news this month. I decided that the 912 really needed Fuchs – I like the steelies and Porsche hubcaps, but I love Fuchs wheels – and I got a great set of flat sixes for the car through meeting a strange man at J33, just off the M4 in South Wales. The extra width helps fill out the arches and looks fantastic! I am utterly chuffed, although now I will need to get the suspension fully sorted, along with new shocks and bushings to bring the handling in



line with the look of the car and the sound of the engine.

The next bit of good news is my 911 has been (partially) painted! Tradeworks have finally got some Guards red out of the gun and onto the SC and it looks absolutely fantastic, although it needs some further cutting back and prep to get it right, but it looks like glass. There's still a way to go, but the wings, doors, boot and engine lid, filler cap and mirrors are all primed and ready to go. Just waiting for the rubber.

So the final piece of the Porsche jigsaw is rubber. Thanks to Richard in Spare Parts at Porsche Centre Hatfield, as well as the PET, I have a box full of seals, horns, mouldings, air hoses and reflectors. The cost was absolutely astronomical – I have bought several cars (at the same time) for less money! But, the crazy thing? Porsche Classic prices were dramatically cheaper than any of the UK third party suppliers! So, reassuringly expensive but the car is going to look fantastic, as the bodywork is now perfect and the paint job will be world class. But, if I'm keeping the 912 – which I am – it's unlikely I can keep the 911, so if anyone is interested in buying it, drop me a line via editor Lee, it will likely be for sale in the spring, but it won't be cheap!



997 Cup

David Grover
Harpenden, UK

Date acquired:
July 2015

We are all prepped and ready for our next test day outing at the famous Donington circuit on 3 November, with the well-known organiser RMA. I will have completed the event, hopefully successfully and in one piece, by the time you are reading this. With full instruction alongside me in the shape of UK Ferrari GT Champion, Calum Lockie, we are now looking to push the car in more tricky weather conditions to see how it performs on both slicks and full wets.

When I bought the car it had four sets of useable rubber but now we are moving onto brand new Pirelli black stuff for the first time. Typically, the 'pros' tell me this gives a one to two seconds per lap advantage. Although we have already got close to the wear lines on the discs, so they will now get an update and a full winter prep, ready for 2016 and early season testing.

I have been comparing and setting target times for the forthcoming day in wet and dry conditions, using data from recent Donington races, such as the GT Cup, and lap times set by the original driver of the car from new, William Plant. My car has a fitted VBOX performance meter and the latest HD GoPro camera, which both help me to record all of my activities, both good and bad.

The reason for all this in depth analysis is that I have decided to enter the GT Cup next year, which means that I will be racing alongside very experienced and well-known motoring talent. In 2015 the series also included celebrity judge Paul Hollywood, from the Great British Bake Off, in his Aston Martin GT4. So there are exciting times ahead, leaving me with the winter to get the car ready for its first season under my novice guidance and to sort out sponsorship. As for the race, I know that racing standards will be a step up in speed, as we race against much faster equipment, including the latest Ferrari 458 and Audi R10 variants. Hopefully I'll at least be able to see the back of some similar looking cars as we complete the first lap!



1994 993 Carrera 2

Kyle Fortune
Warwickshire, UK

Date acquired:
December 2014

Where's the year gone? Now it's getting dark, cold and wet I'm probably not alone in thinking about hibernating the car over winter. I've read a lot about what you should and shouldn't do when storing cars, but to be honest, while I'm likely to use the 911 a bit less over the worst of the winter months, I do fall into the camp of it's best just to get them out for a run every few weeks – it's a hell of a way to rotate the tyres to stop flat spots. The salt on the roads can be an issue. But it's nothing a good wash won't sort out.

Thing is, when it's dark and miserable, what better way to lighten the mood than going out for a good drive? I've been on a few this month, leaving all sorts of faster, more exotic stuff on my drive, preferring to take the 911. Call me old fashioned, but I just like how it steers, and specifically the feel on offer. So many new cars I have driven are so technically adept and so fast that they're dull at ordinary speeds, and the last decade has seen steering feel confined to the history books.

That's with the exception of McLaren's 570S which I drove earlier in the month, its steering still brilliant because McLaren has stuck with a hydraulic system. Speaking to the company's engineers they reckon the not insignificant trade off in CO2 emissions is worth it for good steering. I cannot help but wish that Porsche took that stance, as while the electrically assisted system is among the best out there, a recent drive in both a 996 and a 997 demonstrates that not all progress is good.

I've just driven the 991 Gen2 too, which you can read about in these very pages. Porsche has always been good at incremental, detailed changes to its cars and I don't doubt that its turbocharged engines will impress, but I hope someone's been busy with the steering, too.

2011 997.2 GT3 RS & 2015 991 GT3



Tony McGuinness
San Diego, USA

Dates acquired:
February 2011 & December 2014



Four years ago I drove my GT3 RS to Laguna Seca to attend Rennsport Reunion IV. It was the most amazing Porsche event I had ever seen, so I couldn't wait for Rennsport Reunion V this past September. While I was unable to drive either of my 911s up to Laguna Seca, I still had a fantastic time and was staggered by the sheer number of people who had driven their Porsches up to the Rennsport event. There were 911s and other Porsches everywhere you looked in Monterey, and if you hadn't booked a hotel early, you were probably out of luck.

The Porsche Corral parking area had sold out. Learning this news played a part in my decision not to drive one of my GT cars up

there. In the end, I was very pleased I chose not to take one of my 911s, as the available general parking was on the side of a hill with numerous bumps and dips. The low fronts on both of my cars would not have come away from that parking area unscathed.

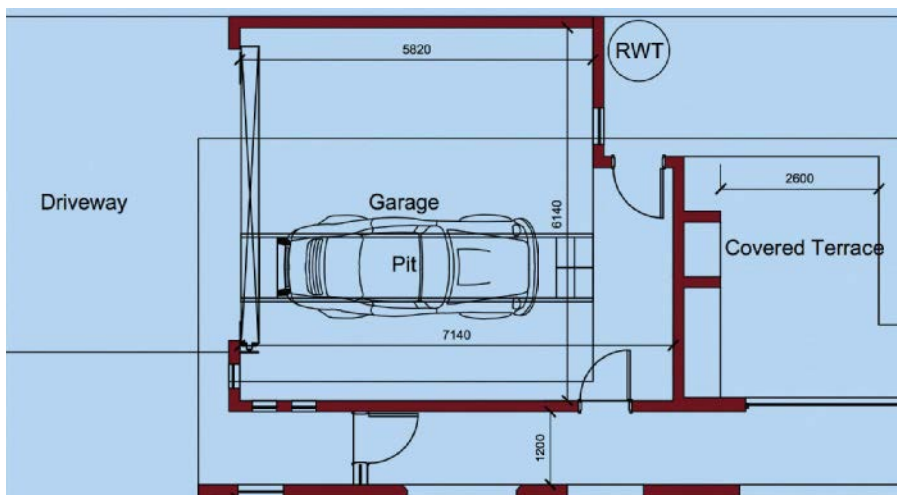
If I am honest, I enjoyed Rennsport Reunion IV in 2011 a bit more, but this was probably because it wasn't as crowded and the weather was a bit cooler four years ago. However, viewing the "Legends of Le Mans" cars up close gave me goose bumps, while getting my photo taken with Jacky Ickx was the icing on the cake! Attending Rennsport makes you even more aware of the amazing history of our beloved 911s. I have already begun the countdown to Rennsport Reunion VI.

1978 911 SC



Wilhelm Lutjeharms
Cape Town, South Africa

Date acquired:
January 2015



Last month I reported on the progress of the garage, and this month there is another garage update, although it is not the same garage.

Owing to time constraints, a toddler and future planning, we will hopefully move house next year. However, the new house will be built within a security estate – a rather common theme here in South Africa – which means you have to abide to strict design regulations.

When I told the architect that I wanted a pit on the Porsche's side of the two-car garage so I can potentially work on my car, he got very excited (he has a BMW GS motorcycle and had

a W123 Mercedes-Benz sedan). He knew which year my car was, so imagine how pleased I was when the first draft of the house plan arrived and there was an impact-bumper 911 parked in the garage above the planned pit!

Although there is obviously some additional cost involved in building a pit versus a standard flat-floored garage, especially in terms of waterproofing, that cost will easily be offset against the money saved by working on the car myself. The plan is also to add two wall sockets and two lights in the pit. Now for the very long wait until everything is finally in place and I can finally start work on my Porsche.

2003 996 Turbo



Ray Chandler
Surrey, UK

Date acquired:
August 2011

I have paid a double visit to my local OPC recently. The first was an invite from Adam Flint, the Porsche centre's principal, inviting me to an evening event entitled "A Question Of Motorsport." I have to say that Porsche Centre Guildford throw a good party, with lots to eat and drink as well as excellent entertainment.

But what was particularly special and praiseworthy was that, as part of Guildford OPC's community outreach program, the senior aftersales manager of Porsche Retail Group, Simon Dyer, and Charlotte Hargreaves, the centre's PA, had contacted the local Guildford College to ask if students on the catering courses would attend the evening to prepare the snacks, drinks, main courses and desserts for Porsche's guests. The young trainee chefs and their support staff were superb and helped make the evening a success with excellent service and excellent food. Simon is a firm believer in supporting apprentices and young people, and this is reflected in the latest OPC restoration that was on site during the evening, which had been taken back to a body shell by the first and second year apprentices.

On stage a very good natured and highly entertaining minor war of words was bubbling between the old master, Tim Harvey – Porsche Carrera Cup Winner, BTCC Legend and ITV



Sport Commentator – and the much younger and highly talented Porsche Carrera Cup Driver, Paul Rees. Later on in the evening, "A Question Of Motorsport" got underway with teams drawn from the guests who helped out the two captains. Greatly enjoyed by all.

On my second visit, the following day, I dropped my 996TT off for some work. The last time it was in for service work, a noise was heard from the belt drive and associated pulley wheels and tensioners. So that is to be investigated, with the suspicion of a tensioner wheel bearing being the culprit. The next job is to replace the seized bleed nipples on the calipers. I'm not sure if the 996 has an Achilles heel here, as I've suffered with this problem in

the past on one of the rear brake calipers. Now it is the front calipers causing concern. An air bag test is due; quite simply an air bag is uncoupled from the system, which should then promptly report the fault. An excellent check to undertake, as I would not want to discover the hard way that the system is actually quietly defunct. As the air-con has not been topped up or re-gassed for nearly three years, that's also going to be attended to, and a red tracer dye will be injected to determine if there are any visible leaks. I thought that was it in terms of service requirements, but recently on a cool and very wet evening, the driver's heated seat refused to stay on. I am hoping that's just a failed relay, but I'll let the you know how it all went.



RPM
PORSCHE SPECIALIST
ESTABLISHED 2001

- Genuine Porsche parts & Mobil oils
- Fixed price servicing on all models from classic to modern
- Dedicated Porsche engine & gearbox rebuild facilities
- Approved used Porsche sales with showroom facilities
- Race & Track preparation
- Classic Porsche restoration & bespoke project builds
- Porsche tuning & upgrades, including CSR conversions

Please get in touch today

+44 (0)1296 663 824

www.rpmtechnik.co.uk

Based Nr Tring, Hertfordshire

Photography by www.WayneLennon.co.uk

NINEMEISTER®

BOOK NOW CALL 01925 242342

PART OF
BALANCE POINT
by NINEMEISTER
**Wheel
Alignment**

£99

Price includes VAT, booking required.

NINEMEISTER

OFFER APPLIES TO ANY CAR

**Winter
Steam**

**Full underbody
steam clean & wax**
(includes remove and refit of undertrays & arch liners)

£199

Price includes VAT, booking required.

NINEMEISTER

OFFER APPLIES TO ANY CAR

Ninemeister, 12 Chesford Grange, Warrington, Cheshire WA1 4RE Visit: www.ninemeister.com or email us at: ask@ninemeister.com



- // TUNING
- // MODIFICATION
- // UPGRADES



- // EXPERIENCE
- // SERVICING
- // REPAIR



- // CLASSICS
- // RESTORATION
- // SALES



- // KNOWLEDGE
- // FACILITIES
- // VALUE



THE COMPLETE SERVICE

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

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

PARR Specialists In Porsche
5 The Faraday Centre, Faraday Road, Crawley,
West Sussex RH10 9PX
+44 (0) 1293 537 911 // PARR-UK.COM

UK DISTRIBUTOR FOR:
cargraphic®
Thomas Schnair GmbH



PREMIER PORSCHE

Everything you need for your 911

Canford Classics

Take a look around one of the best classic restoration specialists in the world



Data file

Full specs & data of every 911, including the new 991.2 Carrera and Carrera S, can be found beginning on **page 86**

Plus

- 094 **Showroom**
Looking for a new 911? Whether it's a coveted classic or modern supercar, the classifieds is the first place you should look
- 098 **Servicing & tuning**
Get the very best from your Porsche 911 with the help of our selected performance and maintenance specialists

- 110 **Porsche Lifestyle**
Helping you make the right lifestyle choices to complement you and your 911
- 110 **Insurance & finance**
Get your Porsche covered with the best insurance deals for road and track to ensure happy, safe motoring



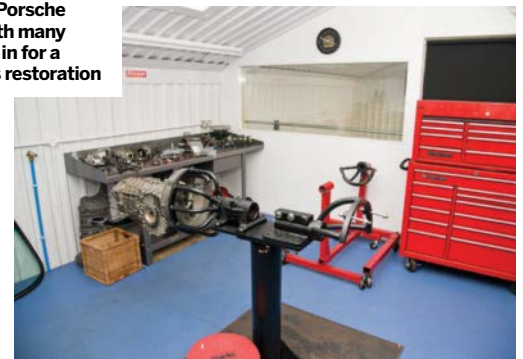
CANFORD CLASSICS

Tucked away in a rural bolthole, Alan Drayson's team create 911 magic of the very highest order

Written by Josh Barnett Photography by James Sheppard



Tucked away in sleepy rural Dorset, Canford Classics' workshop is an Aladdin's cave of vintage Porsche exotica, with many cars called in for a world class restoration



How many people in the Porsche 911 world do you know with a PhD in seabed geomorphology? I'd hazard a guess that, right now, you're struggling to conjure up even a single name. That is unless you know Alan Drayson, founder of Canford Classics (a man who knows more about the shallow water seabed formations around the Dorset coastline than most).

"Once I finished [in higher education], I started a business in what the PhD was about," Drayson explains. With an office and a staff of 'sometimes ten to 12 people', he went to work in a suit until 'the grating lifestyle' caught up with him.

"I've been working on cars since I was a kid, like kids do when you transfer from your BMX to a motorbike and a motorbike to a car," enthuses Drayson. "I bought my first Porsche – a 912 from America – when I was 17. I had that for six months and realised there was no power, so I put a 911 engine in it at 18 years old!" Along with classic Volkswagens (his first car was a Beetle), Drayson has always had a passion for Porsches. During his PhD studies he "probably imported between 30 and 40 911s from America. Maybe more." After work and on weekends, Drayson could be found

in his garage working on cars until his future wife, Dominique (now sales and marketing manager at Canford) said, "Why don't you just carry on and do this full-time?" That moment, "eight or nine years ago", was the birth of Canford Classics.

The Dorset countryside is home to many wondrous vistas. But, if you can pull yourself away from the outstanding natural beauty of the area, there are not many sights more visually arresting than the daily scene at Canford. Nestled away in a quiet corner between Dorchester and Poole (near the coast that Alan studied for his PhD) the pastoral premises is a veritable cornucopia of classic 911s for, if you want your air-cooled Neunelfer returned to a factory fresh finish, there are not many better than Drayson's team. Chasing the perfect restoration is undeniably their *raison d'être*.

"I just absolutely enjoy it," Drayson beams. "I still don't take compliments that easily though, to be honest," he adds. He's remarkably modest for a man of his talents. In issue 126, we drove a 1972 2.4E fastidiously restored by Canford Classics and described it as "perfection." However, Alan isn't satisfied: "I still think there's more to learn. There are better ways and there are always different processes to try, different techniques, and we're

forever trying to investigate, down to making your own specific tools, using different paint finishes, different guns on different paints. We always want to get better." And, by his own admission, he does feel that they're moving forwards. In the eight issues that have passed since that remarkable test drive, Drayson's team have improved to the point where he admits that he is "probably doing two or three days work for free" whenever a car they restored three or four years ago returns to their rural workshop. "I'll go, 'Oh, we used the wrong bolt there' or 'We've remade that part now, I'll go and fit it for free.' But I probably don't tell half our customers," he jokes.

It's that sort of passion for his job that puts Canford Classics a step ahead of many in the Porsche 911 restoration game. But it's not just Alan who has such enthusiasm; the entire team have an insatiable passion for Porsches, something you can always see on their faces whenever you visit their den, deep in the Dorset countryside. "All of them are second to none," Drayson points out. High praise indeed. Passion can only take you so far in any business though. Thankfully, Alan and the team have the skill to back it up, something that is led by Drayson's years of experience. ➔



Canford Classics' fastidious attention to detail was recognised with a runner-up spot in the 'Best Restoration Specialist' category at the prestigious 2015 Total 911 Awards



"When I started detailing suspensions, trying new processes, and posting on forums, no one else did that kind of thing," he explains. "Now it's a standard practice to show a photo of every single part [during a restoration]."

Much of Alan's almost boundless knowledge of early Porsches is self-taught. Somewhere, between the PhD and the time fettling in the garage, he found the hours to search and read everything he could about classics 911s, absorbing it all. Today, the man is a walking encyclopaedia of Zuffenhausen trivia, with all that learning - which Drayson is adamant continues to this day - passing into each restoration. Canford's quality, as that 2.4E proved, is second to none, something Alan feels is a result of his PhD studies: "Every single sentence had to have a reason for being there. Otherwise my supervisor would say, 'Why are you writing that?'" That level of detail is what transfers into our cars."

In order to control that quality, most of the work for any restoration is carried out in-house. Engine and gearbox work is done upstairs (a few paces away from an Aladdin's cave of spare parts), with Canford able to do everything from cylinder head and engine case work to crankshaft polishing, while the lathe is used "to make all the little bits and bobs that you need" during any rebuild. They've also just started remaking carpet in collaboration with a carefully chosen supplier, while the planning permission was recently granted to move their

paint shop next to the main workshop - a move that will give Alan even greater control over auditing. Having sprayed a few cars in his youth, he's even going to pick up a gun and get in the booth himself, just so that he can get some experience and understand what it's like. For Drayson, it's important to be on the shop floor rather than behind a desk. Identifying as a mechanic first and foremost, he is most comfortable when in overalls.

Away from the much-vaunted restorations, is there anything else Alan wants to shout about? "It's really difficult, because we do pretty much anything and everything," he explains. And, with a little bit of digging, it becomes clear that they really do, from Fuchs refurbishment and seat re-trimming to simple servicing for their loyal base of enthusiastic customers.

The big thing is the new showroom, housed inside a converted mill. A simple space big enough for four cars, the building marks a new step forward for Canford. "I'd love to afford cars like Hexagon but this business started from £1 and me," explains Drayson, pointing out that cars featured in the showroom will be a mixture of sale-or-return stock and 911s owned by the business. Alan wants to keep it simple, providing customers with one or two options rather than "snow-blind them with 50 cars." Having been running for "maybe eight or nine years and only just able to develop a showroom," he is aware that it's taken some time for Canford to

Company profile

- **Proprietor:** Alan Drayson
- **First opened:** 2007
- **Location:** Winterborne Kingston, Dorset, UK
- **Rarest 911 through the workshop:** The 1987 Frankfurt Motor Show car, a Porsche 930 3.3 painted in a three-stage pearlescent gold. "They only painted three cars in that colour, and that was the only 911," explains Drayson.
- **Favourite Porsche 911:** "Probably a 2.2S. People's favourite cars tend to be based on experience and, in my university years, I had a Signal orange, right-hand drive, 2.2S. I just had so much fun in that thing!"

Contact

- **Website:** www.canfordclassics.co.uk
- **Telephone:** (+44) 1929 472221



expand in this direction. But he's sure that now is the right moment: "It's organic growth. You get to the stage where it's right to do and it's necessary."

With such a pragmatic approach to business, it's no wonder that Canford Classics has quietly built up such a mighty reputation. With an unerring focus on knowledge and quality, their handiwork is deservedly renowned. It would be surprising if, in years to come, their retailing doesn't come with a similar seal of approval. **911**

KW competition

"The technology has convinced me."



OLAF MANTHEY

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

BECAUSE ON THE
NORDSCHLEIFE, THE
RIGHT SUSPENSION
IS THE KEY

FOR EVERY DEMAND THE PERFECT SUSPENSION.


KW automotive UK Ltd
Telephone: 0870 990 7536
Telefax: 0845 021 2548
eMail: info@KWautomotive.co.uk



www.KWautomotive.co.uk

(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: 9.11
Maximum power: 140bhp @ 6,500rpm
Maximum torque: 175Nm @ 4,500rpm
0-62mph: 7.6sec
Top speed: 130mph
Length: 4.163mm
Width: 1.610mm
Weight: 1,020kg
Brakes: Front: 282mm discs
Rear: 290mm discs
Wheels & tyres: Front: 5.5x15-inch; 185HR
Rear: 5.5x15-inch; 185HR

★ ★ ★ ★ ★

(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: 9.91
Maximum power: 170bhp @ 6,800rpm
Maximum torque: 183Nm @ 5,500rpm
0-62mph: 7.0sec (est)
Top speed: 140mph
Length: 4.163mm
Width: 1.610mm
Weight: 995kg
Brakes: Front: 282mm discs
Rear: 290mm discs
Wheels & tyres: Front: 6x15-inch; 185/70/R15
Rear: 6x15-inch; 185/70/R15

★ ★ ★ ★ ★

(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: 9.11
Maximum power: 155bhp @ 6,200rpm
Maximum torque: 196Nm @ 4,500rpm
0-62mph: 7.0sec
Top speed: 137mph
Length: 4.163mm
Width: 1.610mm
Weight: 1,020kg
Brakes: Front: 282mm discs
Rear: 290mm discs
Wheels & tyres: Front: 6x15-inch; 185HR
Rear: 6x15-inch; 185HR

★ ★ ★ ★ ★

(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: 9.81
Maximum power: 180bhp @ 6,500rpm
Maximum torque: 199Nm @ 5,200rpm
0-62mph: 6.6sec
Top speed: 145mph
Length: 4.163mm
Width: 1.610mm
Weight: 1,020kg
Brakes: Front: 282mm discs
Rear: 290mm discs
Wheels & tyres: Front: 6x15-inch; 185HR
Rear: 6x15-inch; 185HR

★ ★ ★ ★ ★

(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
Length: 4.163mm
Width: 1.610mm
Weight: 1,020kg
Brakes: Front: 282mm discs
Rear: 290mm discs
Wheels & tyres: Front: 5.5x15-inch; 165HR
Rear: 5.5x15-inch; 165HR

★ ★ ★ ★ ★

(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. The 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
Length: 4.163mm
Width: 1.610mm
Weight: 1,077kg
Brakes: Front: 282mm discs
Rear: 290mm discs
Wheels & tyres: Front: 6x15-inch; 185HR
Rear: 6x15-inch; 185HR

★ ★ ★ ★ ★

(F series)

911S
1973




The 911S had the same upgrades as the 911E, including deletion of the external oil filler. It 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
Length: 4.163mm
Width: 1.610mm
Weight: 1,075kg
Brakes: Front: 282mm discs
Rear: 290mm discs
Wheels & tyres: Front: 6x15-inch; 185/70/R15
Rear: 6x15-inch; 185/70/R15

★ ★ ★ ★ ★

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

★ ★ ★ ★ ★

(G, H, I, J series)

Carrera 3.0 RS
1974




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

Production numbers: 109
Issue featured: 102
Engine capacity: 2,994cc
Compression ratio: 8.5:1
Maximum power: 230bhp @ 6,200rpm
Maximum torque: 275Nm @ 5,000rpm
0-62mph: 5.3sec
Top speed: 152mph
Length: 4.135mm
Width: 1.680mm
Weight: 900kg
Brakes: Front: 300mm discs
Rear: 300mm discs
Wheels & tyres: Front: 9x15-inch; 215/60/VR15
Rear: 11x15-inch; 235/60/VR15

★ ★ ★ ★ ★

(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)
Max torque: 235Nm @ 3,800rpm (4,000 from 76)
0-62mph: 8.5sec
Top speed: 130mph
Length: 4.291mm
Width: 1.610mm
Weight: 1,075kg
Brakes: Front: 282mm discs
Rear: 290mm discs
Wheels & tyres: Front & rear: 6x15-inch; 185VR

★ ★ ★ ★ ★

(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
Length: 4.291mm
Width: 1.610mm
Weight: 1,080kg
Brakes: Front: 282mm discs
Rear: 290mm discs
Wheels & tyres: Front: 6x15-inch; 185VR
Rear: 6x15-inch; 185VR

★ ★ ★ ★ ★

(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: 104,134
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
Length: 4.291mm
Width: 1.610mm
Weight: 1,075kg
Brakes: Front: 282mm discs
Rear: 290mm discs
Wheels & tyres: Front: 6x15-inch; 185VR
Rear: 7x15-inch; 205VR

★ ★ ★ ★ ★

SC RS
1984




True homologation special built so Porsche could go Group B rallying. Turbo body used lightweight fibreglass panels, while tuned 3.0-litre engine had its basis in 930's crankcase.

Production numbers: 22
Issue featured: 109
Engine capacity: 2,994cc
Compression ratio: 10.3:1
Maximum power: 255bhp @ 7,000rpm
Maximum torque: 250Nm @ 6,500rpm
0-62mph: 4.9sec
Top speed: 153mph
Length: 4.235mm
Width: 1.775mm
Weight: 940kg
Brakes: Front: 304mm discs
Rear: 309mm discs
Wheels & tyres: Front: 7x16-inch; 205/55/VR16
Rear: 8x16-inch; 225/50/VR16

★ ★ ★ ★ ★

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: 11,335
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
Length: 4.291mm
Width: 1.775mm
Weight: 1,300kg (1,335kg from '86)
Brakes: Front: 304mm discs
Rear: 309mm discs
Wheels & tyres: Front: 7x16-inch; 205/55/VR16
Rear: 8x16-inch; 225/50/VR16

★ ★ ★ ★ ★

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
Length: 4.291mm
Width: 1.662mm
Weight: 1,210kg
Brakes: Front: 286mm discs
Rear: 294mm discs
Wheels & tyres: Front: 7x16-inch; 195/65/VR15
Rear: 8x15-inch; 215/60/VR15 (16 inches for 89)

★ ★ ★ ★ ★

930 SE
1986-89

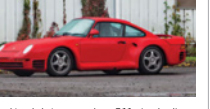


Slantnosed and based on 935 race cars, with pop-up headlamps. Front spoiler made deeper to accommodate extra oil cooler, rear intakes fed air to brakes.

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
Length: 4.291mm
Width: 1.775mm
Weight: 1,335kg
Brakes: Front: 304mm discs
Rear: 309mm discs
Wheels & tyres: Front: 7x16-inch; 205/55/VR16
Rear: 9x16-inch; 245/45/VR16

★ ★ ★ ★ ★

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
Length: 4.260mm
Width: 1,840mm
Weight: 1,450kg
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

★ ★ ★ ★ ★

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
Length: 4.291mm
Width: 1.775mm
Weight: 1,220kg
Brakes: Front: 286mm discs
Rear: 294mm discs
Wheels & tyres: Front: 6x16-inch; 205/45/VR16
Rear: 8x16-inch; 245/60/VR16

★ ★ ★ ★ ★

PERFORMANCE AND SERVICE THAT DOESN'T COST THE EARTH!

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



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



www.promaxmotorsport.com



Nine Excellence Porsche Independent Specialists



Servicing

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

Performance

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

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

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



930 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
 Length:.....4,291mm
 Width:.....1,775mm
 Weight:.....1,335kg
 Brakes:
 Front: 304mm discs
 Rear: 309mm discs
 Wheels & tyres:
 Front: 7x16-inch; 205/55/VR16
 Rear: 9x16-inch; 245/45/VR16



3.2 Clubsport 1987-89



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

Production numbers:.....340
 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
 Length:.....4,291mm
 Width:.....1,650mm
 Weight:.....1,160kg
 Brakes:
 Front: 286mm discs
 Rear: 294mm discs
 Wheels & tyres:
 Front: 6x16-inch; 205/55/VR16;
 Rear: 7x16-inch; 225/55/VR16



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
 Length:.....4,250mm
 Width:.....1,652mm
 Weight:.....1,450kg
 Brakes:
 Front: 298mm discs
 Rear: 299mm discs
 Wheels & tyres:
 Front: 6x16-inch; 205/55/VR16
 Rear: 8x16-inch; 225/50/VR16



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
 Length:.....4,250mm
 Width:.....1,652mm
 Weight:.....1,340kg
 Brakes:
 Front: 320mm discs
 Rear: 299mm discs
 Wheels & tyres:
 Front: 7x17-inch; 205/50/VR17
 Rear: 9x17-inch; 255/40/VR17



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
 Length:.....4,250mm
 Width:.....1,775mm
 Weight:.....1,470kg
 Brakes:
 Front: 320mm discs
 Rear: 299mm discs
 Wheels & tyres:
 Front: 8x18-inch; 225/40/VR18
 Rear: 10x18-inch; 265/35/VR18



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
 Length:.....4,250mm
 Width:.....1,775mm
 Weight:.....1,470kg
 Brakes:
 Front: 298mm discs
 Rear: 299mm discs
 Wheels & tyres:
 Front: 7x17-inch; 205/50/VR17
 Rear: 9x17-inch; 255/40/VR17



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
 Length:.....4,245mm
 Width:.....1,795mm
 Weight:.....1,500kg
 Brakes:
 Front: 322mm discs
 Rear: 322mm discs
 Wheels & tyres:
 Front: 8x18-inch; 225/40/VR18
 Rear: 10x18-inch; 285/30/VR18



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
 Length:.....4,245mm
 Width:.....1,795mm
 Weight:.....1,450kg
 Brakes:
 Front: 322mm discs
 Rear: 322mm discs
 Wheels & tyres:
 Front: 8x18-inch; 225/40/VR18
 Rear: 10x18-inch; 285/30/VR18



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
 Length:.....4,245mm
 Width:.....1,795mm
 Weight:.....1,583kg
 Brakes:
 Front: 320mm discs
 Rear: 322mm discs
 Wheels & tyres:
 Front: 8x18-inch; 225/40/VR18
 Rear: 10x18-inch; 285/30/VR18



Sales debate: How accurate are auction prices when judging market values?



Auction prices have long been used to help inform market trends. However, with recent results suggesting a slow down in the Porsche market, now seems like the perfect time to see just how accurate auction results are when judging 911 values across the board.

"The beauty of an auction is the car is worth what someone is prepared to pay for it on the day, at that particular moment," explains Harry Whale, operations manager and classic car consignors at Silverstone Auctions. Whale accepts that, because of this, using auction results as a be-all and end-all for judging market value may give a skewed perception.

"Auctions can give an overall perception of the market but it's all down to the condition, provenance and what buyers are willing to pay"

"Auctions can give an overall perception of the market but it's all down to the condition, provenance and what someone is willing to pay for the car. Just because a low-mileage 997 GT3 RS has sold for, say, £160,000, it doesn't necessarily mean that any low-mileage 997 GT3 RS is worth the same price," Whale continues.

It is for this reason that Lee Maxted-Page, head of the eponymously named classic Porsche specialist, feels auction values "are the wrong thing to use as a guide." In his opinion, the cars consigned through auction houses in recent years "just don't bear close inspection."

"Auctions have had it good for a while and they've been selling cars to retail buyers in the headiness, looking to buy

and invest in classic cars," Maxted-Page explains. "But, now, things have slowed down a bit and people have become a bit more discerning again," he continues, which could explain the recent downturn in headline-making results.

Due to this, Maxted-Page feels there are "two market prices: the price for average and below-average cars (generally in auctions) or above-average and exceptional cars (which change hands privately or with dealers). It really is a two-tier system." Coupled with the commission charged to both the buyer and seller, the respected specialist feels that "the hammer price, rather than

the fully paid price," is likely to be more representative of each lot's true value.

Whale counters this though, pointing out that, when consigning a car for sale: "We [Silverstone Auctions] will always agree a guide price with our vendors – it is a guide and not an indication of a true price. The current market value can only be decided on what any bidder is willing to pay when the hammer drops."

With their openly publicised results, auction prices will, undoubtedly, continue to help inform market values. However, it seems sensible to go in with your eyes open when analysing their hammer values. As with any Porsche 911, condition and provenance are crucial, whether sold through auction or a dealer.



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
Length:	4,430mm
Width:	1,770mm
Weight:	1,370kg
Brakes:	
Front:	318mm discs
Rear:	299mm discs
Wheels & tyres:	
Front:	7x17-inch; 205/50/R17
Rear:	9x17-inch; 255/40/R17



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
Length:	4,430mm
Width:	1,770mm
Weight:	1,430kg
Brakes:	
Front:	318mm discs
Rear:	299mm discs
Wheels & tyres:	
Front:	7x17-inch; 205/50/R17
Rear:	9x17-inch; 255/40/R17



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
Length:	4,430mm
Width:	1,770mm
Weight:	1,370kg
Brakes:	
Front:	330mm discs
Rear:	330mm discs
Wheels & tyres:	
Front:	8x18-inch; 225/40/R18
Rear:	10x18-inch; 285/30/R18



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



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



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



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
Length:	4,460mm
Width:	1,808mm
Weight:	1,375kg
Brakes:	
Front:	380mm discs
Rear:	350mm discs
Wheels & tyres:	
Front:	8.5x19-inch; 235/35/R19
Rear:	12x19-inch; 305/30/R19



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
Length:	4,469mm
Width:	1,852mm
Weight:	1,440kg
Brakes:	
Front:	380mm discs
Rear:	350mm discs
Wheels & tyres:	
Front:	8.5x19-inch; 235/35/R19
Rear:	12x19-inch; 325/30/ZR19



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:	345bhp @ 6,500rpm
Maximum torque:	390Nm @ 4,400rpm
0-62mph:	4.9sec
Top speed:	179mph
Length:	4,435mm
Width:	1,808mm
Weight:	1,415kg
Brakes:	
Front:	330mm discs
Rear:	330mm discs
Wheels & tyres:	
Front:	8x18-inch; 235/40/R18
Rear:	10.5x18-inch; 265/40/R18



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

★★★★★

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
 Length:.....4,435mm
 Width:.....1,770mm
 Weight:.....1,360kg
 Brakes:
 Front: 350mm discs
 Rear: 330mm discs
 Wheels & tyres:
 Front: 8.5x18-inch; 235/40/R18
 Rear: 11x18-inch; 295/30/R18

★★★★★

996 Turbo S 2004-05



A 911 Turbo with the previously optional 30bhp power upgrade, with larger turbochargers, updated 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
 Length:.....4,435mm
 Width:.....1,830mm
 Weight:.....1,590kg
 Brakes:
 Front: 350mm discs
 Rear: 350mm discs
 Wheels & tyres:
 Front: 8x18-inch; 225/40/R18
 Rear: 11x18-inch; 295/30/R18

★★★★★

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
 Length:.....4,427mm
 Width:.....1,808mm
 Weight:.....1,475kg
 Brakes:
 Front: 330mm discs
 Rear: 330mm discs
 Wheels & tyres:
 Front: 8x19-inch; 235/35/R19
 Rear: 11x19-inch; 295/30/R19

★★★★★

997 Turbo 2005-10



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

Production numbers:19,201 (up to 2008)
 Issue featured:.....107
 Engine capacity:.....3,600cc
 Compression ratio:.....9.8:1
 Maximum power:.....480bhp@6,000rpm
 Maximum torque:.....620Nm@1,950-5,000rpm
 0-62mph:.....3.9sec
 Top speed:.....193mph
 Length:.....4,450mm
 Width:.....1,852mm
 Weight:.....1,585kg
 Brakes:
 Front: 350mm discs
 Rear: 350mm discs
 Wheels & tyres:
 Front: 8.5x19-inch; 235/35/R19
 Rear: 11x19-inch; 305/30/R19

★★★★★

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

★★★★★

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
 Length:.....4,435mm
 Width:.....1,808mm
 Weight:.....1,425kg
 Brakes:
 Front: 330mm discs
 Rear: 330mm discs
 Wheels & tyres:
 Front: 8x19-inch; 235/35/ZR19
 Rear: 11x19-inch; 295/30/ZR19

★★★★★

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

★★★★★

Gen2 997 C4S 2008-12



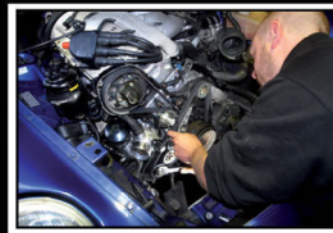
Bodywork as per C4, but with larger engine. Utilised the 997 Turbo's four-wheel drive and PTM. Viscous coupling gives way to electromagnetically controlled multi-plate clutch.

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
 Length:.....4,435mm
 Width:.....1,852mm
 Weight:.....1,480kg
 Brakes:
 Front: 330mm discs
 Rear: 330mm discs
 Wheels & tyres:
 Front: 8x19-inch; 235/35/ZR19
 Rear: 11x19-inch; 305/30/ZR19

★★★★★



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



www.brauntonengineering.co.uk

01271 814144

Porsche Specialist



DEVON
EX33 2JP



Porsche Torque Porsche Specialists

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

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

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



01895 814446
 07507 623997

www.porsche-torque.com

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

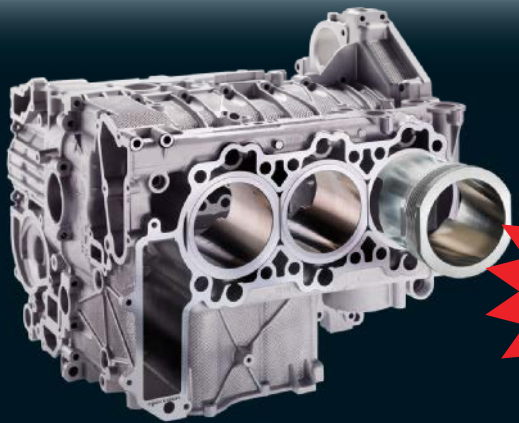


all major credit cards are accepted



ENGINE REPAIR SPECIALISTS

986 987 996 997 Cayman



SEE OUR NEW VIDEO ON OUR WEBSITE!

T: 01204 302809

E: auto@hartech.org

www.hartech.org



RIMSAVERS

ALLOY WHEEL RIM PROTECTORS



PERFORMANCE, STYLE & PROTECTION

A durable solution to the problem of damaged alloy wheel rims.



Buy Online

www.RIMSAVERS.com

92 | Data file in association with



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: 3,797cc
Compression ratio: 12.2:1
Maximum power: 435hp @ 7,900rpm
Maximum torque: 430Nm @ 6,250rpm
0-62mph: 4.1sec
Top speed: 194mph
Length: 4,460mm
Width: 1,808mm
Weight: 1,395kg
Brakes:
Front: 380mm discs
Rear: 350mm discs
Wheels & tyres:
Front: 8.5x19-inch; 235/35/ZR19
Rear: 12x19-inch; 305/30/ZR19



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



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



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
Length: 4,435mm
Width: 1,852mm
Weight: 1,480kg
Brakes:
Front: 330mm discs
Rear: 330mm discs
Wheels & tyres:
Front: 8.5x19-inch; 235/35/ZR19
Rear: 11x19-inch; 305/30/ZR19



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



991.1 Carrera 2011-2015



The first of the newest and latest Gen7 911, it takes styling hues from the 993. A redesigned chassis with lengthened wheelbase reduces overhang of the engine.

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



991 Anniversary 2013-14

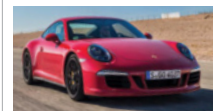


Exuberantly styled Carrera S with wide body and generous spec. Many styling cues inside and out taken from original 901. Powerkit only came as standard spec in US.

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
Length: 4,491mm
Width: 1,852mm
Weight: 1,420kg
Brakes:
Front: 340mm discs
Rear: 330mm discs
Wheels & tyres:
Front: 9x20-inch; 245/35/ZR20
Rear: 11.5x20-inch; 305/30/ZR20



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
Length: 4,491mm
Width: 1,852mm
Weight: 1,425kg
Brakes:
Front: 340mm discs
Rear: 330mm discs
Wheels & tyres:
Front: 9x20-inch; 245/35/ZR20
Rear: 11.5x20-inch; 305/30/ZR20



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
Length: 4,491mm
Width: 1,852mm
Weight: 1,470kg
Brakes:
Front: 340mm discs
Rear: 330mm discs
Wheels & tyres:
Front: 9x20-inch; 245/35/ZR20
Rear: 11.5x20-inch; 305/30/ZR20



997 Speedster 2010




Built to mark Porsche Exclusive'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: 4.5sec
 Top speed: 190mph
 Length: 4.440m
 Width: 1.852m
 Weight: 1.540kg
 Brakes: Front: 350mm discs
 Rear: 350mm discs
 Wheels & tyres: Front: 8.5x19-inch; 235/35/ZR19
 Rear: 11x19-inch; 305/30/ZR19

★★★★★

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
 Length: 4.435m
 Width: 1.852m
 Weight: 1.425kg
 Brakes: Front: 350mm discs
 Rear: 350mm discs
 Wheels & tyres: Front: 8.5x19-inch; 235/35/ZR19
 Rear: 11x19-inch; 305/30/ZR19

★★★★★

997 GT3 RS 4.0 2010




The engine was upgraded and aerodynamically tweaked too, with the angle of the 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
 Length: 4.460m
 Width: 1.852m
 Weight: 1.360kg
 Brakes: Front: 380mm discs
 Rear: 380mm discs
 Wheels & tyres: Front: 9x19-inch; 245/35/ZR19
 Rear: 12x19-inch; 325/30/ZR19

★★★★★

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
 Length: 4.435m
 Width: 1.852m
 Weight: 1.585kg
 Brakes: Front: 380mm discs
 Rear: 350mm discs
 Wheels & tyres: Front: 8.5x19-inch; 235/35/ZR19
 Rear: 11x19-inch; 305/30/ZR19

★★★★★

997 GT2 RS 2010-11




The GT2 went back to its roots with lightweight body and interior, plus extra power. Recognisable over standard GT2 thanks to carbon fibre bonnet, air intake and mirrors.

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
 Length: 4.460m
 Width: 1.852m
 Weight: 1.370kg
 Brakes: Front: 380mm discs
 Rear: 350mm discs
 Wheels & tyres: Front: 9x19-inch; 245/35/ZR19
 Rear: 12x19-inch; 325/30/ZR19

★★★★★

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 an extra 25bhp. 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
 Length: 4.435m
 Width: 1.852m
 Weight: 1.420kg
 Brakes: Front: 330mm discs
 Rear: 330mm discs
 Wheels & tyres: Front: 8.5x19-inch; 235/35/ZR19
 Rear: 11x19-inch; 305/30/ZR19

★★★★★

991.1 Carrera S 2011-2015




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: Unknown
 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
 Length: 4.491m
 Width: 1.808m
 Weight: 1.395kg
 Brakes: Front: 340mm discs
 Rear: 330mm discs
 Wheels & tyres: Front: 8.5x20-inch; 245/35/ZR20
 Rear: 11x20-inch; 295/30/ZR20

★★★★★

991.1 Carrera 4 2012-2015




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: Unknown
 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
 Length: 4.491m
 Width: 1.852m
 Weight: 1.430kg
 Brakes: Front: 330mm discs
 Rear: 330mm discs
 Wheels & tyres: Front: 8.5x19-inch; 235/40/ZR19
 Rear: 11x19-inch; 305/30/ZR19

★★★★★

991.1 Carrera 4S 2012-2015




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: Unknown
 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
 Length: 4.491m
 Width: 1.852m
 Weight: 1.445kg
 Brakes: Front: 340mm discs
 Rear: 330mm discs
 Wheels & tyres: Front: 8.5x20-inch; 245/35/ZR20
 Rear: 11x20-inch; 305/30/ZR20

★★★★★

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
 Length: 4.545m
 Width: 1.852m
 Weight: 1.430kg
 Brakes: Front: 380mm discs
 Rear: 380mm discs
 Wheels & tyres: Front: 9x20-inch; 245/35/ZR20
 Rear: 12x20-inch; 305/30/ZR20

★★★★★

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
 Length: 4.506m
 Width: 1.880m
 Weight: 1.595kg
 Brakes: Front & Rear: 380mm discs
 Wheels & tyres: Front: 8.5x20-inch; 245/35/ZR20
 Rear: 11x20-inch; 305/30/ZR20

★★★★★

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, PDC 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 @ 2,100-4,250rpm
 0-62mph: 3.1sec
 Top speed: 197mph
 Length: 4.506m
 Width: 1.880m
 Weight: 1.605kg
 Brakes: Front: 410mm discs
 Rear: 390mm discs
 Wheels & tyres: Front: 9x20-inch; 245/35/ZR20
 Rear: 11x20-inch; 305/30/ZR20

★★★★★

991 GT3 RS 2015-




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: 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
 Length: 4.545m
 Width: 1.880m
 Weight: 1.420kg
 Brakes: Front: 380mm discs
 Rear: 380mm discs
 Wheels & tyres: Front: 9.5x20-inch; 265/35/ZR20
 Rear: 12.5x21-inch; 325/30/ZR21

★★★★★

N/A 991.2 Carrera 2015-




Facelift model is substantially changed underneath with power now coming from completely new 3.0-litre 9A2 turbocharged engine. PASM now standard.

Production numbers: Currently in production
 Issue featured: 132
 Engine capacity: 2.981cc
 Compression ratio: 10.0:1
 Maximum power: 370hp @ 6,500rpm
 Maximum torque: 450Nm @ 1,700-5,000rpm
 0-62mph: 4.2sec
 Top speed: 183mph
 Length: 4.499m
 Width: 1.808m
 Weight: 1.430kg
 Brakes: Front & Rear: 330mm discs
 Wheels & tyres: Front: 8.5x19-inch; 235/40/ZR19
 Rear: 11.5x19-inch; 295/35/ZR19

Not yet tested

N/A 991.2 Carrera S 2015-

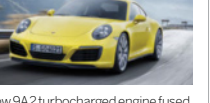


Shares same 3.0-litre turbocharged 9A2 engine as Carrera, with revised turbos, exhaust and engine management to produce an extra 50hp. Rear axle steering now an option.

Production numbers: Currently in production
 Issue featured: 132
 Engine capacity: 2.981cc
 Compression ratio: 10.0:1
 Maximum power: 420hp @ 6,500rpm
 Maximum torque: 500Nm @ 1,700-5,000rpm
 0-62mph: 3.9sec
 Top speed: 191mph
 Length: 4.499m
 Width: 1.808m
 Weight: 1.440kg
 Brakes: Front: 350mm discs
 Rear: 330mm discs
 Wheels & tyres: Front: 8.5x20-inch; 245/35/ZR20
 Rear: 11.5x20-inch; 305/30/ZR20

Not yet tested

N/A 991.2 Carrera 4 2016-

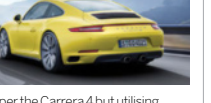


New 9A2 turbocharged engine fused with all-wheel-drive running gear, now electro-hydraulically controlled. Distinguishable by wider body and full-width rear brake light.

Production numbers: Currently in production
 Issue featured: 133
 Engine capacity: 2.981cc
 Compression ratio: 10.0:1
 Maximum power: 370hp @ 6,500rpm
 Maximum torque: 450Nm @ 1,700-5,000rpm
 0-62mph: 4.1sec
 Top speed: not tested
 Length: 4.499m
 Width: 1.852m
 Weight: undisclosed
 Brakes: Front & Rear: 330mm discs
 Wheels & tyres: Front: 8.5x19-inch; 235/40/ZR19
 Rear: 11.5x19-inch; 295/35/ZR19

Not yet tested

N/A 991.2 Carrera 4S 2016-



As per the Carrera 4 but utilising revised turbos, exhaust and engine management from the C2S to produce an extra 50hp. Faster 0-62mph than C2S for first time.

Production numbers: Currently in production
 Issue featured: 133
 Engine capacity: 2.981cc
 Compression ratio: 10.0:1
 Maximum power: 420hp @ 6,500rpm
 Maximum torque: 500Nm @ 1,700-5,000rpm
 0-62mph: 3.8sec
 Top speed: not tested
 Length: 4.499m
 Width: 1.852m
 Weight: undisclosed
 Brakes: Front: 350mm discs
 Rear: 330mm discs
 Wheels & tyres: Front: 8.5x20-inch; 245/35/ZR20
 Rear: 11.5x20-inch; 305/30/ZR20

Not yet tested



1995 PORSCHE 911 CLUBSPORT 3.8 CARRERA RS - LHD

Grand Prix White. One of only 227 in the world. In stunning condition, with service history.
A rare opportunity for an enthusiast or collector to own a vehicle that is seldom offered for sale. Only 20,400 miles.



1988 PORSCHE 911 3.2 CARRERA COUPE G50 - RHD
Guards Red. Grey pinstripe cloth interior. Sunroof, Rear Seats, Spoiler. Service record. Faultless condition. Only 74,400 miles.



2007 PORSCHE 997 3.6 GT3 RS GENERATION 1 - RHD
Black GT3 interior orange accents. Upgrades: Carbon Ceramic Brakes. Bi-Xenon headlights. 19" Alloys. Only 24,100 miles.



1983 PORSCHE 911 CLASSIC 3.0 SC SPORT TARGA - RHD
Guards Red. Brown part leather interior. Upgrades: Rear Wiper, Recoil Bumpers, Sports Shock Absorbers. Only 8,100 miles.



1997 PORSCHE 993 CARRERA 2 COUPE TIPTRONIC 'S' - LHD
Metallic Polar. Grey leather interior. Upgrades: Air Conditioning, Rear Window Wiper, Top Tinted Windscreen. Only 15,600 miles.



PORSCHE 993 CLASSIC 3.6 TURBO - RHD
Metallic Arena. Black full leather interior. Upgrades include: Tinted Windscreen, Automatic Speed Control. FWD. Only 47,700 miles.



1997 PORSCHE 993 CARRERA 4S - LHD
Metallic Arctic. Black full leather interior. Upgrades: Electric Sun Roof, Air Conditioning, Third Brake Light, Rear Wiper. 8,396 miles.



1997 PORSCHE 993 CARRERA 4 - RHD
Basalt Black. Grey leather interior. Upgrades: Air Conditioning, Hardback Sport Seats, Ex-Hexagon Chairman's Car. 23,500 miles.



1958 PORSCHE 356A SPEEDSTER 1.6 DAMEN (TYPE 616/1)
84815 - has just completed a detailed engine bay preparation by one of the UK's leading classic Porsche specialists.



1993 PORSCHE 928 5.4 GTS AUTOMATIC - RHD
Metallic Amazon. Grey, soft ruffled full leather seats. Upgrades: Metallic Paint, Graduated-Tinted Windscreen. Only 13,800 miles.

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

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

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

WWW.HEXAGONMODERNCLASSICS.COM



PARAGON

The Natural Choice for Porsche

01825 830424



356 Speedster (4-Speed) LHD

Signal Red • Black Leather Sports Seats • Matching Numbers • Rotisserie Restoration • Porsche Certificate of Authenticity • 1956

£349,995



911 S 2.4 (5-Speed) LHD

Light Yellow • Black Corduroy Sports Seats • 15" Fuchs Wheels • Blaupunkt Radio • Porsche Certificate of Authenticity • 1972 (K)

£249,995



911 Carrera RS (964) LHD

5-Speed • Maritime Blue Triple Tone Leather Bucket Seats • 17" Magnesium Cup Wheels • Rear Roll Cage • 93,656 km (58,195 miles) • 1992 (J)

£224,995



911 GT2 (996, 6-Speed)

Polar Silver • Black Leather Sport Seats • Porsche Ceramic Composite Brakes • Large Carbon Interior Pack 20,892 miles • 2003 (03)

£144,995



911 Carrera Speedster

5-Speed • Silver Metallic • Burgundy Leather Seats • 16" Fuchs Wheels Fully Electric Seats • G-50 Gearbox 29,334 miles • 1989 (G)

£139,995



911 Carrera 2 S (991)

7-Speed PDK • Guards Red • Black Leather Sport Seats • Touchscreen Satellite Navigation • 20" Carrera 'S' III Wheels • 17,837 miles • 2012 (12)

£64,995



911 Carrera 4 S (997 GEN II)

7-Speed PDK • GT Silver • Black Leather Seats • Touchscreen Satellite Navigation • 19" Carrera Sport Wheels 22,643 miles • 2010 (60)

£51,995



911 Carrera 2 S (997 GEN II)

7-Speed PDK • GT Silver • Cocoa Leather Seats • Touchscreen Satellite Navigation • 19" Carrera Sport Wheels 32,015 miles • 2010 (10)

£47,995



Boxster S (981, 7-Speed PDK)

Basalt Black • Black Leather Seats Touchscreen Satellite Navigation • 20" Carrera Classic III Wheels • 14,757 miles • 2013 (13)

£44,995



911 Carrera 2 S (997 GEN II)

7-Speed PDK • Meteor Grey • Black Leather Seats • 19" Carrera Sport Wheels • Touchscreen Satellite Navigation • 2010 (10)

£43,995



Boxster Spyder (7-Speed PDK)

Carrera White • Black Half Leather Bucket Seats • Touchscreen Satellite Navigation • Switchable Sports Exhaust 42,467 miles • 2010 (10)

£36,995



Boxster S (987, 6-Speed)

GT Silver • Cocoa Leather Seats 18" Cayman 'S' Wheels • Full Leather Interior • Heated Seats • Cruise Control 51,159 miles • 2005 (55)

£16,995

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

See more of our current stock at paragongb.com



www.specialistcarsltd.co.uk



RSJ SPORTS CARS

Specialising in Porsche Cars



991 "2S" 3.8 PDK (2013 - 13)
White with Red Leather, Sat Nav,
14k miles.....**£75,000**



997 Turbo 3.6 Tip (2008 - 08)
Basalt Black with Black Leather, Sat Nav,
31k miles.....**£54,000**



997 Turbo 3.6 Tip (2007 - 57)
Silver with Black Leather, Sat Nav,
46k miles.....**£51,000**



997 Turbo 3.6 (2007 - 07)
Basalt Black with Black Leather, Sat Nav,
40k miles.....**£50,000**



997 "4S" Gen 2 3.8 PDK (2009 - 59)
Basalt Black with Black Leather, Sat Nav,
27k miles.....**£49,000**



997 "2S" Gen 2 3.8 PDK (2010 - 60)
Atlas Grey with Black Leather, Sat Nav,
37k miles.....**£48,000**



997 "4S" Gen 2 3.8 PDK (2009 - 09)
Silver with Black Leather, Sat Nav,
42k miles.....**£47,000**



997 "4S" Gen 2 3.8 PDK (2008 - 58)
Midnight Blue with Black Leather, Sat Nav,
37k miles.....**£47,000**



997 "4S" Gen 2 3.8 PDK (2008 - 58)
Meteor Grey with Black Leather, Sat Nav,
31k miles.....**£47,000**



997 "2S" Gen 2 3.8 PDK (2009 - 09)
Basalt Black with Black Leather, Sat Nav,
35k miles.....**£46,000**



997 "4S" Gen 2 3.8 PDK (2009 - 09)
Basalt Black with Black Leather, Sat Nav,
48k miles.....**£46,000**



997 "2S" Gen 2 3.8 PDK (2009 - 09)
Silver with Black Leather, Sat Nav,
51k miles.....**£43,000**



997 "C2" Gen 2 3.6 PDK (2009 - 09)
Red with Black Leather, Sat Nav,
37k miles.....**£40,000**



997 "4S" 3.8 Tip (2008 - 57)
Basalt Black with Black Leather, Sat Nav,
50k miles.....**£36,000**



997 "4S" Targa 3.8 (2006 - 56)
Midnight Blue with Ocean Blue Leather,
Sat Nav, 52k miles.....**£36,000**



997 "4S" 3.8 (2007 - 07)
GT Silver with Black Leather, Sat Nav,
32k miles.....**£36,000**



997 "4S" 3.8 (2008 - 57)
Basalt Black with Black Leather, Sat Nav,
55k miles.....**£35,000**



997 "2S" 3.8 (2007 - 07)
White with Black Leather, Sat Nav,
49k miles.....**£34,000**

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

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

T: 01753 553 969

www.rsjsportscars.com

PORSCHE WANTED (2003 TO 2012)

LB LIMITED
NEXT GENERATION CAR GUYS

1956 JAGUAR D-TYPE

A fabulous recreation done to exacting standards by well known expert Rod Tempero. An all-alloy example in near concours condition with a comprehensive recent service. **Offered at \$249,500**



1986 FERRARI 412IA

An impressive 2+2 in well preserved condition throughout with recent total engine rebuild. A proper turn-key example.
Offered at \$59,500



1970 PORSCHE 911S COUPE

A matching-numbers example finished in original colors with a comprehensive restoration completed in 2004. Complete with COA and recent service.
Offered at \$172,500



1967 AUSTIN HEALEY 3000 MK III

The recipient of a concours restoration by BMC of Philadelphia finished in period correct Irish Mist Metallic with tasteful driving upgrades.
Offered at \$119,500

PHONE (215)-459-1606

EMAIL sales@lbilimited.com

www.LbiLimited.com

PHILADELPHIA, PA



“You don’t need to cross the Atlantic to enjoy a special relationship...”

...here at Paul Stephens we have been designing, and creating superb, bespoke handcrafted 911s with discerning clients for over a decade.”

For the very best personalised 911s that Europe can offer call us and begin a new special relationship with your future unique car.



Paul Stephens. Specialist in Porsche

Visit us at the
London Classic Car Show
Excel, London. Stand G130
18 - 21 Feb 2016

Sudbury Road
Little Maplestead
Halstead
Essex, CO9 2SE

01440 714884
email@paul-stephens.com

paul-stephens.com



PAUL STEPHENS
EST 1994

EVERY PART FOR every PORSCHE

DESIGN 911 Centre for Porsche

- LIGHTING & RUBBER SEALS
- SERVICE PARTS
- AIR COOLED ENGINE PARTS
- WHEEL & TYRES
- REPAIR & RESTORATION PARTS
- GEARBOX & DRIVE TRAIN PARTS
- SUSPENSION & EXHAUST
- PARTS DEPARTMENT
- WORLDWIDE SHIPPING

Call our Sales Team on
+44 (0) 20 8500 8811

Visit our Online Catalogue at
www.design911.com

E-mail us on
sales@design911.com



WAYS TO BUY



IN PERSON



PHONE



MOBILE SHOP



WWW



E-MAIL

DESIGN911
CLASSIC CAR CENTRE

Telephone:
+44 (0) 20 8500 8811



Porsche 911T 1969 Coupe 2.0L Manual Gearbox, LHD, Exterior: Bahia/Guards Red (originally - Bahama Yellow), Interior: Black.



Porsche 911 (930) Turbo 3.3L 1978, Manual gearbox, LHD, Arena Red with Black interior.



Porsche 912 1968 Soft Window Targa Manual Gearbox, LHD, Irish Green with Black interior.



Porsche 911 3.0L Carrera 1977 LHD, LSD gearbox, Original colour of Continental Orange colour Code 107.



Porsche 911S 1975 Targa 2.7L Manual Gearbox, RHD, Silver Metallic with black interior.

SEE OUR WEBSITE FOR A FULL LIST: WWW.DESIGN911.COM/CARS

Official UK Distributor - Dansk
Dansk

UNIT 5 • BRACKEN INDUSTRIAL ESTATE
185 FOREST ROAD • HAINAULT • ESSEX IG6 3HX

EuroCupGT.com

PERFORMANCE & STYLING

Carbon Fibre Exterior	Carbon Fibre Interior	Exhaust Systems	Interior Trim	LED Lights	Performance Brake Rotors	Steering & Suspension	Turbo Upgrades	Wheel Spacers & Accessories
-----------------------	-----------------------	-----------------	---------------	------------	--------------------------	-----------------------	----------------	-----------------------------



82mm Throttle Plenum Kits



996 / 997 Turbo Intercooler Kits



Highflow Induction Kits



Billet Re-Circ Valves & Silicon Hoses

Performance Brake Kits

LED Light Kits

Intake & Induction Kits

Carbon Fibre Parts

Performance Exhausts

EuroCupGT Product Showcase



DISTRIBUTORS / TUNING AGENTS

Please go to EuroCupGT.com for your local distributor and fitting agent. All EuroCupGT distributors are established tuners in their own right and can advise on upgrade options and the compatibility of items available for your vehicle.

WEBSITE & CONTACT

www.eurocupgt.com
enquiries@eurocupgt.com



Yorkshire Classic Porsche
Yorkshire's No.1 choice for classic to modern Porsche
 Please call us on **08434 996 911**



www.yorkshireclassicporsche.co.uk
 Leeds Road, Collingham, nr Wetherby, West Yorkshire LS22 5AA



Hillcrest Specialist Cars
SPECIALIST IN PORSCHE
 Whitehouse Garage, High Street, Nettlebed,
 Henley on Thames RG9 5DB
 Service, Repair and Sales
 by factory-trained technicians



www.hillcrestspecialistcars.com
01491 642911

To advertise in



Contact us on
01202 586442



adinfo@imagine-publishing.co.uk



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

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

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

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

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



AUTOFARM
 PURELY PORSCHE

OVER 40 YEARS OF PURELY PORSCHE

Independent specialist for servicing, repair, improvement and restoration of all Porsches

www.autofarm.co.uk
sales@autofarm.co.uk
01865 331234



RENNSPORT OPEN DAY

SUNDAY, 6TH DECEMBER, 11AM TO 4PM

VISIT OUR NEW ENGINEERING FACILITY AND SHOWROOM IN THE COTSWOLDS.

MEET THE TEAM AND VIEW OUR SUPERBLY-ENGINEERED CARS.
 AT RENNSPORT, WE RECREATE 911s OF CLASSIC SIMPLICITY - BUILD YOUR OWN PORSCHE AND BECOME PART OF THE JOURNEY.



RENNSPORT
 E: PAUL@911RENNSPORT.CO.UK T: 0788 1973 911
 COTSWOLD BUSINESS VILLAGE, MORETON-IN-MARSH, GLOUCESTERSHIRE, GL56 0JQ
 911RENNSPORT.CO.UK

We're on the same team.

EBS Racing

Repair | Restoration | Racing
Porsche Parts Exclusively

Featuring Original Mahle Motorsports Engine Kits

- 906 & 910
- 911 2.0S, 2.2S, 2.4S
- 911 2.3ST & 2.5ST
- 911 2.7 RS & 2.8RSR
- 911 3.0-3.2 Turbo
- 911 3.3-3.4 Turbo
- 911 3.2-3.4
- 964 & 993 3.6-3.8 RSR
- 964 Turbo & 993 Turbo 3.6-3.8
- 996 GT3 3.6-4.0
- 996 & 997 Turbo 3.6-3.8

*A complete listing
of engine kits is at
EBSRacing.com.*

*Get your free
152-page PDF.*

Product Information
Porsche 911 Turbo (MY 14)
911 Turbo, 911 Turbo S
Go to **EBSRacing.com.**

**EBS
RACING**
PORSCHE PARTS EXCLUSIVELY

EBSracing.com

email **ebsracing@aol.com**

toll-free **800-462-3774**

international **775-673-1300**

international fax **775-673-2088**

4068 S. McCarran Blvd. | Unit B

Reno, Nevada 89502

TARETT ENGINEERING

Competition Suspension Components

NEW!!!

981 & 991

SUSPENSION COMPONENTS



Swaybar and Drop Link Kits

- Fully Adjustable Roll Stiffness
- Balanced Handling
- Hollow 4130 Chromoly Material
- Adjustable Drop Links To Eliminate Preload



Monoballs and Camber Plates

- Increased Camber Adjustment Range
- Precision Teflon Lined Spherical Bearings
- Replaces Compliant Factory Rubber Bushings
- Quicker Steering Response For Better Handling



Control Arms

- Pro-Series, Cup-Series & GT3 LCAs
- Tie Rods & Toe Control Arms
- Increased Camber Adjustment
- Improved Feedback & Handling Stability



More 981 & 991 Products!

- Bolt In Roll Bars
- Brake Caliper Studs
- Competition Wheel Studs
- JRZ High Performance Coilover Kits



WWW.TARETT.COM

(858) 674-5573

SALES@TARETT.COM



3A Brandon Way, West Bromwich B70 8JB

Call: 0121 553 2140

www.ramusporsha.com

RAMUS PORSCHE



Workshop



Engine Work



Wheel Alignment



Tyre Bay



Welding



Parts and Service Reception



Paint Shop



MOT Bay



Full Body Repair Shop

Fixed Price Menu Servicing for all Models
PERFORMANCE STYLING SERVICE PARTS



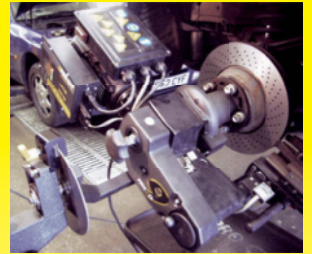
ENGINE REBUILDS - ALL MODELS
GENERAL REPAIRS & SERVICING



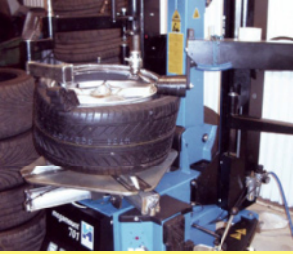
GEARBOX REBUILDS
ALL MODELS



AIR CONDITIONING



DISC RE-FACING



TYRE SUPPLY & FITTING
WHEEL ALIGNMENT

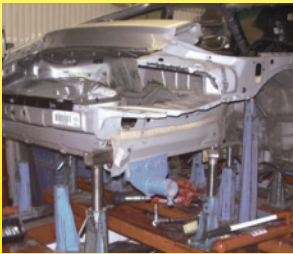


RGA
LONDON'S MAJOR PORSCHE SPECIALIST
UNITS 32-34 MILES ST, VAUXHALL SW8 1RY
WWW.RGAPORSCHELONDON.CO.UK

EMAIL BOB@RGAPORSCHE.CO.UK
ALL WORK TO THE HIGHEST STANDARD AND CARRIED OUT IN HOUSE
MON-FRI 7AM-7PM, SAT 9AM-6PM, SUN - CALL
TEL: 0207 793 1447 - ASK FOR BOB FOR BOOKING ADVICE



WHEEL BALANCING,
WHEEL STRAIGHTENING &
RE-FURBISHMENT



JIG REPAIRS



RESTORATION & RESPRAYS



DAMAGE REPAIR INCLUDING
FOR ALL INSURANCE COMPANIES

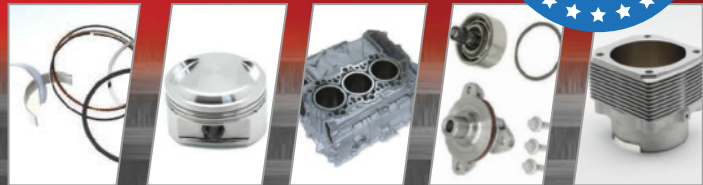


TORQUE TUBE OVERHAUL
924,944,968,928

Performance Parts
for
PORSCHE



fast forward automotive provides a programme comprising of engine components and technical solutions to increase the vehicle performance for all Porsche models from 1955 to today.



New in our online shop:
Piston Rings, Con Rods, Pistons, Cylinder Liners, Cylinders,
Cam Shafts, Engine Bearings, Piston Pins, Crank Shafts from
LN Engineering, Nickies and fast forward automotive.

FAST FORWARD
AUTOMOTIVE

fast forward automotive KG | Burscheid, Germany | info@fastforward-automotive.com | www.fastforward-automotive.com

RENNLINE

802.893.7366

150% off**

All Rennline Parts and Accessories

Tunable Engine Mounts



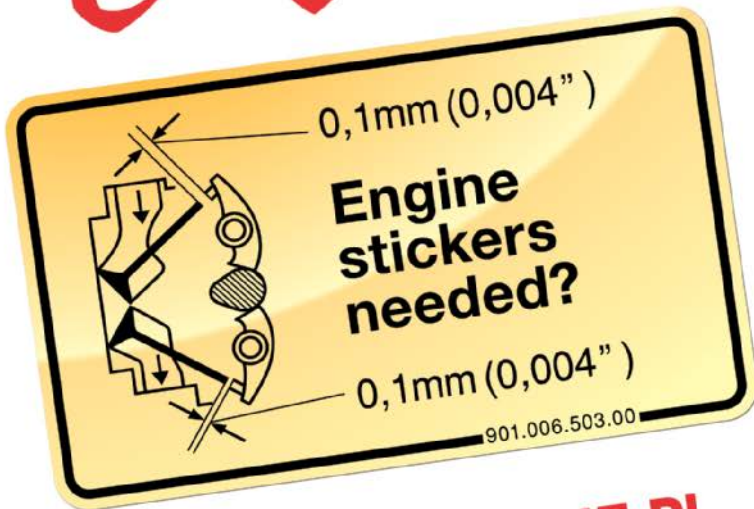
Control Arms and Suspension Components



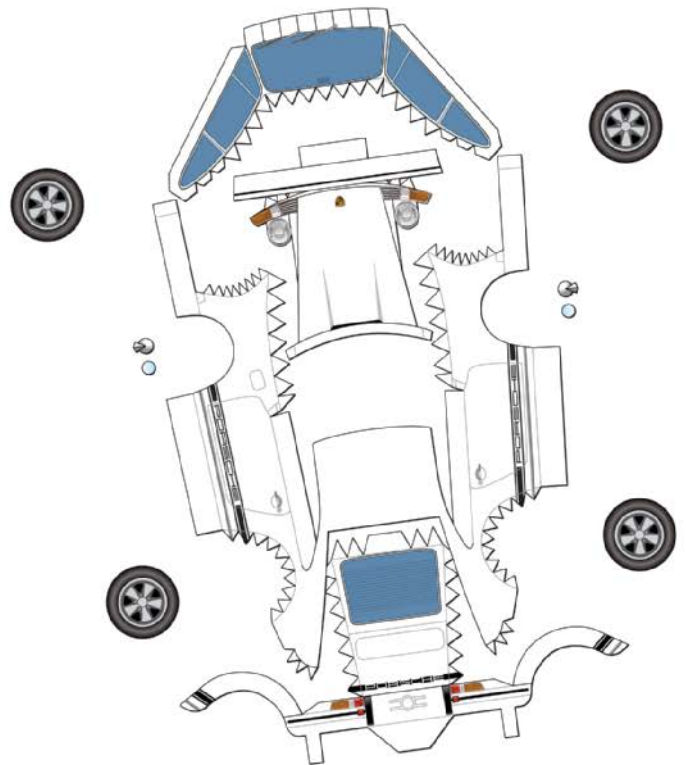
Tachometer Clock

**Use Promo Code 1225
Valid for Online Orders Only

CamBone



WWW.CAR-BONE.PL



Suspension Science, Made Easy.

www.ElephantRacing.com

- High tech suspension systems and parts
- Elephant Racing engineered, in Silicon Valley
- Restoration to full-race
- Easy to configure packages at ElephantRacing.com

The science of suspension is daunting. So many options and complex interactions. Choose complementing parts balanced as a system and your suspension will sing. Choose the wrong mix and the song falls flat.

We are performance-obsessed Silicon Valley engineers who live for this challenge. We've done the hard work so you don't have to.

Using sophisticated development tools, modern materials, and innovation we've re-engineered every component of the suspension. We make it work as a balanced system. Better, faster, smarter.

Best of all, we make it easy.

We have packages to meet your objective - from restoration to full-race. Online tools let you choose and customize your suspension at www.ElephantRacing.com or call and we'll customize a solution for you.

How easy is that?



+1 408.297.2789
www.ElephantRacing.com
 Santa Clara, California

Fast Worldwide Shipping, Low Rates.



PORSCHESHOP.CO.UK

Tel: 0121 585 6088

Choose by Model >

Classic | 911 | 964 | 993 | 996 | 997 | 991 | 924 | 944 | 968 | 928 | Boxster | Cayman | Cayenne | Panamera

WORLD LEADERS IN PARTS DIRECT

SPECIALIST

Web/Mail Order

- Accessories & Gifts
- Body & Trim Parts
- Body Styling
- Books & DVDs
- Car Care & Touring
- Clothing & Shoes
- Interior Trim
- Mechanical Parts
- Motorsport Related
- Performance Parts
- Pre 74 Classics Parts
- Seats & Belts
- Sports Exhausts
- Steering Wheels
- Wheels & Accessories
- Zymol Products

Onsite Services

- Porsche Car Sales
- Retail Shop
- Workshop Services

Map



Address

Unit 4 Block 2,
Shenstone Trading Est,
Halesowen, West Mids.
B63 3XB. UK

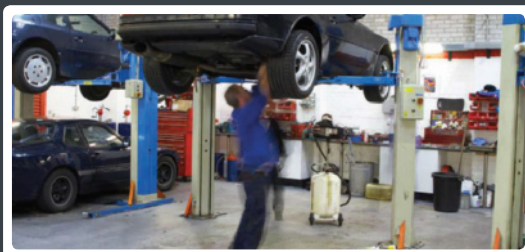
Phone Number

0121 585 6088
+44 (0) 121 585 6088

Opening Hours

Mon-Fri: 9-5:30pm
Sat: 10-2pm

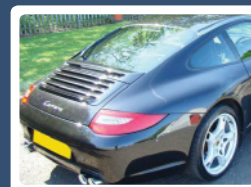
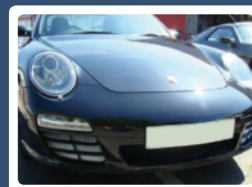
Vehicle Valuations



Pre & post purchase vehicle inspections, & insurance valuations on pre-bookings

£125+VAT

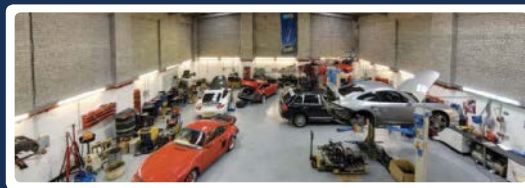
Gen-2 997 Body Updates



- All G-1 to G-2 updates are undertaken at our premises
- Using all factory Porsche parts
- 20+ Custom options available
- See website for full menu!

Available from £1,500+VAT

Service & Workshop

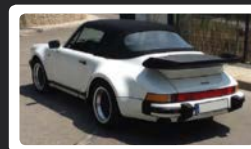


- Free MOT or brake fluid change with every major service
- Free collection & delivery service
- Courtesy car option on request

See Website for Menu Pricing

(All work is quoted prior to being undertaken)

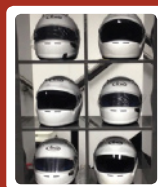
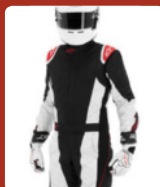
Advertise your car for sale



- Pre sale valuation & inspection at our workshop (where required)
- You decide how referrals are dealt with
- Interact with 80,000+ Porsche owners & enthusiasts through proven website visibility & interactive media
- £495+VAT, includes a minor service

No Commission!

Racewear & Helmet Deal!



Free Nomex underwear with any combination of Alpinestars, Adidas suits, and/or Arai helmets (or any two of the above combination). Fitting room available at our shop

Save over £100...

Website & Mail Order



- PayPal Express checkout
- Automatic page translation
- Immediate dispatch on all stock
- UK & Worldwide courier via UPS
- iPhone & Tablet compatible

All Parts for All Models

Modify a GT2,
GT3, or RS?
Crazy?




SHARKWERKS
+1 (510) 651-0300 www.sharkwerks.com

981/991 Front Strut Tower Bar (Schnell Exclusive)

981 Lower Support Bar (Schnell Exclusive)

981 Pagid RS29 Front/RS14 Rear Brake Pads

981/991/981 GTS Aluminum Protection Bar (Schnell Exclusive)

981S/991/997 Front/Rear Titanium Brake Shims (Schnell Exclusive)

981 GT4 Rear Diffuser Kit

981 Weekender Harness Bar (Schnell Exclusive)

981 GT4 Side Scoop Kit

981 Braided Brake Lines

981/991 GT3 Front Swaybar Upgrade Kit

981 GT4 Rear Wing

7mm Front/15mm Rear Hubcentric Spacer Set

GT3 Lower Control Arm Upgrade Kit

981 GT4 Cayman Third Radiator Kit

981 Adjustable Rear Sway Bar

1964-1971 911 Switch Bezels (Schnell Exclusive)

FREE POSTERS! (Just pay for shipping)

SCHNELL
AUTOSPORTS
specializing in vintage and modern rear/mid-engined platforms

find us on:
f t p
g+ in *

www.schnellautosports.com
toll-free: 1 (888) 978-9899
9500 7th St. Unit J, Rancho Cucamonga, CA, 91730, USA
Schnell Autosports is not related to Porsche AG or Porsche Cars North America, Inc. The names "Porsche", "911" and any other trademarks of Dr. Ing. h.c. F. Porsche AG are used for identification purposes only.

JMH
AUTOMOTIVE

The Premier Ferrari & Porsche Specialist for the North West



UP TO 50% CHEAPER THAN THE DEALER

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

f /JMHAuto t @JMHAuto

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

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

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

PARACHUTE

NOT INCLUDED

At EVOMSit we are dedicated to achieving ultimate perfection. The technological advances made with our world record breaking Porsche street and race cars, allows us to push the limits and integrate our technology into all of the cars we tune. Each Porsche software upgrade is designed by EVOMSit engineers for European vehicles, fuels and climate. The result is an increase in power, torque, drivability and fun! EVOMSit: the ultimate software tuning for your Porsche available exclusively from Regal Autosport.





**From £600 to 600 hp,
we are here for you**



Founded in 1961, our mission is to enhance the Porsche-owning experience of our membership, now in excess of 12,000 enthusiasts. We do this by embracing all models of the marque, from the earliest 356 to the very latest supercar. Whether it's £600 or 600 hp, Porsche Club Great Britain is here for you. **Patron: Dr Wolfgang Porsche**

Porsche Club GB benefits

Porsche certificate of authenticity
High quality monthly magazine
Comprehensive events calendar
Club insurance scheme
Members' discounts

Regions & Registers
Race Championship
Valuation service
Factory visits
Trackdays

Join us

We are proud to be the only officially Porsche AG recognised Porsche Club in the UK and we'd love to welcome you as a member. For a free, no obligation enquiry pack visit www.porscheclubgb.com or call Cornbury House on **01608 652911**



Specialist Car Insurance

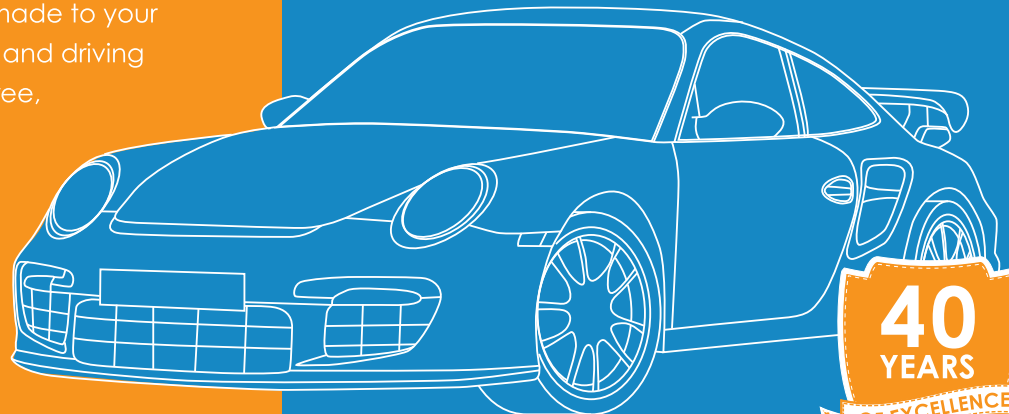
Adrian Flux know how much you love your 911, that's why we are dedicated to finding you a policy, tailor-made to your own personal requirements and driving history. Call us today for a free, no obligation quote.



0800 085 5000
adrianflux.co.uk

Authorised and regulated by the Financial Conduct Authority

YOUR PRIDE AND JOY



Benefits available include:

- FREE Legal Cover
- Track Day Cover
- Agreed Value
- Club Member Discounts
- Modifications Cover
- Limited Mileage Discounts

PORSCHE motorInsurance

New & exclusive schemes available now!



Carrera 991s

Driver Age: 42
No Claims Bonus - 5+
£800.00*
Value : £85K
xs£750



Boxster 981

Driver Age: 40
No Claims Bonus - 5+
£480.00*
Value : £55K
xs£500



Macan S

Driver Age: 40
No Claims Bonus - 5+
£450.00*
Value : £44K
xs£300



Panamera Diesel

Driver Age: 42
No Claims Bonus - 5+
£650.00*
Value : £70K
xs£500



Cayenne S Diesel

Driver Age: 40
No Claims Bonus - 5+
£700.00*
Value : £83K
xs£750



991 Turbo S

Driver Age: 40
No Claims Bonus - 5+
£1,000.00*
Value : £120K
xs£1,000



mayfaironline
insurance & mortgage consultants

COVER INCLUDED: May be subject to charge & terms.
Up to Four Named Drivers | Porsche Approved Repairer
Genuine Porsche Parts | Track Days (Available)
Agreed Value (Available) Please call for more details!

mayfaironline.co.uk

Tel: 08444 935 716

Performance
INSURANCE

A member of Mayfair Insurance & Mortgage Consultants Limited

Calls cost 7p per minute plus your phone company's access charge. Calls may be monitored for training purposes.

Mon-Thurs: 9am-7.30pm / Fri: 9am-5.30pm / Sat: 9am-4pm

* Subject to Terms & Conditions.

MayfairPerformanceInsurance
@Mayfair_INS



DISCOVER THE LATEST AND GREATEST GADGETS
AND EXPLORE THE TECH INSIDE

TRY 3 ISSUES FOR JUST £1!

BRAND
NEW
FROM THE MAKERS OF
HOW IT
WORKS



Every issue packed with

The latest tech Everything from hoverboards, drones, wearables, sports tech, smart homes and more...

Buying advice New and cool kit and where to get it

Tech teardowns Under the skin of the latest gadgets and more ...

CALL THE ORDER HOTLINE

0844 249 0270*

OR ORDER ONLINE

imaginesubs.co.uk/gadget

and enter code NEW15T

*Calls will cost 7p per minute plus your telephone company's access charge. Please use code NEW15T. This offer entitles new UK Direct Debit subscribers to receive their first 3 issues for £1. After these issues standard subscription charges will apply; currently £15 every 6 issues. New subscriptions will start with the next available issue. Details of the Direct Debit Guarantee available on request. This offer expires 31st December 2015.

NEXT ISSUE

Issue 135 in shops and available for download from 30th December

4.5-star 911s

Can these near-perfect 911s ascend into the coveted bracket of being a five-star Porsche?



MODIFIED RSR RETRO

With a 964 RS engine and '72 RSR looks, is this the perfect bespoke 911 backdate?



PORSCHE 993 SPEEDSTER

The full story on the unique Porsche Speedster you never knew existed



911 CHASSIS NUMBERS

History of Porsche chassis numbers and what to check when buying a 911

St Gotthard Pass, Ticino, Switzerland

Written & Photographed by **CarAddictBlog**



WHAT'S YOUR ROAD?
Upload your own great road via total911.com or get the Great Driving Roads app for your iPhone from iTunes



Essential info

LOCATION: Southern Switzerland
COORDINATES: 46.5592° N, 8.5614° E



©2015 Google

LENGTH OF DRIVE:
15 miles

POINTS OF INTEREST:

The Devil's Bridge;
Gotthard Cheese Factory, Airolo

FOOD AND ACCOMMODATION:

Restaurant Prosa; B&B Dotta, B&B
Gottardo www.bnb.ch/479,
Hotel Forni www.forni.ch

Few words are more likely to elicit a smile from a driving aficionado than 'Alpine' and 'Pass', and thankfully the Swiss have an abundance of them

There are a number of ways to move across the Swiss Lepontine Alps. You could catch a train or, if you have any trace of hydrocarbons in your veins, you can take your 911 out on 15 miles of some of the finest twisty tarmac available.

Known as the Gotthard Pass, this illustrious road climbs out of Airolo on the Italian side of the hills and immediately announces its intent with wide, well-sighted roads that are smoother than what most UK motorists realise can be possible. Within the first couple of miles the road climbs out of the basin and snakes its way up the side of some spectacular scenery.

Unlike passes such as the Stelvio, the corner count here is not as heady, but

there's a real mix of tight hairpins and faster, sweeping turns, which require a much smoother driving style and higher speeds – perfect for a well-sorted sports car like a 911. Although the Swiss' approach to speeding is similar to David Attenborough's propensity for animal cruelty, in October the roads are empty and progress can be swift.

As the climb continues, a few short tunnels allow the road to cut through areas of rock that simply couldn't be worked around. In places, these tunnels are open to the valleys' glare with sectional gaps reminiscent of the nearby Furka Pass, famous for that scene of the DB5/Mustang chase in *James Bond's Goldfinger*. Stopping in one of the numerous laybys allows you to fully appreciate the vista and revel in

the view of the asphalt snaking up from the very foot of the mountains.

You can follow the road from above with your eyes, with only a few sections disappearing from view behind the cavernous mountainside. From three-quarters of the way up, snow begins to nestle at the side of the road, it being the only thing delineating the edge of the road. The lack of any real barrier means getting it wrong is likely to allow a momentary close inspection of the cliff face before the lights go out.

Over the crest of the route, the descent is just as impressive but we suggest fresh brakes, with plenty of engine braking to keep things in check. The route is simply astonishing in a 911 but in truth it would be just as brilliant in a panel van! **911**



Make a calculated decision this winter.

Porsche winter wheels and tyres.

Below 7°C the rubber compound in summer tyres hardens causing a drop in performance and an increase in braking distances by up to 12%*. Porsche Approved N-rated winter tyres are specifically designed for your Porsche and provide increased performance and greater safety in cold, wet and snowy conditions.

Whilst your summer wheels and tyres are off the road, they can be securely stored for you by one of our 36 Porsche Centres**.

For more details visit your local Porsche Centre.



Scan to see winter tyre performance in action

*Summer tyres versus winter tyres. Braking with ABS on wet road surface, 50 to 0 mph at +3°C
**Participating Centres only



PORSCHE



*Made in Germany | www.fvd.net
Porsche® Tuning | Parts | Service*

since 1984

Tuning | Parts | Service



Like us on Facebook
facebook.com/fvdbrombacher



Watch our YouTube™ Channel
youtube.com/fvdbrombacher



No matter if you need parts for your aircooled or watercooled, we have everything you need.
Simply visit us at www.fvd.net and discover why more enthusiasts choose to put our passion into their Porsche®

fvd Germany	phone: +49-7665-98990	fax: +49-7665-989920	www.fvd.net
fvd North America	phone: +1-954-571-2050	fax: +1-954-571-2060	www.fvd.net