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2.4S v 993 Turbo v 997 GT3 RS





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# Welcome



ooking back on it, the year 2015 will always be defined as a frenetic period for Porsche. The previous 12 months had it all: breathtaking new sports cars; an overall Le Mans victory (not to mention a raft of other motorsport championships collected); expansion of the brand with superb new Experience Centres opened in France and the US; announcement of the first Porsche Classic Centres; Rennsport Reunion; there's even been the odd international scandal thrown in for good measure, too.

In terms of sales, 2015 has been exceptional. The 209,894 vehicles delivered by December means Porsche has surpassed an important milestone of 200,000 deliveries per annum, a target originally intended for 2018. This increase has come across a variety of world markets, too, with the US up 9 per cent, Europe by 30 per cent and China 34 per cent.

It's not merely a numbers game either: 2015 saw the introduction of some exquisite Porsche models, showcasing its engineering talents across a delightfully broad spectrum. In

"2015 will always be defined as an important period for Porsche"

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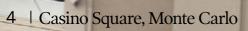
/total911magazine

the realms of the all-important 911, we were lavished with the extraordinary 991 GT3 RS, while (whisper it) the arrival of the GT4 has finally given the Cayman genuine credence in terms of performance. Porsche also began looking to the future with the introduction of turbocharged Carreras (and our spies have already spotted the hybrid 911 of 2018 in testing), while looking even further ahead, the company's first all-electric car, Mission E, has been officially signed-off by the Board after a successful debut of its concept at the Frankfurt Motor Show in September. Expect to see it on the road by 2020.

However, while 2015 may have been as hectic as it was eclectic, the year 2016 is set to be even bigger. 911 Turbos capable of 200mph-plus will become a reality, while we'll also get more information on the coveted new 911R by springtime (initial rumours are that only one or two examples will be allocated to each Porsche Centre). Perhaps most interestingly, a new '911' will take to the racetrack, ever a hotbed for the 911's evolution, amid rumours of a new mid-engined layout for WEC races – watch this space!



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MONTE-

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11



11

Resplendent in the Monte Carlo sunshine, Porsche's first competition 911 returns to the province where, half a century previously, it began the 911's unrivalled legacy on the sporting stage. Peter Falk and Herbert Linge steered the car to a superb 5th overall in the 1965 Monte Carlo rally.

5

Photograph by Porsche AG

CO-M

IRO CARLO



# **20** NEW 991.2 TURBO "The new Turbo S tops out at 205mph, equalling the fastest ever road-going 911 of all time"



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



# Spied: 2018 Porsche 911 Carrera on the road

#### A 992 test mule has been spotted on trial near Stuttgart as the 911 gears up to go hybrid in 2018

While it may look like something of a 'Frankenelfer', this Porsche 911 prototype marks an incredibly important step in the development of Zuffenhausen's famous sports car. Although the second generation 991 has only just been released, this car (spotted on the roads near Stuttgart) is believed to be a 992 test mule, the all new generation of Neunelfer due to be launched in 2018.

As the Porsche 992 is still early in its development, this prototype teaches us little aesthetically (although the 911's styling has always been a case of evolution rather than revolution). This particular car, caught on camera by **Total 911**'s spies, seems to be wearing a mix of first and second generation 991 body panels. However, the body of this 992 test mule does give us a few clues about what to expect, mechanically, from the next 911. The ungainly arch extensions tacked on at the rear suggest that the 992 will feature a wider track or, at the very least, an increase in wheel width (following in the footsteps of the 991.2, which saw increased tyre sizes for the Carrera and Carrera S models compared to the 991 Gen1). As well as greater mechanical grip, the move is also likely to make space for a hybrid system with a wider track, creating more space in the floorpan for battery packs and electric motors to be packaged.

Rather than a mandatory system, the hybrid package is likely to be an option available on the 992 range (in much the same way that Porsche currently offers the Panamera and Cayenne e-hybrids). **Total 911** has heard rumours from multiple sources that Porsche could

also offer a full electric version of the 911 as early as 2018, something that has become an increasingly likely possibility since the unveiling of the Mission E concept car at Frankfurt in 2015. Any electrical assistance is likely to be paired with the current turbocharged 3.0-litre 9A2 engine seen in the 991.2. With Porsche using energy recovery from the turbochargers on the Le Mans-winning 919 Hybrid, it will be interesting to see if similar technology is implemented on the 992.

It is expected that the 992 will be launched at the Frankfurt Motor Show in two years time, and early suggestions predict that the 2018 911's dashboard will make the switch to a fully digital setup (seen in the latest offering from sister company, Audi). Keep up to date with all the latest 992 developments at **Total911.com**.

#### Autofarm's American racing adventures continue

Since stepping aside as head of UK-based independent. Sadler, now 73 years old, has been embarking on an Am

#### ent Porsche specialist, Autofarm, Josh American adventure. His adventure began at Rennsport Reunion V where he raced his 911 ST to a ninth

More recently, Sadler continued racing escapades stateside by mpeting in the Classic 24 Hours Daytona with fellow Autofarm

employee, Mark Henderson. Taking boart in a number of races over the 24-hour period, their 911 ST finished seventh overall and third in class, an mpressive feat for Sadler's first visit o Davtona International Speedway

#### Jew Singer book released

f a Porsche 911 restored by Singer Vehicle Design is oo much of a financial stretch, you can still bask in he beauty of their handiwork thanks to a new book, *Dne More Than 10: Singer and the Porsche 911.* Cowritten by Michael Harley and company founder, Rob Dickinson, the book tells the story behind Singer's iormation and is accompanied by a wealth of gorgeous magery from both their workshop in California and the Porsche 964s that they have reimagined.

The 275-page full colour hardback is priced at \$85, although there is also a special edition version with a price tag of \$911. The latter includes a custom display case made by the same artisans that work on all of Singer's restorations and is limited to just 100 copies. To buy your copy head to **singervehicledesign.com** 

#### ONE MORE THAN 10 SINGER AND THE PORSCHE 911





# 991 GT3 RS reliability issues revealed

Latest Rennsport implicated in 991 GT3 technical service bulletin recall

**Total 911** has learned that certain Porsche 991 GT3 RSs are being recalled as part of a GT3 technical service bulletin. The issues follow on from a previous GT3 recall we revealed in issue 130.

The issue with both the GT3 and RS models originates with a batch of faulty ignition coils used on certain 2015 model year cars. According to the recall notice, the faulty coils can experience 'an internal short circuit', causing backfiring in the relevant cylinder. In certain cases, inspection of the affected 911s has shown that the insulated core of certain spark plugs has begun to disintegrate (possibly as a result of the coil pack problem).

In one particular case, a GT3 RS in Italy required a new engine because of damage caused by the spark plug disintegration issue.



#### **Trailblazing Porsche Classic Centre launched**

First Porsche Centre dedicated to classics opens in Holland

At the tail end of last year and in issue 120 of **Total 911**, it was announced that Porsche was expanding, as over 100 official Porsche Centres will become Porsche Classic partners. Now, the first Porsche Centre dedicated to classic cars has opened in the Netherlands, further strengthening Stuttgart's commitment to its historical offerings.

With over 70 per cent of all Porsches still running on the roads today, the board in Germany has been particularly keen over the last 24 months to capitalise on the rising popularity of classic Porsches (something that it had largely left to independent specialists before). Now though, the Porsche Classic Centre Gelderland, situated just outside of Arnhem, will offer services for all classic cars from Zuffenhausen (currently classed as vehicles up to 986/996 generation). This will include traditional servicing, workshop services and a dedicated sales business.

Porsche's expansion plans do not end at Gelderland, however. A small number of other officially certified Porsche Classic Centres are set to open around the world, creating a 'closely knit Porsche Classic network'. By 2018, Porsche intends for this international dealership network to reach around 100 centres across the world, with the majority of those to be current OPCs that will become Classic Partners. To rectify the problem, Porsche has issued a technical service bulletin recalling the affected cars (identified by their specific VIN).

In a process that takes around two hours, the GT3s and RSs are having all six ignition coils and spark plugs replaced. The cars are also getting a reflashed ECU that 'optimises the nominal oil pressure in the medium rev range of the GT3 in the same way as on the GT3 RS'.

## What's on in 2016

- Der Über-Porsche 30 September – 10 January The Porsche Museum's latest special 'Superporsche' exhibit celebrates 30 years of the 955
- Detroit Motor Show
   11-24 January
   The first major
- year the NAIAS heads to Motor City Performance Car Show 14-17 January
- Head to the NEC in Birmingham, UK, for a celebration of the very best automotive exotica at Autosport
- Porsche Camp 4S Finland 22-26 January This arctic getawa
- is a step up from the Camp 4 winter driving experience
- RM Arizona 28-29 January RM Sotheby's first sale of the year will
- take place at the Arizona Concours

#### AirREX launch 964 air suspension kit

Alter your Porsche 964's ride height with AirREX's latest system

If you're looking for a tunable air suspension kit for your Porsche 964, then UK-based company, AirREX, may have the answer with their latest high-tech, high-performance and ISOcertified air suspension system for all versions of the 964.

Claiming to provide "plug and play" customisation (and used by the likes of Liberty Walk) AirREX's 964 air suspension kit comes ready assembled in order to save time during installation. The primary control components (such as the compressor and air tank) are built into a composite wood case with simple electrical and plumbing connections for each spring. Via a TFT LCD screen, each strut can be controlled independently, in pairs or collectively with adjustable damping force as well as ride height.

The system uses 20A fuses (half that of most traditional air ride kits) in order to prevent the original electronics from being overloaded. Priced at £4,165.83 plus VAT, the AirREX suspension kit is also fully reversible.



## Motorsport LATE T NEWS AND RESULTS FROM RACING SERIES AROUND THE GLOBE



# Porsche pulls third car from 2016 24 Hours of Le Mans

#### Nick Tandy unable to defend Le Mans victory as diesel spending cuts hit

Current 24 Hours of Le Mans winners Nick Tandy, Earl Bamber and Nico Hülkenberg will be unable to defend their title in the 2016 edition of the famous French endurance race. The revelation came as Porsche announced it would only be running two cars at Le Mans next year 'in the name of cost efficiency'.

While Hülkenberg looked set to miss the 2016 event due to a calendar clash with the new Azerbaijan Grand Prix, it was hoped that Tandy and Bamber would be able to reprise their winning role. However, with VW Group sister brand, Audi, also scaling back its Le Mans effort to two cars for 2016, it would appear the decision to cancel the erstwhile traditional third car has come amid wider cost-cutting across VW Group, in the face of the diesel emissions crisis. The news comes after VW Group CEO, Matthias Müller, explained to Autosport at the FIA WEC finale in Bahrain that: "the motorsports programmes are not in danger of being dropped or significantly reduced." Porsche has decided to stick with its current driver line-ups in LMP1 for 2016 which means that new world champions Mark Webber, Timo Bernhard and Brendon Hartley will again team up in the no. 17 car, with Neel Jani, Romain Dumas and Marc Lieb occupying the no. 18 entry.

Rumours circulating at Bahrain also suggested that Porsche Team Manthey is likely to take a sabbatical from the FIA WEC GTE Pro class, as it focuses on developing an all-new 911 RSR (based on the 991.2) for the 2017 season. So, Tandy and Bamber are unlikely to find themselves on the Le Mans grid in June, the first time two members of the winning team have found themselves without a drive since 2000.



FIA WEC GT Champion 2015

# Lietz and Porsche rule the world in FIA WEC

Porsche Team Manthey secures all three FIA WEC GT titles in Bahrain

Porsche Team Manthey wrapped up all three FIA World Endurance Championship titles in the GTE Pro class after winning at the Six Hours of Bahrain. Richard Lietz secured the World Endurance Cup for GT drivers while his no. 91 crew scored the Endurance Trophy for GTE Pro teams. Porsche also took home the GT manufacturers' title.

After focussing on race pace in qualifying, the two factory 911 RSRs began the race from fourth and sixth positions, with the no. 92 car of Patrick Pilet and Frédéric Makowiecki leading the way ahead of Lietz and Michael Christensen in no. 91. The latter chose a steady approach, while Pilet charged through the field to take the GT lead on lap 11. Makowiecki continued his teammate's good work, building an unassailable lead for the no. 92 RSR as the duo took their first win of the season. Behind, Lietz and Christensen ensured all three GT titles were decided in Porsche's favour.

The result was mirrored in the LMP1 class where the no. 18 919 Hybrid of Neel Jani, Marc Lieb and Romain Dumas took their only win of 2015, as the no. 17 car of Mark Webber, Timo Bernhard and Brendon Hartley overcame throttle problems to take their maiden world championship with a fifth place finish.



#### Four Porsche Juniors confirmed for 2016 racing season

Weissach's Junior programme enjoys expansion to four drivers ahead of the new season

Porsche's young driver development programme will expand to four drivers for the 2016 season. The move will see three Porsche-supported drivers compete in the 2016 Mobil 1 Supercup, with a further factory supported racer in the Carrera Cup Deutschland.

23-year-old Sven Müller will continue as a Porsche Junior next season having enjoyed his most successful season to date, winning four Supercup races on the way to finishing as runner-up to Philipp Eng in the final standings. He will be joined in the official Junior ranks by last year's International Cup Scholarship winner, Matteo Cairoli, who will continue to receive €200,000 funding towards his Supercup campaign in 2016.

Frenchman Mathieu Jaminet replaces Cairoli as the incumbent International Scholar for the upcoming season, while 19-year-old Norwegian racer, Dennis Olsen, has been selected for support in the 2016 Carrera Cup Deutschland.

#### Motor racing in 2016

January

Roar Before the 24 **3-10 January**  4 24 Hours of Duba 14-16 January

• Autosport Internationa **14-17 January**  Rallye Monte Carlo 18-24 January • 24 Hours of Daytona **28-31 January**  2Hours of Bathur



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# Nick Tandy

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



# Aims and ambitions for the 2016 season

#### With the 2015 season now finished, Nick is already looking ahead to another year of racing



First of all, I'm not going to ignore the elephant in the room in this column. I am, as I'm sure you expected, disappointed that Porsche will not be running a third LMP1 entry at

the 24 Hours of Le Mans in 2016. It would have been fantastic for Earl and myself to try and defend our title in a 919; that was the plan but, in the wake of cost cutting across the VW Group, that will no longer be happening. That doesn't mean that 2016 will be a write-off for me though (far from it). After all, I'm still a factory driver for Porsche and while one door is now closed, it should open up a number of opportunities for the year ahead.

As I explained last issue, I've been doing a lot of development work on the new 991 GT3 R in preparation for the car's international debut in 2016. My one-off VLN appearance a few months ago gave me the taste for racing on the Nürburgring Nordschleife and I'd love to get another chance behind the wheel of the GT3 R on the 'Green Hell' at some point in the upcoming season. I've got my eye specifically on the 24 Hours of Nürburgring at the end of May, something that would probably have clashed with my Le Mans preparation had plans for a third 919 been signed off. Instead, it looks like I should be free to compete in, what I consider, one of the hardest endurance races around.

After winning Daytona in 2014 and Le Mans and Petit Le Mans in 2015, the 24 Hours of Nürburgring is one of the next races on my personal checklist, so it would be great to get a shot at victory, especially as Porsche hasn't won the race since 2011. With the new 911 GT3 R coming online, there is likely to be some factory support for the 2016 event but, if I find myself on the entry list, I'm under no illusions about the size of the task at hand - it won't be easy adding this particular piece of silverware to my cabinet. Unlike other races where the fastest class has only so many cars, the N24 has maybe 25 or more top class GT3 cars that all have the ability to challenge for victory. Combined with the huge number of cars on track and the unpredictable weather (not to mention the most challenging race track in the world), winning this one would be hugely satisfying.

Not competing in Le Mans in the 919 also means that I'll hopefully get a chance to do the complete season in the United SportsCar Championship next year. I had to miss the rounds at Long Beach and Laguna Seca in 2015 due to preparation for Le Mans and was unable to share the drivers' championship with my teammate, Patrick Pilet. However, it is looking likely that I'll be back in the USCC next season and, with my full attention, my aim is to take that drivers' title (as well as help Porsche retain the teams' and manufacturers' crowns with the updated RSR). Talking of which, I'll also be kept reasonably busy throughout 2016 as I will be testing the new RSR ahead of its debut in 2017.

This year, the 911 RSR has been updated to meet the latest GTE/GTLM rules, with a bigger rear diffuser and a rear wing that is both higher and further out the back than on the 2015 car. However, for 2017, Porsche is going to be bringing out an allnew version RSR to take the fight to the likes of the new Ferrari and Ford. While I am not at liberty to give too much away, I can confirm that we do have a few new ideas up our sleeve. And, to put the rumours to bed of a new model car, we don't see any reason to change the winning formula that is the iconic 911, which should certainly settle a few nerves among **Total 911** readers.

# Ben Barker

THE SUPERCUP SUPERSTAR REVEALS ALL ABOUT ELITE ONE-MAKE RACING



# Analysing the 2015 racing season

With a busy 2015 season now finished, Ben looks back on his time in Porsche's one-make series



Like 2014, I went into the 2015 season with high hopes, especially in terms of my Porsche Supercup campaign. This wasn't going to be my first year racing in the

premier one-make 911 series, so I was confident that there were going to be strong title challengers. The year saw me pick up some great racing results such as third place at Monaco and fourth place at Silverstone. However, while I had some top performances in the Supercup, the season didn't turn out quite how I had wanted it to.

As much as any racer wants it to happen, it's very difficult to have a perfect season (although Philipp Eng came pretty close). Therefore, there is always an area to analyse once the racing is done. You have to look at every performance and ask "Why?" This is because finding a reason for every performance is crucial to improving. These reasons are sometimes difficult to unravel though, because – especially in Supercup – the margins are so fine that it can be really small things that make a big difference over the course of a race weekend or a season.

And, from some of the situations this year, there are some things that still don't add up in my mind. Performance-wise, some of it was down to me but there are also a couple of other factors. One of those was created before the Supercup season had even started, when the business side of the sport reared its head, cancelling my original plans to compete with a brand new UK-based team. That meant I started 2015 frantically scouting around for a drive. It's not an ideal situation to be in, as both team and driver don't have much time to prepare for the year ahead. Thankfully, MOMO-Megatron did a good job of getting everything together but this element certainly impacted on my year.

Sometimes we didn't quite find the ideal setup to suit the conditions either. While this may sound like a team issue, it's as much down to me as my engineer. As the driver, I have to give accurate feedback that my engineer has to interpret, altering the car accordingly. There were times we didn't glue as well as I'd hoped but I think I've recognised those errors, so, in terms of teamwork, I've definitely learned a lot from this year. Whatever I do in 2016, my attention to detail with my engineer will be a greater focus.

While the Supercup hasn't given me a springboard into a works seat, I still believe that Porsche's ladder concept works – there are only so many spaces on the factory roster, so it's to be expected that Porsche focuses on the top two or three. But most importantly, there are still people on the outside who look at Supercup and respect those who can finish in the top six or eight, like I have. And, my years in the Supercup have opened up numerous opportunities, like my part-time US campaign last year.

Despite this, I think that 2016 may well be my first season where I'm not predominantly racing a Porsche 911. I don't want team owners to pigeonhole me as a 911 expert (especially as the broader you are as a driver, the more owners trust you as a safe pair of hands), and I believe in my ability. At some point you have to ask yourself, "How long do I have to stay in a series?" Drivers, including myself, are able to make a living racing in the Supercup, but I've got the ambition to keep moving forward and I really want to get into the endurance stuff, as that is becoming a massive area of the racing world again.

Whatever I go on to do, the Supercup has taught me so much. Without traction control and ABS (as well as the 911's natural spikiness on the limit), the racing really develops your skills and, with such tight margins between winning and losing, it focuses your efforts on working with your team to develop a winning car. Therefore, I feel I have taken all I can from Porsche's premier one-make series; the time is now right to move on to pastures new.

#### 14 | Products

# Lifestyle

TOTAL 911 BRINGS YOU THE VERY BEST IN PORSCHE LITERATURE TO ADD TO YOUR 2016 'MUST READ' LIST

#### Carrera 2.7 \$249.99

This limited edition tome, of which 2,500 numbered copies have been printed, tells the complete story of the Carrera 2.7, a car relatively unknown compared to its similar-engined RS predecessor. Expertly researched and written by Ryan Snodgrass, this comprehensive compendium gives Carrera 2.7 fans and owners all of the information they will ever need.

www.parabolicapress.com ISBN: 978-0-9962682-8-8

#### Carrera RS €438.00

Originally written in German by Dr. Thomas Gruber and Dr. Georg Konradsheim, this definitive bible about Porsche's original Carrera RS has now been translated into English. Containing a wealth of archive photos, documents and bespoke studio shots across its 434 pages, this clothbound epic is limited to 3,000 copies and is a must for any Rennsport aficionado. www.tag-books.com ISBN: 978-3-9504911-11

#### Porsche Turbo £45.00

With the Porsche 911 heading into a future filled with forced induction, there has never been a better time to swot up on Stuttgart's history of turbocharging. In his latest new release, Randy Leffingwell carefully charts the journey from the 917/10, right through to the latest 991.2 Carrera, encompassing Zuffenhausen's iconic road cars and Weissach's thoroughbred racers. www.motorbooks.com ISBN: 978-0-7603-4758-4

#### Porsche Sounds £34.99

If there is any man fit to write a history of Porsche then it is Dieter Landenberger, the director of the Historical Archives at Porsche AG. Thanks to Landenberger's unrivalled access to Zuffenhausen's records, *Porsche Sounds* features previously unseen photos. However, the real boon is the CD of genuine Porsche engine recordings, from 911s to 917s.

ISBN: 978-3-943573-19-0

#### The Complete Book of Porsche 911 £35.00

Originally published in 2011, *The Complete Book of Porsche 911* has been updated by author and photographer, Randy Leffingwell, to encompass the 991 generation of Neunelfer. Written in his accessible style, this is a vital encyclopaedia for those wishing to gain a broad overview of the 911's 52-year iconic history.

ISBN: 978-0-7603-4980-9

## Porsche Drive €39.90

Every Porsche 911 owner loves a road trip and they don't come much better than the route traversed across the Alps in *Porsche Drive*. Written by Jan Karl Baedeker (and accompanied by 305 stunning photos by Stefan Bogner), this route takes you across 15 passes in just four days. If this book doesn't get you planning your next driving holiday, nothing will. www.delius-klasing.de ISBN: 978-3-667-10289-8





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#### 16 | Views





### Rennsport rectifications

#### Dear Sir,

I would like to say that issue 133 was, as always, a wonderful issue. Though, I did want to point out a few things worth correcting:

On page 34, in talking about the amazing 997 GT2 RS, the article states this was the first time the factory undertook a proper lightweight turbo. Please note that the factory, in the fall of 1992, made 86 examples of the fantastic 964 Turbo S Leichtbau, which was a full 180kg (396lbs) lighter than a standard 964 Turbo. The car featured a Kevlar front lid, aluminium doors, and a very lightweight interior. Internal documents at Porsche show that Rolf Springer called the car the "Turbo RS", but Porsche decided to bring the car out under the name of "Turbo Leichtbau".

Not mentioned in the article, but readers should also note: the first "Turbo RS" built as a production car was the 1992 968 Turbo RS, which featured a 3.0-litre single turbo engine. The factory was scheduled to make 100 of these cars but only four

in total were ever produced, as the car proved faster than the 964 RSR 3.8 and the 911, of course, had to remain the king.

On page 46, in the article about the 993 RS, the boxout on the 993 RSR mentioned that this was code M003 and about 20 per cent of the 1,014 made were RSR. This is not accurate at all. The 993 RS came in Comfort/Touring and Clubsport specs. Then, separate from the 993 RS run, from 1994 to 1998, the factory made a total of 127 993 Cup cars. They looked similar to the 993 RS CS in terms of a stripped out interior and large spoilers but the 993 Cup had centre-lock wheels and air jacks, as well as a different ECU that provided 315bhp. The Cup also had different gear ratios and a race differential.

The 993 RSR was called the "Porsche Cup 3.8 RSR" by the race department and was a totally different animal. Factory records confirm a total of 45 were produced. They had between 325bhp and 380bhp depending on the series they ran in. The 1997 model years had a VIN range included in the 993 Cup cars, so one must study the factory records and confirm what is what, as many Cup cars were converted to RSR spec.

For the 1998 model year, the factory made a "last run" of 15 993 Cup cars, with VIN ending in 001 to 015, and 15 of the Cup 3.8 RSR, with a VIN ending in 016 to 030. One quick way for a person to confirm if a 993 Cup or RSR is original is to look at the windshield, as only these two models had a "964" style robe, making it easier and faster to change at the track than the glued windshield of the street cars.

On page 69, the article on M491 3.2 Carrera states that no 930s were sold in the USA until 1986. The 930 was sold in the USA from 1976 to 1979, then again from '86 to '89. The 1975 car was not sold in the US and then, due to emissions issues of the larger engine, the '80 to '85 model year was not officially imported to the US (though many found their way here via the grey market). Alan Benjamin

## Total911.com hot topic: Porsche 992 test mule spotted Porsche 992 prototype that we spotted in testing: I have nothing against hybrids in order to fill in torque holes and maybe spin up laggy turbos as well. Every Porsche is a forward step with occasional small provisos (the original electric steering on the 991 was not great but they sorted it) and I see no reason to believe that the 992 will be any different. My only concern is that they are getting very expensive. **Wilson Laidlaw** Craig Adams



If they went hybrid but then brought back N/A motor I'd be pleased... Art LY Kwan

- Will be the same as with the Turbo. "It is electric but it is much better than the old one"... Time to grab ome nice Carrera 3.2s

# . Paul McAlee

1.B XH 9411

#### @Total911

- @**SimonBelli** @Total911 here's some ultra rare pork @BristolDetailer that l Y
- @RichardLietz What a year! You are the man MC @ChristensenMK, we did it ;-) Thanks for all the amazing moments together!
- **Diphotoimages** Junior's 911?

**@harrismonkey** Suppose to all the air-cooled mob, Mission E isn't a problem, 'real' Porsches died post-993, so it doesn't really matter what powers them!





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!



#### Door handle dilemma Dear Sir,

As a long-term subscriber, I read with interest your review of this car in issue 132 of **Total 911**. In terms of new technology, I could find no mention of the feature I am very keen to see on the next 911 I buy. Has the 991.2 changed their door handles so that the keyless entry and drive system does not rely on the terribly unattractive (and perishable) rubber stops in the body of the door handle (seen in the 991.1 Turbo)? I am hoping Porsche has moved to the much more aesthetically pleasing and better-designed system that is standard on the Macan Turbo.

Could you please advise me what Porsche has done in this area of design? I suspect many of your readers might be interested in the evolution of these finesses in design. **Robert Singleton** 

We believe, as part of the new 991.2 door handle design, that the Macanstyle Entry and Drive sensor will be used in place of the 991.1's rubber grommet. However, we are double checking with Porsche themselves



as it is not an option we have come across on any press material so far.

#### Entry-level 911 Dear Sir.

I have just bought my first Porsche: a 1998 996. Thanks to all the bad press that this model has received, I was able to pick one up for a price that I can afford. I now own a real Porsche 911 that is extremely rewarding to drive and looks great. The lower price means that I can upgrade the IMS bearing and change the water pump, which will eliminate those two failure points for at least five years. That's not to say it will be immune from any other issues, but what vehicle is totally immune from failure? Any Porsche, no matter what model, needs to have money spent on maintenance to keep it performing the way you would expect it to.

At least the 996 can be purchased at a price that allows you to deal with the known issues before they become a problem and then enjoy a rewarding high performance car for relatively little money. Jeff Phillips

#### 996 v 997 Dear Sir,

M BUK

I own a Seal grey 996 C4S Cabriolet with Tiptronic and I love it. But, as ever, I'm getting the two-year itch to change cars. I was looking at a 997 C4S Cabriolet manual and I was wondering which would be the more sought after/

#### Total911.com Poll 2015 Total 911 Photo of the Year

After two rounds of intensive voting, here are the results of our 2015 Photo of the Year award. And the winner is...









most valuable in five to ten years time? I know it's impossible to answer for sure, but what is your gut feeling? Fraser Hill

As Cabriolets are never the best in terms of 'investment cars', your 996 Carrera 4S is likely to be the better bet going forward. While the 997 is more modern, it is also more numerous, whereas the 996

was a relatively exclusive model. If you are looking to maximise your investment potential, a 996 C4S Coupe would be best.

#### Turbo troubles Dear Sir,

Having watched the New Porsche 911 - start the future video on Total911. com, I still dislike turbocharging. Perhaps the new Carreras will be

different, but it doesn't seem that way if early reports are anything to go by.

The flat six already has ample torque and, in the cars equipped with Powerkit and beyond, a screaming top end to boot. Now it gets less top-end rush, a lower rev limit, turbo lag (which will no doubt be rebranded as a 'more mature throttle response') and more weight where it least needs it. Craig Adams

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(1)

model. Thanks to a raft of improvements, the AlcoSense Pro also offers unrivalled levels of reliability and consistency. With its vibrant TFT screen, the 'Pro' provides easy to understand results judged against any limit in the world. You can set an alarm that calculates when you should be sober enough for a retest and, with its BlowCoachTM technology, the 'Pro' guides you through the testing process, making operation simpler than ever before.

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Once you've got your answer from www.alcosense.co.uk, email it to competitions@total911.com with 'AlcoSense' in the email subject line. The Editor's decision is final, full terms and conditions can be found on the Total 911 website. The closing date for this competition is 26 January 2016. Good luck!



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Everyone's limits are different, but with around one fifth of all UK drink-driving related accidents taking place the morning after, it is impossible to accurately judge when you are sober enough to drive legally. That's where the award-winning British company, AlcoSense, come in. Producing personal breathalysers since 2007, AlcoSense has stopped 50 per cent of its customers from unintentionally driving drunk the morning after. You may recall their excellent 'Elite' unit featured in issue 133.

Since then, AlcoSense have raised the bar again, launching the 'Pro' breathalyser using a sensor derived from UK police units, making it twice as accurate as the 'Elite'



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

# NEW 991.2 TURBO REVEALED TURBO REVEALED HITS 20001

580hp, less than three seconds to 62mph, and a 997 GT2 RSequalling top speed of 205mph. **Total 911** presents the full exposé on only the third 911 to reach the two-ton club

Written by Lee Sibley Photography by Porsche AG

or even the most diehard Zuffenhausen enthusiast, it is perhaps startling to be reminded that in 53 years of Porsche 911 evolution, only 1,742 road-going 911s out of nearly one million examples have ever left the factory with the capability of surpassing more than 200mph. That small number consisted exclusively of the 997 GT2 and GT2 RS, capable of 204mph and 205mph respectively. However, the wait for a 911 unlimited by its production numbers (relatively speaking) to join the '200 club' is now over, thanks to the arrival of the second-generation 991 Turbo.

The acclaim of surpassing that magical double-ton, so symbolic for years as the mark of a truly thoroughbred supercar, does not fall to the 991.2 Turbo itself (which 'only' reaches a maximum velocity of 199mph) but instead to its more powerful and lavishly-specced brethren, the 991.2 Turbo S. In fact, the Turbo S doesn't stop at 200mph, with Porsche – famed for its conservatism when disclosing performance figures – announcing it tops out at 205mph, equalling the fastest ever road-going 911 of all time: the 997 GT2 RS.

Of course, speculators outside of the esoteric world of Porsche 911s questioned what would become of Zuffenhausen's iconic Turbo



**Paragon, independent Porsche stockists** "A jump of only 20hp is a little disappointing, I would have thought at least 50hp would have been more like it – though, to be honest, as predominantly a road car, the type of power it already has is more than enough for our roads."





after the new, second-generation 991 Carreras adopted turbocharging for 2016. However, the Turbo's place in a 911 model lineup was never in question (it is the apple of Porsche's eye after all) and August Achleitner, Vice President of the 911 production line, was quick to confirm even at the Carrera's launch that the Gen2 991 Turbo will appear with an improved version of the Gen1's 9A1 DFI engine, as opposed to a heavily boosted version of the new Carrera's 9A2 unit. Once again, Achleitner's words have rang true.

Much like the rest of the second-generation 991 lineup, Zuffenhausen has wasted little time in offering customers much variety, releasing not two but four new Turbo variants, those being the aforementioned Turbo and Turbo S in both Coupe and Cabriolet form. And, while at face value prospective customers may view the 20hp increase for the Turbo and Turbo S over its predecessors as a somewhat paltry return on a €12,000 and €7,000 price increase respectively, digging a little deeper reveals some thrilling figures attached to the new Turbo – outside of that maximum speed – making it the most breathtaking of its kind to date.

We begin with the 0-62mph sprint. The top-spec Turbo S Coupe becomes the first ever road-going 911 to realise this speed in under three seconds, a truly breathtaking achievement for a sports car whose intentions are not primarily centred around performance on the racetrack. The new Turbo also sees a marked improvement in 0-62mph sprint time, slicing 0.4 seconds from the time of its predecessor to 3.1 seconds. This equals that of the 991.1 Turbo S.

These figures, on top of an increase in maximum horsepower to 540hp for the Turbo and 580hp for the Turbo S, are even more

#### **Performance figures**

The 540hp 991.2 Turbo can sprint to 62mph in 3.1 seconds, with a top speed of 199mph. The 580hp Turbo S reaches 62mph in just 2.9 seconds before topping out at a sensational 205mph. Meanwhile, both 991.2 models will return nearer to 30MPG from an improved version of the 991.1's 9A1 flat six.

# S.G04310

#### New looks

Revised Turbo looks include 3D-effect tail-lights and door handles without plastic shell inserts, as carried over from the new Carrera range. Gen2 Turbo hallmarks also include a new decklid with longitudinal louvers either side of horizontal slats, double-stacked sidelights at the front with a new central fin below the front licence plate, as well as new 20-inch wheel designs. New options

All-new options on the Turbo and Turbo S include radar-based lane change assist, as well as the front axle lift system, which raises the car by up to 40mm at its front lip.



## "The wait for a 911 unlimited by production numbers to join the '200 club' is now over"

#### New wheel specs

The 911 Turbo has the same wheel size specification as the Turbo S for the first time, now measuring 9x20-inches at the front and 11.5x20-inches at the rear.

#### New PSM setting

As found on second-generation 991 Carreras, the Turbo now comes with a new PSM Sport setting. Independent of the driving mode already selected, just a single press of the PSM button will allow for a greater slip angle before intervention (more so than when in Sport Plus on the previous model). A longer press of the PSM button can also completely description to be previous.

#### *My view: Alex Ross SharkWerks, independent Porsche tuners*

"I think these ECUs are going to be on a very heavy lockdown and again, with PDK-only, they're going to be governed by the transmission's capabilities versus the tuners' hands. The usual Turbo rules will apply, exhaust side, in terms of freeing things up for improved spool and flow, so there's fun to be had there as well as the benefit of improved sound. The idea of mid ten-second stock Turbos in the quarter mile is crazy – ten years ago, with a 996 Turbo, I poured a lot of time, money and R&D into running the same time."

#### PDCC & PCCB

PDCC and PCCB remain options on the 911 Turbo but standard equipment on the Turbo S.





impressive when reflecting on their new fuel consumption figures. These new Turbos will now return much closer to 30MPG on a combined cycle, with Porsche insisting both variants will use 0.6-litres less fuel per every 100 kilometres of travel – a huge improvement over their first-generation counterparts (a criticism of the Genl 991 Turbo S in particular is that it is an exceedingly thirsty machine indeed).

An extra dimension of drivetrain responsiveness is lavished on the 991.2 Turbo and Turbo S, which again is offered with PDK transmission only. As part of the Sport Chrono Package – a

standard feature on the 991 Turbo for the first time – a press of the new Sport Response button preconditions the engine and transmission for best possible responsiveness, providing optimal acceleration for up to 20 seconds. This so-called Sport Response button can be found on the stepped 'Mode' ring, again part of the standard Sport Chrono pack, which is attached to the new 360mm steering wheel and features selectable 'Sport', 'Sport Plus', 'Normal' and 'Individual'

#### Price & delivery dates

First deliveries of the 991.2 Turbo and Turbo S are expected before the end of January 2016. Prices for German registered cars are as follows:

991.2 Turbo Coupe: €174,669 991.2 Turbo Cabriolet: €187,759 991.2 Turbo S Coupe: €202,872 991.2 Turbo S Cabriolet: €215,962 modes. The Sport Response function can be used in any mode too, with the elapsed time shown within the Turbo's instrument cluster.

A new PSM Sport setting, taken from the new Carrera, also features on the new 991.2 Turbo, allowing for a greater slip angle without intervention from the on-board stability system. This new function is in addition to the 'PSM off/ on' settings found on first-generation 911 Turbos. A new accoutrement of designs for the Turbo's wheels – themselves now half-an-inch wider and identical in measurement to the Turbo S for the first time – can be found in the sports car's arches, while at the front, double-stacked side lights help differentiate this from lesser-powered turbocharged Carreras. The same retractable front lip and rear wing from first-generation derivatives remain part of the Turbo's active aerodynamics,

The top-spec Turbo S Coupe is the first ever road-going 911 to reach 0-62mph in under three seconds"

> Porsche says it's sharpened the looks of the 991.2 Turbo, too, though these aesthetical changes can only be deemed modest. At the business end of the 911, 3D-effect clusters (taken from the new Carrera) feature below a reworked decklid split into three sections, with black vertical louvers sitting either side of horizontal slats more reminiscent of the 991.1 Turbo's engine hood. There's also been a minor rework to the Turbo's tailpipes and exit vents in the rear bumper.

's active aerodynamics, though there's a new fin design within the front air intakes, with a single fin present in the central intake for the first time.

PASM for the Turbo and PDCC on the

Turbo S remain standard chassis specification, and owners may add an optional front axle lift system, which raises this 911 by 40mm at its chin.

Overall, those initial figures suggest the new Turbo certainly won't disappoint. 991 Genl owners may be pessimistic about a trade-up for only 20hp extra, but while changes at face value may be slight, there's no denying the overall performance gains are nothing short of prodigious. We await our first drive with feverish anticipation.

#### My view: Kyle Fortune Seasoned road test journalist

"I don't remember getting out of the (ludicrously quick) current car and thinking that it needs more power! As ever, it'll be the detail changes that make a difference. And, if Porsche excels at one thing it's percentages – I'm hoping for some improved feel from the steering too, like in the new Carreras."



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# PERFECTION

Having originally fallen just short of excellence, can revisiting this Neunelfer trio elevate any of them to a **Total 911** five-star score? Here's what we found...

Written by Josh Barnett Photography by Steve Hall





efore the Roman Empire, the idea of something perfect simply did not exist. It was only when the Latin verb "perficere" was coined that the notion came into being. From there, the word morphed into the Old French term "parfit" before eventually joining the English lexicon in the early 15th century. As we all know though, an object truly worthy of the term was only created in 1963 in the Stuttgart suburb of Zuffenhausen.

Okay, so that may be a bit farfetched but Porsche has – according to our own Data File – achieved automotive perfection l6 times, beginning with the iconic 911 Carrera 2.7 RS in 1973. Unsurprisingly, the latest addition to the five-star club is the newest 911 Rennsport – rolling out of Zuffenhausen to rave reviews. In reality, of course, there is no such thing as a perfect car (show me a perfect car and I will show you a liar). However, for those we deem worthy of a top score, the experience of driving them is not diluted by insignificant imperfections. That is not to say that every other 911 is defined by its inadequacies; every 911 in Data File, from one star to five, are all good cars compared to automotive offerings from other manufacturers. For every exemplary Neunelfer though, there is at least one that falls just short.

That is where the trio before you come in. While a 2.4-litre Porsche 911S, a 993 Turbo and a first generation 997 GT3 RS may not look like they have much in common (in 911 circles at least), after intensive evaluation in previous issues of **Total 911**, we graded each just half a star away from perfection. Alongside 17 other 911s in Data



File, they are 'the nearly men' of the Neunelfer fraternity. Yet, you wouldn't say "no" if you were handed the keys to any of them, would you? We certainly wouldn't.

As explained above, these are Porsches whose strengths shine brighter than their weaknesses, so what is it that holds them back from complete greatness? That is why I'm here today with a trio of delectable 911s awaiting my presence behind their respective wheels. And, if I can't pinpoint any faults, we may just have a new member or two for the five-star club.

Finished in Metallic blue, the 1972 911S – kindly supplied by Paul Stephens – certainly ticks all the boxes when it comes to aesthetics. There are not many cars around that are as organically beautiful as a pre-impact bumper Porsche. While I definitely subscribe to the notion that all cars need to be driven to be truly enjoyed, I can happily spend hours just nosing around these early 911s, savouring every little detail. This 2.4S is no exception. Like Ernie Boehm's similar example in issue 120, the extra visual flourish of special order paint helps elevate this particular Porsche to something very special indeed. If you can draw yourself away from simply staring at it, driving a 911 2.4S is always an extraordinary experience too.

Being behind the large, thin-rimmed steering wheel is certainly an occasion to be cherished and I can't help but smile as soon as I twist the ignition, sparking the 2,34lcc flat six sonorously into life. While the 2.4S may not have the razor-sharp race car attitude of its 2.2-litre predecessor, a gentle

Above: Every time we get behind its wheel, the 2.4S never fails to delight us. Yet, it lacks that final ten per cent to make it exceptional **Left:** You wouldn't say "no" to having any car from this electrifying 911 trio. Choosing between them is a tough ask



The period idiosyncrasies of any classic Porsche 911 are a joy to the eye; S variants were bestowed with a red fan cowling (top right)

#### Model 911S 2.4 Year 1972 Engine Capacity 2,341cc Compression ratio 8.5:1 Maximum power 190bhp @ 6,500rpm Maximum torque 211Nm @ 5,200rpm Transmission 915-type five-speed manual Suspension Front MacPherson strut; telescopic damper; torsion bar and anti-roll bar **Rear** Trailing arm; telescopic damper; torsion bar and anti-roll bar Wheels & tyres Front 6x15-inch Fuchs; 185/70/R15 **Rear** 6x15-inch Fuchs; 185/70/R15 Dimensions Length 4,163mm Width 1,610mm Weight 1,075kg Performance 0-62mph 6.6 secs Top speed 140mph New Data File rating $\star \star \star \star \star$

prod of the throttle vivaciously lifts the car from its pattering idle. The immediacy of the mechanical fuel injection's response just wills you out onto the open road and I'm certainly going to oblige.

Rising to a crescendo, the 2.4S's soundtrack is pure 911. If Porsche could somehow bottle the 911/53 engine's effervescence and recreate it in every Neunelfer, I wouldn't have much to complain about anymore. Racing towards the standard 911S redline of 7,200rpm, the noise becomes ever more nuanced, its timbre trebling over and over again, filling the cabin with a flat six symphony that simply cannot be faulted. The motor's character matches its aural emissions, pulling with ever greater verve as crank speed increases, jumping noticeably as you come 'on cam' just after 5,000rpm. It's not as violent (or addictive) as the 2.2S's kick, but it's enough to signal the contemporary potency of the 911S. Total 911 Editor, Lee may be escaping up the road in the GT3 RS but I am not disgracing myself in a car that is over 40 years old.

The poise of the 2.4S is impressive for a design of such vintage. It feels more stable than its similarly badged predecessors but with enough agility to feel perfectly nimble on the excellent Essex country lanes we have happened upon. The big thing with the entire pre-impact bumper contingent though, is that speed is not necessary to have a great time. They are all an absolute riot, all the while staying on the south side of any limits. Where the 2.4-litre 911S manages to elevate itself from the others is its intoxicating blend of comfort and pace. This was probably the first 911 that you would truly want to attack a trans-continental tour in.

So far, bar some minor grumbles, I've had nothing but praise for the '72 S; you will probably be wondering why I haven't already proclaimed it the newest addition to the five-star society. The answer is simple: the 2.7 Carrera RS. In 1973, during the second year of 2.4S production, the iconic, original Rennsport was released. Suddenly the 91IS was no longer top of the tree. The RS took the S's focus to another level and, with the added cachet of exclusivity, it ensured that the 2.4-litre car would always be held just shy of being considered flawless.

While bearing the legendary 'RS' badge does not ensure perfection, historically it has certainly helped a 911's cause. Therefore, as I climb out of the 911S, I'm expecting great things from the 997.1 GT3 RS, especially as just minutes earlier I could hear it howling into the distance with Lee at the wheel. With the 996 GT3 RS also rated at 4.5 stars, I'm confident that my first time in the 997.1's hot seat will find something to elevate it over its predecessor. After all, Porsche isn't known to take a technological step forward with every generation for nothing.

Climbing into the Nomex-clad bucket seat, the GT3 RS's cockpit certainly gets you in the mood for some seriously hardcore thrills. I can feel my heart rate rising as I buckle up the five-point harness, yet I haven't even started the 415bhp engine yet. When I do, the idiosyncratic grumbling of the Mezger motor erupts behind me. If I thought the 2.4S's throttle response was impressive, the GT3 RS takes it to a whole new level. It never ceases to amaze me that this engine, with all its race-ready credentials, found its way into a production road car. It is madness of the very best kind.

From the driver's perspective it's hard to ignore that the first 997 Rennsport feels very similar to its 3.8-litre successor. The hydraulically assisted steering carries as much feel as you would ever



#### Model 997.1 GT3 RS Year 2007 Engine Capacity 3,600cc Compression ratio 12.0:1 Maximum power 415bhp @ 7,600rpm Maximum torque 405Nm @ 5,500rpm Transmission Six-speed manual Suspension Front MacPherson strut; coil springs and anti-roll bar Rear Multi-link with telescopic dampers; coil springs and anti-roll bar Wheels & tyres Front 8.5x19-inch alloys; 235/35/R19 tyres Rear 12x19-inch alloys; 305/30/R19 tyres Dimensions Length 4,460mm Width 1,808mm

 Weight
 1,375kg

 Performance
 4.2 secs

 O-62mph
 4.2 secs

 Top speed
 194mph

New Data File rating  $\star \star \star \star \star$ 



GT3RS

YMO7 AJX

'Purposeful' doesn't come close when describing a 997 GT3 RS's aesthetics. Nomex and Alcantara-clad interior (bottom left) sets the mood, while a huge carbon fibre wing (top right) grabs the attention

#### Thanks

Thanks to Paul Stephens for supplying the three cars on test here. For more information on cars for sale at Paul Stephens, call **(+44) 01440 714884** or visit www.paul-stephens.com



want on a road car, transcribing every inch of Tarmac back to my fingertips with such incredible accuracy. I'm relishing in the precision, carving from one apex to another, while wrestling through the cambers and bumps of the bitumen that lines my route.

However much praise I give to the 991 generation, the 997 GT3 RS remains the benchmark for how a Porsche 911 should communicate with its driver. Combined with a superbly slick six-speed manual gearbox, the 997.1 is a thrilling chariot for enthusiastic back road blasts. However, with narrower front tyres than it's second generation brother, there is noticeably more understeer through the mid phase of acci

understeer through the mid phase of each corner as the 235-section Michelin rubber goes on strike earlier than the 245-wide shoes shod on the 997.2.

While excellent, it's hard not to judge the Genl 997 RS against its younger sibling. There's enough punch from the 3.6-litre engine to lose your licence several times over but, with a heavier flywheel than the 997.2 and 35bhp less power, this Rennsport feels a less aggressive package. I'm not as on edge behind the wheel as I want to be. In isolation, the 997.1 GT3 RS is a great car, but it's impossible to ignore its place in a wider RS context. The early 997 RS looks dated with its five-bolt wheels and moulded rear wing struts and, with Gen1 cars retailing for less than 10 per cent under the price of a Gen2 Rennsport, you'd be mad not to stump up that little bit extra required for the keys to a 997.2 example. A 997.1 GT3 RS is undoubtedly a

## "The Turbo's delivery is incredibly linear, building to a fearsome crescendo of speed and sound"

tantalising proposition but the second generation's five-star credentials mean that the former has to settle for 4.5 stars.

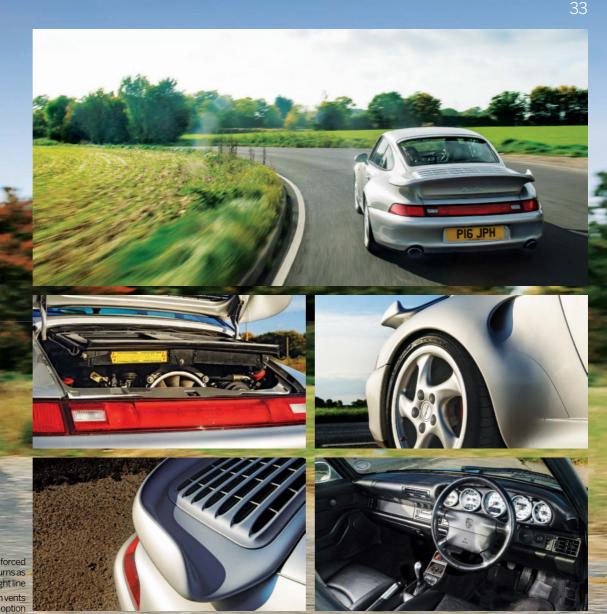
Therefore, it is left to the 993 Turbo to stake its claim. However, while this may be my first time behind its wheel too, as a long-term critic of turbocharged 911s I'm not holding out much hope. Despite many people's rave reviews of the last air-cooled Turbo, its increased technological prowess surely can't help it to match the charm and interactivity of the early forced induction Neunelfers. It's immediately clear though that the 993's cockpit is a very special place to be. Sinking seamlessly into the sports seats, I can already picture myself spending hours at the Turbo's helm, held in perfect comfort. The five bezeled dials in front of me hark back to my favourite era of 911s yet the level of luxury inside the cabin is thoroughly

> modern. You can even work the heater controls without needing a degree in hieroglyphics!

The twin turbo flat six flashes into life with an imposing boom. It's a gruffer, more threatening sound than the other two Neunelfers yet it's one that

manages to combine both the mechanical melodies of the 2.4S with the potent roar of the RS's Mezger. It's a world away from the latest generation of 911 Turbo; the 991 in comparison feels tame, almost ashamed of its soundtrack whereas the 993 is proud to create a bit of a scene on start-up.

Once we get rolling again, the 993 continues to surprise me. A ham-fisted jab of throttle reveals that the response is thoroughly un-Turbo-like, with



Left: Porsche's 993 Turbo proves that forced induction 911s can be as exhilarating in the turns as they are in a straight line Right centre: 'X79' Turbo S-style rear arch vents were an expensive option

a keenness to rev that I haven't encountered before in blown 911s. Looking at the digital boost gauge, there's almost always 0.2 bar of pressure on the clock, providing an instantaneous response, even at low revs. I have to keep reminding myself that this is not a naturally aspirated car. I don't think I can give the engine higher praise than that.

Even with a parallel turbocharger setup (rather than the 959's more advanced sequential system), the 993 Turbo's delivery is incredibly linear too, building and building to a fearsome crescendo of speed and sound. Yet, the turbochargers are barely heard or felt. How they've managed such an incredible feat I don't know. Zuffenhausen's very finest magic is clearly at work here and I love it.

The chassis does not disappoint either. Like the 997, there is an abundance of feel through the steering wheel while, despite the Turbo's 1,500kg heft, it never feels lethargic. In fact, it's a car with a surprising degree of agility. The sharp response of the 3.6-litre motor allows me to adjust much of the car's attitude simply on the throttle, safe in the knowledge that I'm not going to get any sudden influx of boost or, worse, be left without any power on the exit of a corner. The four-wheel drive system breeds confidence, too, providing ample traction, yet this isn't a 911 that wants for driver interaction, feeling thoroughly rear-wheel drive in most situations. While modern Turbos are undoubtedly impressive machines, they leave me feeling cold. In comparison, the 993 version provides all the benefits of the turbocharged concept while still ensuring that I'm kept occupied behind the wheel. It's simply perfect.

Shutting the door behind me, it's hard not to turn back and stare at the Turbo either. While certain variations of the 993 look unwieldy from specific angles, the wide body of the Turbo (accentuated on this example from Paul Stephens by the optional Turbo S air intakes on the rear arches) provides an alluring silhouette. This is a 911 that has it all, making it a worthy five-star car in my book.

As the three Neunelfers are safely tucked away again at the end of an enthralling day of testing, it becomes clear what separates the 911s that come close from those that are undoubtedly perfect. The 4.5-star cars in Data File will never fail to enthral you, matching your expectations at all times. However, while it may take some time, the truly great cars will take your expectations and simply blow them out of the water. That's what really makes a car worthy of five stars.

#### Model 993 Turbo Year 1997 Engine Capacity 3,600cc Compression ratio 8.0:1 Maximum power 408bhp @ 5,750rpm Maximum torque 540Nm @ 4,500rpm Transmission Six-speed manual Suspension MacPherson strut; coil springs; Front anti-roll bar Rear Multi-link with telescopic dampers; coil springs; anti-roll bar Wheels & tyres Front 8x18-inch alloys; 225/40/R18 tyres **Rear** 10x18-inch alloys; 285/30/R18 tyres Dimensions Length 4,245mm Width 1,795mm Weight 1,500kg Performance 0-62mph 4.3 secs Top speed 180mph New Data File rating $\star \star \star \star \star$

# **OTHER 4.5-STAR 911s**

Here are some of the other Neunelfers that narrowly missed out on reaching the top grade:

#### 930 SE

er companies such as DP Motorsport started rebuilding 911 Turbos to look like 935 racers in the early 1980s demand from customers led Porsche to follow suit creating the flatnose 930 SE in 1986. As well as the swept front wings, Porsche added vents in the rear arches to aid brake cooling and boosted power to 330bhp.

#### Positives

- Road-going, 935-inspired 911 built by Porsche
- Impressive contemporary performance
- Step up from the standard 930
- Rarity

#### Negatives

• Flatnose styling not for everyone

Monumental turbo lag



#### 996 GT3 RS

After a nearly decade-long hiatus, the Rennsport moniker returned to a Porsche 911 with the 996 GT3 RS. As the first watercooled RS, the 996 was always set for a tough time but proved to be an electrifying proposition with a scintillating engine and spirited dynamics. The red or blue side script added a welcome touch of nostalgia.

#### Positives

- Incredibly responsive handling
- The RS 4.0 is the only water-cooled Rennsport that is rarer
- 2.7 RS-inspired styling

#### Negatives

- Performance not boosted over standard GT3
- Weight saving of just 20kg over GT3 considered unflattering



#### 997 GT2

The 996 version of Porsche's fearsome Widowmaker wasn't actually as fearsome as hoped but the 997 iteration was a definite return to form for the GT2. 530bhp sent exclusively through a manual gearbox to the rear wheels ensured that this was the driver's car for those who thought a GT3 was just too tame.

#### Positives

- More refined than a 996 GT2
- Better developed traction control/ PSM settings
- Blistering pace still boasts a better top speed than any 991 (except new Turbo S)

#### Negatives

- Comfort spec lacks the grandeur of a seriously tuned performance Porsche
- Exhaust acoustics improved over 997 Turbo but still lacking overall



....

930 SSE-WP

#### 997 Turbo S

To celebrate the end of the 997 generation, Porsche launched a Turbo S version featuring more power than the standard Turbo and a greater specification (including ceramic brakes and centre-lock wheels) as standard. Only 2,000 were built and, foreshadowing the 991 generation, the PDK gearbox was mandatory.

#### Positives

- Styling still looks modern
- Stunning performance with high standard spec
- Current prices represent something of a bargain
- Limited production ensures exclusivity

#### Negatives

- Handling feels dated
- First generation PDK not as intelligent as found on the 991



#### 991.1 Carrera S

To some, the 991 was evidence of Porsche's continual move towards technological brilliance at the expense of driver involvement. But, at Total 911, we're big fans of the generation's revised dynamics and the Carrera S's 400hp flat six will soon be regarded as one of Zuffenhausen's last great naturally aspirated engines.

#### Positives

- Refined, subtle styling
- Excellent 3.8-litre engine with addictive top end
- 991 chassis gives mid-engine dynamics

#### Negatives

- Steering lacks some feel during
- spirited driving · Seven-speed manual can be unwieldy



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# SUPREME

The Speedster is deep-rooted in Zuffenhausen history, but 993 models were never officially released. Is this the ultimate open-top that Porsche never built? **Total 911** investigates...

Written by Ben Chandler Photography by Mark Riccioni

peedster. Even the name sounds evocative. We explored all four generations of Speedster models with our group test in issue 129, though Porsche connoisseurs will recall that one of the cars missing from this dreamy coastal drive was the 993. This, of course, may come as little surprise. Officially speaking, Porsche's production of the 911 Speedster ceased with the 964 and the order books weren't to open again until the 997 model some 17 years later.

However, two 993 Speedsters were known to have been built by the factory. The first was a dark green Tiptronic S Speedster with 17-inch wheels, produced for Butzi Porsche in 1995 and delivered to him on his 60th birthday. The second 993 Speedster was a manual transmission wide body in silver, created by the Exclusive department at the request of TV star, Jerry Seinfeld. This car didn't start life as a Speedster, though. After around 1,000 miles, Seinfeld's 993 was sent back to the factory for its conversion. The 993 you see here is not Mr Seinfeld's car, nor was it converted at the Zuffenhausen factory. It is, quite simply, a labour of love by an enthusiast hell-bent on building his dream Porsche. So where did this incredible journey begin?

"Growing up near the coast I always dreamed of owning a drop top 911, but wished for one with a roof that didn't break the classic 911 lines when lowered. I always felt like this ruined the curvaceous aesthetic of the rest of the car," explains Jäger, owner of this unique 993. A childhood surrounded by Volkswagen and Porsche enthusiasts has much to do with this love affair. Air-cooled motors and an interest in German engineering were in Jäger's blood and a passion for Porsche was realised at an early age.

In 1998, Jäger found himself the proud owner of a wide-body 993, which in his mind had the most artistic and flowing coachwork of all the 993 models. It was at this point that he began to wonder about a Turbo-look 993 Cabriolet. The same passion for those Porsche curvatures soon planted the idea of incorporating the Speedster humps, and how that might work together.

He kept that dream for nearly 10 years until late 2007, when Jäger came across five photographs of a silver 993 that had been converted from a narrow-body production 993 into a wide-body Speedster. This was the aforementioned car created for Jerry Seinfeld. The photographs were from a 2004 event called the Rodeo Concours in Beverly Hills, California. Interestingly, the pictures featured a 'for sale' sign next to the car. Jäger contacted the broker, who told him that Mr Seinfeld had changed his mind and the car was no longer for sale. In the ensuing silence, as his dream was broken, Jäger regrouped with the concept of 'making lemonade out of lemons,' as he so put it, and asked how he might best follow in Jerry's footsteps if he were to create his own 993 of similar build quality. The broker's advice was to take the best donor 993, collaborate with the best coachbuilder available, and use original Porsche parts. With this concept firmly in mind, but  $\Rightarrow$ 



still wanting to explore all options, Jäger flew to Germany to look at 964 Speedsters that were for sale. From their photographs alone, Jäger was sure that he was on to a winner. Whilst in Germany he met with a Porsche Master Technician who had hand-built a 993 Speedster from the ground-up.

"Although we faced a bit of a language barrier, our common passion and the Master Tech's joy to meet someone with a similar appreciation and vision closed any gap that existed. He invited my wife and I to his house to meet his family and to view his Speedster," Jäger tells us. The trip left Jäger full of enthusiasm, but also cautious at the enormity of the task in hand. If he were to realise his dream, then planning was absolutely key to avoiding failure. Returning home to the USA in 2008, the journey continued as research began into potential US Department of Transportation importation and legalisation issues. However, without actually purchasing a European Speedster, it was impossible to quantify how long the car would be out of Jäger's possession waiting in a port or inspection station. Neither was it easy to establish what the exact costs would be. Some further digging revealed that even Mr Seinfeld's team had to endure a seven-year wait to import a specific RoW 993 that was not a Speedster. Simply put, Jäger did not have that much patience. And who can blame him?

Luckily, the one and only 993 Speedster conversion Jäger had ever seen for sale in the



States came up just two months after he returned from Europe. As with many projects, the car was sourced via Rennlist where Jäger spotted an eBay link to the car you see here. The vehicle was a low-mileage, narrow-body 1995 Porsche 993 Cabriolet that had the proper Porsche 964 Speedster parts already installed: windscreen, soft-top with 'clamshell' and doors with window glass and regulators.

However, the car retained a luxury Cabriolet interior that wasn't in keeping with Jäger's goal. If he were to build a 993 Speedster, the car would need to have a more lightweight design with RS inspiration that would honour the ethos of the original 356 Speedster's bare-boned approach. All whilst visually appearing as a fitting, modernised homage to the iconic wide-body, Turbo-look G Model Speedsters of circa 1989. That meant the classic '89 Speedster look: Guards red exterior with black Fuchs wheels and black interior with Werks Turbo-look hips. This was to be achieved using Porsche parts whilst making it appear as if it could have been ordered directly from the factory. These were the guiding principles of Jäger's pursuit.

The work began in April 2008 and for the next 15 months Jäger put his heart and soul into the project. He ordered obscure magazines in foreign languages that contained a paragraph or even just a photograph of a 993 Speedster conversion. Further to this, he had developed a relationship with Jerry Seinfield's broker who was as helpful as was reasonably possible. Here's the thing: everything with this build was to be a challenge simply because Jäger couldn't just drive

Left: Luckily, factory 964 Speedster parts including the windscreen, hood and clamshell were already fitted to the car when Jäger purchased it

**Right:** Jäger then had a widebody fitted, including factory Turbo S air ducts with Turbo arch liners



### SPDSTER



### 993 Speedster build cost

30

The basic financial equation for a build such as this is: the cost of the best donor car you can find (usually a Cabriolet) plus the cost of all parts and the cost of labour. Here's a list of some (but no doubt not all) of the parts you would need to build your own 993 Speedster, totalling around £54,500. Some of these parts are now obsolete and prices are likely to fluctuate.

Speedster parts including folding top, rear cover and windscreen frame: £12,939.00

Additional Speedster top conversion parts: £4,460.93

Wide body parts including front and rear quarters and arches: £2,725.39

Turbo-look parts: £6,617.69

Additional body parts: £9,721.94

Door parts: £8,167.59

Carpet, insulating mats, interior trim: £2,524.69

Other OEM Porsche parts: £7,375.66

**Parts total:** £54,532.89

down the street and check out one of the many Speedsters in the area. There were none. He was hundreds of miles away from the nearest one, so reference photographs and teaming up with the right craftsman were essential.

Perhaps the largest challenge was finding the right people to realise this dream. And so we get to the most important part of the build: patience.

Jäger transported the 911 to multiple businesses until he found the right combination of talent and ability to complete the build. Much was learned along the journey, as Jäger explains: "I asked multiple Porsche authorities throughout the city for direction on a good fit for my project. One Denver business, a specialist

in high-calibre automotive rarities, was repeatedly recommended. After shipping my 993 to him, it was a lengthy and expensive learning experience, as eventually I found that he wasn't the needed match for 'Speedy'."

Finally, after what can only be described as an emotional journey, Jäger, by his

own admission, did what he should have done earlier: asked in his own back yard. Through his local Porsche Club and via acquaintances with award-winning Concours d'Elegance, he found cars that varied from a pre-production 356 Speedster to a multi-million dollar Porsche GT1, and an enthusiast named John Fogg and his team of experts. Fogg had been certified as a

"Jäger couldn't just drive down the street and check out one of the many other 993 Speedsters in the area. There were none"

> 'Master Technician' by Porsche in 1973, and had specialised in Porsche coachbuilding for over four decades. On seeing his work, Jäger knew he was the man for the job.

Fogg and his team stripped 993 car down and inspected all previous work, and began with improvements such as reinforcing the chassis for the wide-body expansion. For the Werks Turbolook metalwork itself, it was custom engineered by definition: Porsche never sold Turbo-width quarter panels for Cabriolets. Fortunately, Mile-Hi City, a Porsche-owned body shop, provided the new Porsche factory OEM 993 wide-body quarter panels, rocker panels, Turbo S ducts, and many more hard-to-find factory parts. This enabled

> John, at Fogg's Auto Shop, to expertly install the parts via extensive welding and panel beating, to guarantee a perfect fit as if the Speedster had been born in Germany that way.

From a stylistic standpoint, Jäger made the decision to only include black, red, or silver and aluminium shades to dominate the entire vehicle.

With the commitment made, it followed that attention to detail had to be given to absolutely every part that was upgraded on the 911. The motor itself remains relatively stock though, with just an ECU remap, which Jäger feels offers better throttle response and a little more power. The outcome of Fogg's hard work and advice,

**Above:** The 993's flat six remains largely stock, though the luxury Cabriolet interior has been revamped with an RS-style minimalist cabin with plenty of carbon fibre combined with Jäger's due diligence, is the beautiful 993 Speedster you see here.

"Its planned debut was June 2009 at the Porsche Club of America's annual 'Parade' and it was ready 24 hours beforehand; the first time I got to drive the completed car!" Jäger explains. Clearly he's delighted with his dream build. The exterior really is something to behold. It's the attention to detail that is most impressive – it is combined with a mix of European parts, like the clear turn signal housings and the OEM Turbo arch liners, which blend together with the Porsche factory 964 Speedster windscreen and doors perfectly. Jäger credits the previous owner with sourcing most of these OEM Speedster parts, including the 964 humps and clamshell with all Porsche attachments.

The attention to detail continues in the interior, an area of the car that is most important to Jäger. Here, the lightweight theme we discussed earlier comes to life. The stock Cabriolet door panels have been replaced with carbon fibre 'RS' door cards with OEM door pulls and handles, taken from a 1994 Speedster of the 964 type. The seats have also had the lightweight attention in the form of 964 Speedster cloth featuring red stitching and painted backs in Guards red. Jäger has even gone to the length of painstakingly including the factory-proper 'Speedster' & 'Airbag' logos in their 'anatomically correct' places: if the factory had ever offered a 993 Speedster with a carbon fibre interior as a Tequipment option, then this is where they may have been found.

Almost everything is in keeping with a 911 of that era. The wheels, perhaps, are the only parts obviously from a car newer than the 993 – but purposefully selected to respectfully nod at Porsche's heritage. Overall this is a car that is as much a testament to Jäger's passion, teamed-up with perfect planning and preparation, as it is to the Porsche community as a whole. Jäger summed the build up nicely when he said: "John Fogg's expert advice and friendship is just one example of the myriad of amazing Porsche enthusiasts that came together to make my Speedster dream a reality and a success."

Is this the best open-top 911 that Porsche refused to build? If we're judging this by Jäger's pure determination to create his dream car, coupled with scrupulous attention to detail and the end result of driving enjoyment, then in our mind, there's no doubt.

#### Engine Capacity 3,600cc Compression ratio 11.3:1 Maximum power 279bhp@6,100rpm Maximum torque 329Nm @ 5,000rpm Transmission Six-speed manual Engine ECU chip modifications Suspension Front Bilstein Performance Suspension (System 9) **Bilstein Performance** Rear Suspension (System 9) Wheels & tyres Front 8.5x19-inch Porsche Tequipment Sport Classics (ET55mm); 235/35/ZR19 Michelin Pilot Super Sport PS2 tyres Rear 11.5x19-inch Porsche Tequipment Sport Classics (ET50mm); 305/30/ZR19 Michelin Pilot Sport PS2 tyres

Model 993 Speedster

Year 1995

### Dimensions

 Length
 4,275mm

 Width
 1,775mm

 Weight
 1,370kg

### Performance

992

**0-62mph** 5.0 secs **Top speed** 168mph (est)



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**2.7 CARRERA:** MFL New York of the search of



# 2.7 CARRERA

An RS might be on everyone's wish list, but there is another way to experience that awesome engine. **Total 911** advises on buying the almost-as-rare 2.7 Carrera

Written by Chris Randall Photography by Phil Steinhardt



ugely sought after and with values already high in the stratosphere, Porsche's first Rennsport, the 2.7 RS, fully deserves its position as one of the finest 911s ever made. But with production limited to 1,590 examples, the chance to sample this exquisite confection is somewhat limited. Its demise also left Porsche needing a new range-topper and it would arrive in the form of the car you see here, the 2.7 Carrera. It was hardly more numerous - 1,667 examples rolled out of Zuffenhausen between 1974 and 1976 - and examples are already fetching in the region of £200,000. But what you had was a car that blended the impact bumper, G-series bodyshell with the mechanically injected 2.7-litre engine from the RS, for some the perfect marriage.

When it comes to buying one, it makes sense to start with that legendary flat six. The 2,687cc unit was the last outing for mechanical fuel injection on a Porsche road car, and managed a useful 210bhp and 255Nm of torque. With an 8:5:1 compression ratio, it also featured forged aluminium pistons and Nikasil cylinder bores, a magnesium light alloy crankcase, chain-driven valves and dry sump lubrication. And, like many aspects of early 911 ownership, originality is key so it's vital to know what you're dealing with.

Check the number stamped on the crankcase tallies up with the paperwork – if it's been ground off, that suggests replacement (the same applies to the gearbox). The good news is that the 911/83 engine is fundamentally strong, but with the youngest examples now 40 years old, some deterioration is to be expected. Corrosion of the

magnesium alloy crankcase could have led to it becoming porous, and it goes without saying that a thorough examination for signs of internal wear is vital. Bear in mind that a re-build could approach £25,000 depending on the extent of the work required and it needs to be completed by someone who knows these engines – done badly and it simply won't go back together properly.

The condition of the engine ancillaries is equally important, as a major overhaul will add a substantial chunk to the final bill. A key aspect is that Bosch mechanical injection (hence the MFI moniker). Using a complex six-plunger pump, the system was reliable when new but ageing components could mean an overhaul is due, and that needs someone that understands its workings. Neil Bainbridge at BS Motorsport is such an expert, and advises that a pump rebuild alone

"The 2.7 Carrera blended the impact bumper, G-Series bodyshell with the mechanically injected 2.7-litre RS engine"

### Model 911 Carrera 2.7

### Year 1974-76 Engine Capacity 2,687cc Compression ratio 8:5:1 Maximum power 210bhp @ 6,300rpm Maximum torque 255Nm @ 5,100rpm Transmission Five-speed manual; rear-wheel drive Suspension Front Trailing arms with telescopic dampers torsion bar springs; anti-roll bar Rear Telescopic dampers; torsion bar springs; anti-roll bar Wheels & tyres Front 6x15-inch; 185/70/R15 Rear 7x15-inch; 215/60/R15 Dimensions

Length	4,291mm
Width	1,610mm
Weight	1,075kg

### Performance

- 0-62mph 6.3 secs
- Top speed 148mph





### "Tired anti-roll bar bushes are often the source of knocks and clunks"

will cost in the region of £2,000 and take a couple of days. Wear in the throttle bodies and injectors will add further cost, so be wary of an engine that doesn't run cleanly.

The 915/06 five-speed transmission is a known quantity and not especially difficult to re-build, although some components can be hard to source and don't come cheap. The shift isn't especially quick, and ham-fistedness causes premature wear of the synchromesh, so look for a gearbox that changes gear cleanly and without crunching or excessive baulking. You'll need to budget in the region of £1,200 for a basic overhaul, although it could be three times that if things are bad. As for the rest of the running gear, the MFI shared the basic layout and a number of components with the RS. That means unassisted rack and pinion steering that should feel pin-sharp, and a suspension set-up comprising of struts at the front, alloy semi-trailing arms at the rear, and Bilstein dampers and torsion bar springs all round. There were anti-roll bars at both ends. It's a straightforward arrangement and one considered bulletproof by most specialists. A complete overhaul with quality parts won't come cheap, of course, so ensure that joints and bushes aren't worn or perished. Tired anti-roll bar bushes are often the source of knocks and clunks.

Equally important is getting the car on a ramp so that suspension mounting points can be checked for signs of rot. Fixing points for the front struts and the torsion bars can suffer, and sorting it properly will be an expensive business. The braking system employed ventilated discs all round, and were capable enough for road use. The front calipers were alloy items, shared with the RS, and can suffer from corrosion, which in turn can lead to sticking pistons. Problems here will require an overhaul, although the rear calipers were simpler items which can be replaced at a reasonable cost. Having said that, expect a fourfigure bill if a complete brake refresh is required.

The Fuchs wheels – 6x15-inch items in front and 7x15-inch items at the rear (7x15-inch and 8x15-inch items were optional) wearing 185/70 and 215/60 tyres – suffer from corrosion, and while refurbishment isn't especially pricey, clumsy attempts in the past may mean starting again. And, the date stamped on the inside of a wheel spoke is a further clue to originality.

It's time, though, to tackle the thorny issue of corrosion, the bane of many an early 911. The G-series shell was stronger than that used previously, but despite Porsche's attempts to better protect the metalwork, it's susceptible to rotting away. A bad one will lay waste to your bank

account, and it's all too easy to spend thousands of pounds eradicating all traces of corrosion.

It's also vital to consider any previous work, as it's likely to have been restored at least once in its lifetime, and establishing the quality of any work and the effect that might have had on originality is key. Values weren't always so high, so previous owners might have skimped, and an unsympathetic restoration could have led to original details being lost; the original finish was scrappy in places, so is it too perfect?

As for rot-spots, every panel will need careful examination for tell-tale bubbling or evidence of previous botched jobs. The front wings rust around the wheel arch lips, fuel filler aperture and headlamp bowls, while road muck accumulates around the bumper mountings, rotting the wing from the inside. Also examine the front luggage compartment, checking the floor section, inner wings, and seams, and remove the carpet and trim, as water leaks will cause serious problems and could have affected the fuel tank and its

In '75 cars the dashboard, knee protection and door top trim matched the interior colour. Hubcentric steering wheels were thicker than later 10mm offset items. Note here the mono speaker mounted on the dashboard as standard







### **BUYING TIPS**

Age, relative rarity, and the sheer cost of major restoration mean that care needs to be taken if the idea of a 2.7 Carrera floats your boat. Of course, the same can be said for most 911s of this period, but as values are certain to climb, plunging in without caution could easily see defeat snatched from the jaws of victory.

- Originality: This is going to matter, so you need to be certain of exactly what's been done in the past and by whom. Check whether chassis and engine numbers match the paperwork, while date stamps on most components are further clues to the car's past
- **Bodywork:** Corrosion of the bodywork, and the cost of eradicating it, will always be the biggest concern. The only option is to examine every inch of the bodywork to establish the extent of any problems. And don't assume that minor issues will be easy to sort: they almost certainly won't be.
- Engines: Although it's essentially robust, a complete rebuild can swallow £25,000 and needs to be carried out by someone who knows what they're doing. Check for matching numbers if you're investing, including the reciprocating four-digit numbers on each side of the crank case.
- **Transmission:** Unsympathetic use will take its toll, and you'll need to set aside a four-figure sum for a rebuild. Watch out for graunching synchromesh, the whine of worn bearings, or an obstructive shift that could be gearbox or clutch related.
- **Brakes/suspension:** Not a particular Achilles' heel but corrosion and age-related deterioration will mean a costly overhaul is on the cards. Perished suspension bushes will ruin the handling and cause knocks from beneath the car.
- Interior: Like any 911 of this era, the cost of retrimming with original materials can mount up alarmingly. Budget accordingly if it's a bit scruffy, and make sure items such as electric windows and airconditioning are working properly.

mountings. The front scuttle and front and rear bulkheads need examination, the latter from inside the engine bay. Check the screen and side window seals, as perished items can allow water into the cabin, encouraging floorpan rust.

Both the 'A' and 'B' pillars need checking as they can corrode around the door hinges and latches, while the kidney bowls at the rear of the sills are notorious for rotting out, as are the sills themselves – the condition and strength of the jacking points are good indicators. Other areas at risk include the rear quarter panels and the front and rear valances, and if a sunroof is fitted, blocked drain holes can lead to the base of the A-pillar rotting out. On the whole, panels and repair sections are available but at a cost, which will be more if fettling is required during fitting.

Finally, it's worth mentioning those bumpers. Made from aluminium, the paint could be hiding serious pitting beneath and the only answer will be to have them stripped and shot-blasted. A replacement front item is more than £700, and removal can be fiddly. While on the bodywork, the rear spoiler for 1974 models was the 'ducktail' while cars from 1975 onwards had the 'whaletail', although both could be deleted for a cleaner look. It's worth establishing the original specification as they could have been added or removed later. It is also worth acknowledging the existence of the Targa variant – around 600 were made and

The CCC

Octane Collection

while the roof arrangement is straightforward, it's important to check the condition of the roof panel and seals. Replacing the latter isn't too costly but if damaged by cack-handed owners, they could have allowed water to enter the cabin, leading to damp carpets and the onset of corrosion.

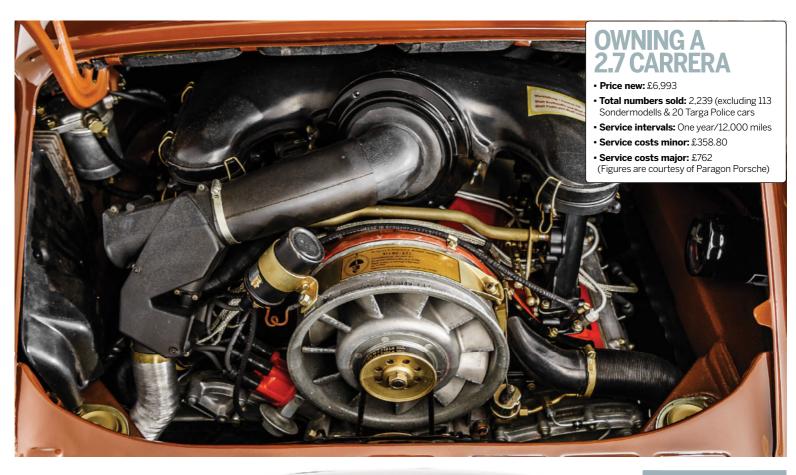
Which brings us to the interior. It's typically simple, although owners could add plenty of options such as air-conditioning or leather trim, and from 1976 Porsche made huge changes to the available choices of interior fabrics on offer. Most examples were trimmed in tweed cloth or leatherette, and the condition will be obvious. Original materials for a re-trim can be sourced, but at a price. Lift as much of the carpet as possible to check the condition of the floorpan and to ensure everything is working properly, as aged wiring and electrical connections can cause issues. Corroded heat exchangers are a common problem on older 911s, too, so check the operation of the heating. But there's little else to worry about here - it's the condition of the bodywork and engine that are of far greater importance.

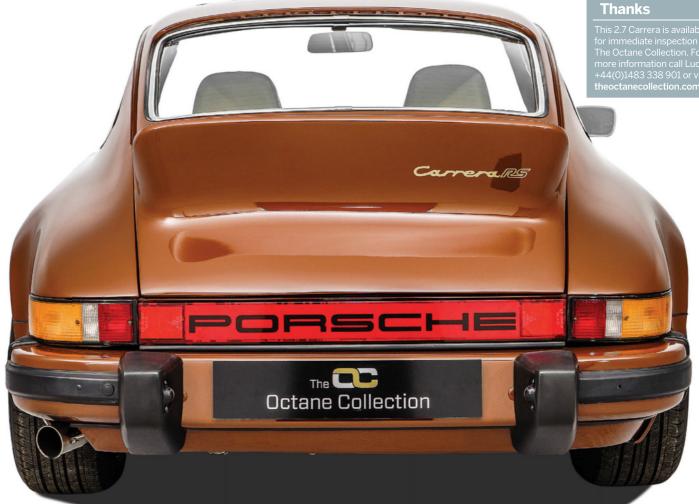
Ultimately, the 2.7 Carrera is an appealing proposition, and that RS-derived engine is a gem, but like any older 911 it takes careful buying. Originality is everything, especially with values continuing to climb, and the cost of a major restoration will be significant. So, it's vital to get it checked out before taking the plunge.

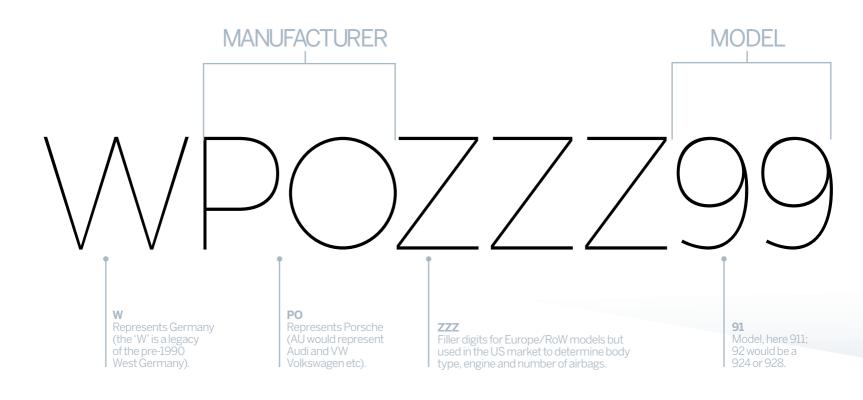
### SPECIALIST VIEW

"The 1974 Carrera RS was built on the new short-bonnet G-series chassis, which incorporated a strengthened floorpan, front and rear impact bumpers, revised lighting, and other features to improve crashworthiness demanded by the United States. For reasons of economy, Porsche manufactured all-new 911s on the same chassis. They also changed the engine specs for the '74 Carreras. The short-bonnet G-series chassis will therefore forever remain a hallmark of automotive design and this outstanding example is presented in a period hue of the wonderfully named 'Bitter chocolate."

Lucas Hutchings, The Octane Collection







### **DECODING YOUR 911** PORSCHE CHASSIS AND ENGINE NUMBERS

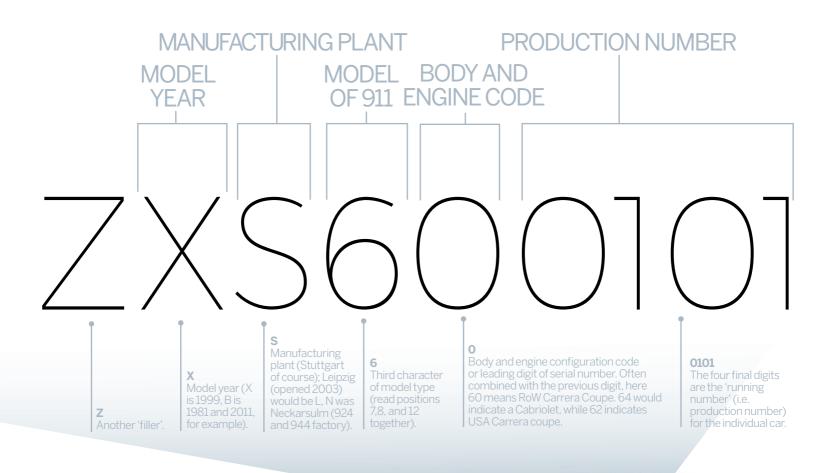
Not sure how to check the authenticity of your Porsche? **Total 911** presents a brief background of VIN and reveals how the complicated Zuffenhausen system works

Written by Kieron Fenelly Photography by Porsche AG

n the days when there were literally hundreds of motor manufacturers, you simply drove a Ford, a DKW, a Pontiac or a Wolseley. Then, as the industry rationalised into a score of major groups, model names took over from makers' names and today people own Mondeos, Clios, Evoques or Golfs.

A few upmarket manufacturers still manage to project their brand first, Mercedes or Audi for example, but on the whole, the fashion for calling mass-produced automobiles after their makers has died out: nobody drives a 'Ford' or a 'Renault' anymore – it sounds too ordinary, though you can still hold your head up to owning a Lotus or a... Porsche. From time to time, manufacturers have tried calling their products after numerals: for a decade, Fiat successfully sold an 'Uno' and subsequently has reintroduced its famous '500', but as the product marketers will tell you, figures tend to have less impact on the buying public. It would take an anorak of a certain vintage to inform you, for example, that a 504 was a Peugeot, and a 2000 could have been either a Rover or a Triumph. Even *James Bond's* DB5 is popularly remembered as his 'Aston Martin'. There is, however, one number which has not only stood the test of time, but needs no further elaboration for almost anyone: 911.

This three-figure number was simply following Porsche practice, a legacy of the pre-war Konstruktionsbüro, of naming its cars after their project numbers. And, as is now well known, the new flat-six Porsche should have been the 901, had it not been for the intervention of a certain French car manufacturer (which later built that forgotten 504). In the English speaking world, as the image in the popular mind of a particular sports car, 911 has become something of a legend, surviving even confusion with the United States emergency



services telephone number. It is no surprise then that numbers tend to hold a particular interest for Porsche enthusiasts: the revelation that someone is the owner of a 924 (at one end of the scale) or a 918 (at the other) will immediately colour other Porsche fans' opinion of him or her. And whereas with other cars they may have owned, the chassis number was probably just a detail on the car documents. However, once they become Porsche owners, that 'WPOZZZ' appellation will be an object of some fascination.

Vehicle Identification Numbers (VIN), or chassis numbers, developed into a system in the post-war boom in car manufacture, but it was not until 1981 – when it became possible to electronically transfer bulk data – that the system was standardised as a result of pressure from the USA, the world's biggest car manufacturer. This brought about changes for all manufacturers who, until then, had largely been operating their own version of the nomenclature.

When Porsche announced the 911 in 1963, it never expected its new model to last into the next century when it devised its Programm or series, which had the advantage – so Porsche believed – of avoiding the confusion between a calendar year and model year that did not coincide. So 911s built in 1964-'67 were prefixed O, then A for 1968, and B for 1969, until the L series of 1978. There was only limited model overlap: 1973 F series comprised of both 2.4s and 2.7s, 1976's I series covered both the 2.7 and 3-litre Carrera and 1978's L series included both the 3.0-litre and 3.3 Turbo. After that, with VIN standardisation on the horizon, Porsche switched to model years. Engine numbers and coding, though, remained the prerogative of the manufacturer. Under the original 911 numerology, the engine number comprised of seven digits. The first three defined the car and year and the next four were the "running numbers", which allowed production of up to 9999 units in one year. So, engine number 6661234 breaks down as follows:

**6:** Six cylinders (i.e. 911: the 1976-only 912E would have begun with a 4).

6: Engine type (6 was the 3-litre Carrera, 1 represented the base 911 and 3 the 911S).
6: *Baujahr* (i.e. year of manufacture, 1976).
1234: The production number of that specific car.

A Porsche VIN from 1976 comprised of 911 plus seven digits, so 9116601234 breaks down as:

911: Model of Porsche.

**6:** Model year (1976).

**6:** Engine type (Six cylinders as opposed to four cylinders).

**0:** Body type (0 describes the Coupe; the Targa is defined by 1).

**1234:** The production number of that specific car.

A fully standardised and automated system, the 1981 VIN introduced manufacturer and geographic codes. So, WPOZZZ91ZBS100001 corresponds as:

**W:** Represents Germany (the 'W' a legacy of the pre-1990 West Germany).

PO: Represents Porsche (AU represents Audi). 🌑



Under the original 911 numerology, the chassis number comprised of six digits (increasing to eight digits for MY1968, nine for MY1969 and ten for MY1970-1980). In the first three digits here, 300 indicates the red car (inset) is a 911 Coupe with Porsche bodywork (as opposed to Karman). The second three digits indicate the build number. 001-232 were for cars built in 1964, meaning the '018' car pictured is an early '64 chassis.

### CHASSIS NUMBER

-Zonatienhausen

### "With no computer records prior to 1981, significant numbers of 2.4Ts have become far more valuable '2.4Ss"

Or.Ing.h.c.F.PorscherKG.Studigart

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**ZZZ:** A filler (only used in the US/Canada).**91:** The model, here 911; 92 would be a 924 or 928.**Z:** Another filler (only used in US/Canada).**B:** The model year (B is 1981 or 2011).

**S:** The manufacturing plant (Stuttgart of course); Leipzig (opened 2003) would be L and N was Neckarsulm (924 and 944 factory).

**1:** The model of 911: 1 represents the Carrera, 0 is the 930 Turbo.

**0:** Body and engine code: In this case 0 stands for 911 SC and 930 Coupes (RoW), 2 is the SC Coupe for USA and Japan, 4 is the RoW Targa SC, 5 is the Turbo Canada version and 6 represents the Targa SC, as made for USA and Japan. **0001:** The production number for the individual car – otherwise known as the 'running number'. Note the first ten chassis numbers were traditionally reserved by Porsche for test vehicles or special projects.

With the advent of water cooling, the engine nomenclature remained almost the same with seven digits, though, from 2000, the year of manufacture was delineated with 'Y' (then Z, then A) and the production number acquired an extra digit in anticipation of annual production over 9,999 units. When the Cayenne was introduced, its VIN began WP1 as opposed to the WPO, which Porsche had always used and continued to use for its sports cars. Of course, in the early days of the 911, records were still hand written.

Accurate at the time of production, these did not always keep track of what subsequently happened to the cars. As a result, Porsches that were crash write-offs, or simply disappeared, were not necessarily accounted for and their chassis numbers often remained 'valid'. Competition 911s, built in small series, were a case in point: racing cars were often disposed of at the end of a season. Mark Donohue describes how in 1973 a works 3.0-litre RSR was sold to Mexicans immediately after his win at Watkins Glen against an attaché case of dollar bills. Many 911s were sold this way, the transaction recorded on a sheet of paper likely lost in the passage of time, for no one imagined then that Porsche values would balloon to the point where this RSR might one day, for example, reappear masquerading as one of the original 14 and even more valuable IROC 911s, its chassis and engine number seemingly supporting this.

] Fahrgestell-NE / 3

In the 1960s author Peter Wilson worked in Jaguar's competition department preparing the Le Mans E types. In his 2007 book, *Cat Out Of The Bag*, he says: "To meet Le Mans regulations we used to swap (engine) numbers around to suit our purpose, and I find it laughable today in the historic racing scene when claims are made that this or that engine won a particular race." With no computer records, provenance – the basis of originality – can become almost impossible to prove. Significant numbers of 2.4Ts have become far more valuable '2.4Ss', which often need considerable expertise to detect, as do the well-executed, but fake, 2.7RSs, which surface occasionally. Technology has, of course, largely eliminated opportunities for fraud: in 2008, Wilson was shown the wrecked shell of a GT3 R Cup car, which had crashed the previous weekend. The engine was recoverable, but the shell would be destroyed and witnessed. Weissach would record this and deliver a new shell with the original VIN. The thoroughness of this system means that all modern Porsches can be identified. For a small fee, Porsche will supply a Certificate of Authenticity, detailing original factory-fit options, production date, colour codes and registration date. Such detail also means that small series models can readily be identified. It's worth noting though that there are deviations from series to series. For example, 'ZZZ', used as a filler in Europe/RoW, is used in the US market to determine body type, engine and number of airbags. Here, the Targa body type designation changed from B to D for the 993 generation.

Sellers will often claim that such and such is a 'matching numbers' car. In the post-1981 world, this generally should be verifiable but prior to standardised, computer based systems, the phrase *caveat emptor* remains the best advice.

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Irish green with black interior. This classic comes with a wooden dash and steering wheel, Weber carburetors, driver seat headrest and dated wheels. This is an extremely clean and presentable sought after collectible.

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Tangerine with gold script and black interior. 1969 911S motor, five-speed manual transmission and Fuchs alloys. Has strong investment potential. .....\$69,500



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Bahia red with black interior. Five-speed manual transmission, air conditioning and solid wheels. Very well preserved example.



Matching numbers in black with black interior. Very clean, presentable and well maintained. Extremely collectible and sought after.



Polo red with black interior. Equipped with a five-speed manual transmission. It has had the same owner for many years and is mechanically sound.



Light blue with blue interior. Equipped with a '58 356A 1600 engine, manual transmission and beehive taillights. Desirable project car.



Original Tangerine with black interior. Fuchs wheels. It's had the same owner since 1975 and has very presentable paint and interior.



White with brown interior. It's a seldom seen limited production and extremely sought after by collectors.



Black with black interior. Six-speed manual transmission, sunroof, air conditioning and power steering. Very presentable car, mechanically sound.



Tangerine with black interior. Comes with a 2.2 liter with a five-speed manual transmission, Weber carburetors, and Fuchs wheels.



One owner since new with matching numbers in its original Aga blue with black interior. One of only 200 ever made and fully documented.



Red with black interior. Comes with Fuchs wheels, a five-speed manual transmission, jack and spare tire and has had the same owner for many years.





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56 | 930 4 speed v 5 speed

# 930 TURBO TEST 4VS 5 SPEED

Shift patterns and lag effects: two traits that best summarise the driving characteristics of two 930 Turbos divided by a very different performance delivery

Written by Johnny Tipler Photography by Antony Fraser



hat could be better than four gears for enjoying a relaxing drive? Who needs five when you've got all that forced induction available? I'm out sampling a pair of 930s, fresh out of Specialist Cars of Malton's showroom, up on the North Yorkshire moors. One's a 1983 four-speeder, the other is a 1989 930 (first registered in '90) with the five-speed G50 gearbox. And although they look pretty much identical, colour aside, they are quite unalike in character. You can't exactly see those changes, but you can certainly feel them. It's

Why did they not put five gears in the 930 Turbo when it first came out? Were there concerns that the five-speed 915 gearbox might not be strong enough to cope with a turbo twist? Perhaps. But bear in mind that a lot of cars were still four-speeders in 1974 and just a decade before that, many were boasting unassuming threespeed gearboxes. So, even though manufacturers like Porsche and Alfa Romeo had been offering perfectly fine five-speed shifts since the 1960s, there was still a residual acceptance of the notion that four gears were quite sufficient. Five gears were sports car special, and outside of a Hewland or Colotti racing gearbox, six gears were almost unheard of.

For most of the 930's production life, nobody minded that. But for the final year of production a five-speed G50 transmission was installed. At a stroke, the 930 was transformed for the upcoming decade – only to go out of production after just one year. And that affects desirability, of course, since in the collector-skewed marketplace where the rare rule, the G50 five-speeders can command a hefty premium.

Is that justified in terms of the car's on-road behaviour, though? We'll see in a minute. They have a head start in the transmission department for starters. As Specialist Car's genial proprietor John Hawkins bluntly puts it, "The four-speeds have a massive turbo lag and really kick you when the turbo comes in; but everyone wants a fivespeed because they can say they've got one of the last ones made."

The Vienna red four-speeder is old school in terms of its controls and cabin environment. As well as feeling perched on the squabs rather than sitting in the chair, the driving experience is swayed by the steering wheel, and this Momo three-spoker is too small compared with the standard four-branch (non-airbag) wheel that





would have originally graced the 930 by 1983. Because of this, my forearms are angled slightly downwards for gripping the wheel instead of arched slightly upwards, which would feel more normal. There's a conflict of imagery about it too; the sports steering wheel digressing stylistically with the orthopaedic Fuhrmann seats and the rest of what is a perfectly standard 911 Turbo.

From my driving position there's quite a long reach over and up to engage first gear. There's an invigorating surge forward from standstill, and once I'm done with first, I find that second, third and fourth are close together in the gate, though widely spaced in respect of revs, but not lacking in torque. It's a rugged ride – a bump rumble – and I'm feeling all the ripples of the A64 coast road. I'm cruising at around 50mph. A gap opens up ahead of me and I drop a cog to third and press the throttle. Nothing. Then, after three or four seconds, it erupts. The turbo kicks in at 3,000rpm, there's a gnarly snarl and all of a sudden I'm a passenger as the 930 hurls itself down the road.

On this main road I'm soon back to cruising along at 60mph in fourth at 2,000rpm, so it's a very languid relationship between engine and



transmission. I've been going along at a steady 50 to 60mph in traffic with the engine barely ticking over at 1,500rpm, which is economical, if unexciting. But when an overtake presents itself, at 4,000rpm in third it's a ball of blistering rage. Eventually. And in a real overtaking situation (as opposed to just playing with it to see what happens) there's a hurry-up call, my foot's hard down and the revs are up to 6,500rpm. The boost gauge needle's off the dial at 1.0-bar and a good three to four seconds elapse before I'm flung towards the horizon. And that comes up all too soon; the straight has evaporated, the moment is over and we're back to a pootle again. This lack of spontaneity makes the turbo assist more of a novelty than a practical aid to performance.

I don't want to go on making excuses for this car, because in every other respect it's a fantastic example of a mid-period 3.3-litre Turbo, but back when it was current there wasn't the volume of traffic and fast moves could be contemplated with less pressure and "can we or can't we" urgency. Brakes are firm but there's not much feedback. I can feel the car is slowing down and they require firm pressure but they're not that sharp. There's a strong temptation to bimble along in third on



B roads because I've got better control of the car – just as you might go along in fifth in a modern six-speed car.

Soon enough I'm up on the Yorkshire moors, predominantly swathes of brown and khaki now that the heather's died back and patches of gorse are scythed or burned. Cheeky grouse pop in and out of the undergrowth, naively giving away their whereabouts to sharpshooters with their comical calls. Long, undulating straights with concealed dips and swoops culminate in curves and corners, offering all manner of camber changes, so it's an entertaining as well as attention-demanding run. In both 930s I'm calling lift-off oversteer into play, easing my right foot on turn-in so that the nose tucks into the apex and out again as I apply the throttle once more.

Our photoshoot's in *Heartbeat* country, though Goathland, which features unashamedly on the '60s country cop series, probably hasn't seen a cast member for several years. I swap over to the Guards red five-speeder. It has opulent red carpets and cream linen leather seats with contrasting stitching and it feels very cheerful inside and out. It's seen 94,500 miles and is on offer at just under £100,000. Based on its relative rarity, and bearing in mind the current appetite for classic Porsches, that doesn't seem excessive.

It has electric seat adjustments so it's much easier to find exactly the right driving position. It also features the original four-branch steering wheel which immediately feels right too. It suits the car better than an aftermarket twirler, and that makes it a rather more agreeable proposition behind the wheel than the four-speed 930. Although it's broadly the same generation as the four-speeder, there's a slightly more modern feel to the way it responds to the steering, which

Lag on the earlier Turbo is more prominent, and Johnny finds fault with the location of the first gear on selection; threespoke steering wheel is not standard spec



ent, and finds fault e location rst gear on on; threeteering wheel andard spec



Five-speed 930 is much more palatable, making better use of the flat six engine with forced induction. Corners can be taken a gear higher and boost touring credentials



8

### **Orthopaedic seats**

It's not often that non-standard seats influence my experience behind the wheel, but these hassock-squabs have had a good go at it. That's because in the driving seat of the Vienna red 930 four-speeder I'm perched on the double cushions of what John Hawkins refers to as the 'orthopaedic' seat, rather than sitting in a traditional Recaro sports job. Configured when Dr Ernst Fuhrmann was CEO, these chairs certainly live up to the inventor's name of being 'firm'uns'.

Granted, they have been re-stuffed and they are perfectly supportive in the backrest department, but I feel as if my backside's alighted on a couple of substantial bolsters. The more I drive, the more I become accustomed to the podgy Fuhrmann cushion, though I don't think you're at one with the car in the same way as you'd be in a regular Recaro of this period – like the Guards red five-speeder in fact.

So, as well as inventing the 356 four-cam Carrera engine and being technical director and chairman of Porsche through the 1970s, was Dr Fuhrmann also a car-o-practor? Well, not exactly. He suffered from a bad back and had the seats specially designed to help other similarly afflicted owners. In 1977 they would add an additional £1,700 to the price of a 930, which cost a shade under £20,000 at the time. They were available to order throughout the entire Porsche range, but if you'd sat on one from new I doubt you'd have ticked that box. On the other hand, when I've come across the good Doctor's seats previously, I've found them more compliant, so this pair will soften up with more use.



is more compliant, and the G50's five-speed shift is noticeably tidier to operate. The seats are more supportive and I feel more bonded with this car than I was on Dr Fuhrmann's orthopaedic seats.

Back on the moorland hill roads I test the turbo There's way less lag than the older model. As the five-speeder's turbocharger comes into effect at 3,000rpm, there's no waiting around and no hammer blow either. The power develops rapidly but gradually and it's a whole lot more civilised compared to the Viennese whirlwind. In fourth gear I take the revs up to 5,500rpm and there's none of the melodrama associated with the fourspeed car. I can achieve the same powerful surge in the Guards red 930 by dropping from fifth to fourth, but with very little trace of the lag that dogs the Vienna four-speeder. That is maybe what you'd expect, but it is the reality. There's no need to goad the throttle to achieve the sort of urge needed for safe overtaking. The power is definitely more usable, while the four-speeder's turbo is more of a novelty and doesn't necessarily come in when required. In the Guards red 930 I don't need to make those sorts of calculations because its response is much more spontaneous. The brakes are more modern too, with a lot more feedback about how much pressure to apply to the brake pedal to make the car slow down.

Both cars have similar handling characteristics and are reasonably handy around the corners, while on a tight hairpin I'm applying judicious amounts of throttle so the turbo doesn't suddenly kick in – which I certainly would not welcome on the Vienna 930. Back to normality, and I'm cruising back to Malton on the two-lane A64 at the legal limit. I'm in fourth gear at 2,500rpm and I'm thinking that fifth would actually be a very good motorway ratio.

Speed is relative. Back in the day, these cars were exceedingly fast and set the standard for practical performance car motoring. But now a lot of other things, especially Porsche products, feel just as quick if not quicker. It's worth reminding ourselves that from the mid-1970s through to the mid-1980s, short of a supercar, there wasn't much that could live up to a 930. Either of these cars delivers a genuine 930 experience; the fourspeeder is an exemplar of the majority of the genre, while the five-speed model is extraordinary because of its extra gear ratio and more rounded driving experience.



So, which one would we recommend you drive away in? There's no question, it has to be the endof-line Guards red 930 with its more sophisticated G50 five-speed gearbox and smoother power delivery. There's not that much to choose between the actual shift action of a 930 gearbox and G50 contemporary, apart from the oddly placed first notch on the four-speed, but you would soon get used to having just the four ratios at your disposal. In a cruising situation there's no glaring advantage to the five-speed; the four-speed does just as well and there's little discernible difference in the revs at legal speed limits.

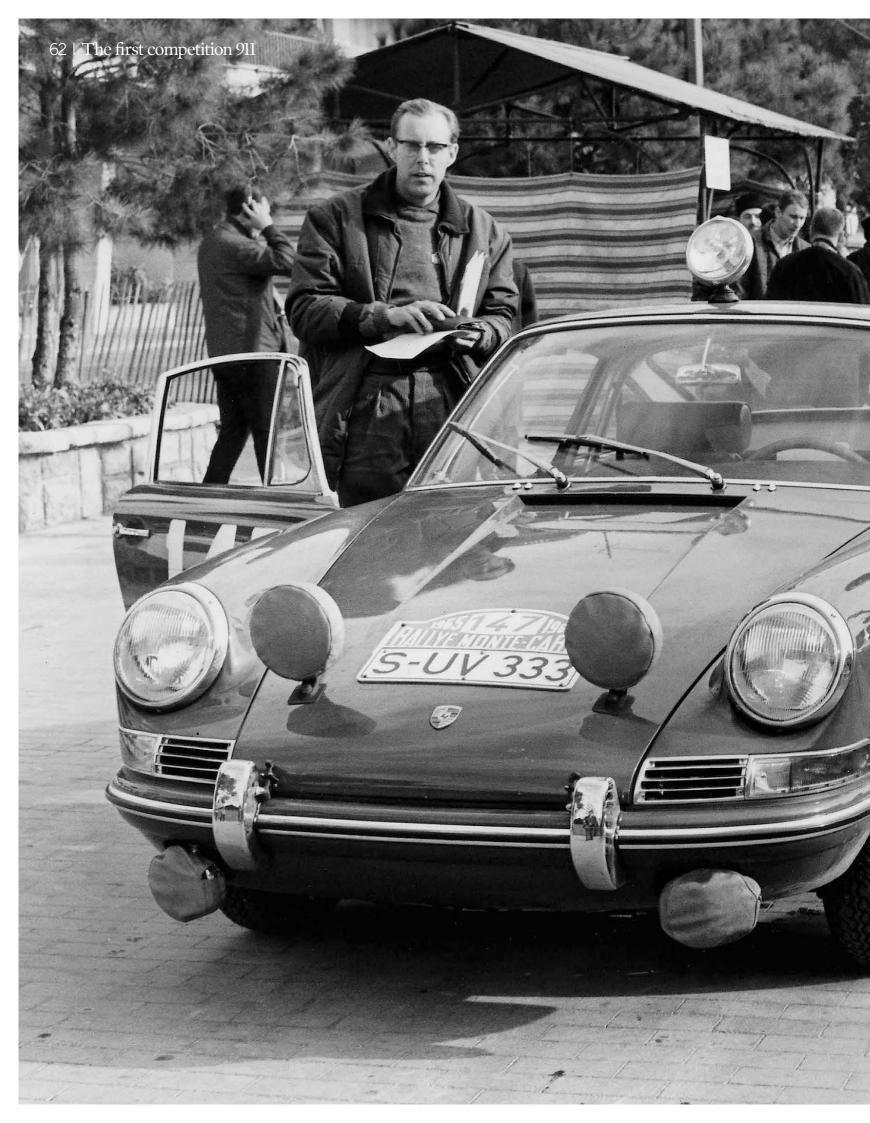
But 911s don't like hanging around, and it's when you come to a challenging section of winding road that the differences between the two transmissions become obvious: on a given corner, you may find the four-speeder will negotiate it perfectly neatly in third, while the five-speeder will be challenged to do the same corner in fourth, but could be screaming in third. They're both sufficiently 'torquey' and not to be overstressed under these circumstances, though the ingress of the turbo is a key factor, and the newer car is more flexible when going for it on a winding road. If you're inclined to use a 930 on a regular basis rather than stash it away somewhere the later model with its five-speed G50 gearbox is the more civilised option.

MALTON

### 930 Model 930 1989 1983 Year Engine Capacity Compression ratio Maximum power 300bhp @ 5,500rpm 432Nm @ 4,000rpm 412Nm @ 4,000rpm Maximum torque Five-speed, G50/50 Four-speed, 930/34 Transmission Suspension Wishbones; MacPherson struts; Front Wishbones; MacPherson struts; longitudinal torsion bars; twin-tube Semi-trailing arms; longitudinal Rear Wheels & tyres Front 7x16-inch Fuchs; Continental ContiSport 205/55/VR16 7x16-inch Fuchs; Dunlop 205/55/VR16 8x16-inch Fuchs; Dunlop 225/50/VR16 Rear **Brakes** Rear Dimensions Performance 0-62mph Top speed

### Thanks

Thanks to Specialist Cars of Malton for sourcing the two 930s taking part in our test. For more information on the two cars, which are available for purchase, please call +44 (0)1653 697722 or visit www.specialistcarsltd.co.uk



## **THE FIRST COMPETITION 911**

45

Total 911 takes a look at the original 'Monte Carlo' car, newly restored by Porsche Classic, which has resurfaced after disappearing for almost four decades

Written by Kieron Fennelly Photography by Porsche AG

63

he 911's works competition career began in 1965 with an unprecedented appearance in the Monte Carlo Rally. Never a man to pass up a promotional opportunity, Porsche's long serving publicity and racing manager Fritz Huschke von Hanstein immediately saw the potential: then a major sporting event with factory team participation and the subject of worldwide interest and press coverage, the 'Monte' as it was known, finished in the central square of Europe's most fashionable city. Upon arrival, racers were greeted by Prince Rainier III and his wife, the former Grace Kelly, and assembled glitterati. "Really much too good an occasion to miss," von Hanstein suggested to Ferry Porsche, who gave his assent to Porsche's entry.

A 911 in Ruby red was selected from the Zuffenhausen production line and underwent fairly minimal preparation for this arduous threeday event, where participants set off from various

points around Europe to converge on the second day in the Alps for 48, often brutal, hours of challenging special stages. Von Hanstein's priority was to get the 911 to the finish line intact, so unlike most factory competitors, the Porsche was virtually standard. Series production of the 911, after all, had begun only a few weeks earlier,

so there was no desire to risk compromising reliability with injudicious tuning; the stock Solex carburettor, which had a tendency to mid-range flat spot was, however, substituted for a Weber item (later to become standard). This also added a dozen more horsepower, but otherwise the engine and gearbox were unchanged. The interior had standard fittings including vinyl seats and only the half roll cage and Tripmaster chronometers showed that this was a rally car.

Outside, the 911 sat on stock 15-inch steel wheels shod with normal 165 section tyres; two auxiliary lights adorned the bonnet and a bar at the rear was designed for the co-driver to stand on to help traction if the 911 got stuck. Only the famous roof-mounted light stood out: used by the crew in order to read the names of villages traversed in the dark. This 911 was not, however, the only Porsche in that year's Monte: to demonstrate its serious intent Zuffenhausen also entered a pair of its much more powerful 904s.

The crew chosen for the 911's sporting debut was development engineer Peter Falk as navigator, and his colleague Herbert Linge, Porsche's all-

purpose works racing and test driver. No mean pilot himself, Falk would drive the transit stages leaving the timed sections to Linge, whose many successes included winning the 1960 Tour de Corse in a 356B. While their 911 was being prepared, the pair managed to reconnoitre the complete route twice, once in November and then again between Christmas and the New Year. For the rally itself, which began later in January, their starting point was Bad Homberg just outside of Frankfurt and they travelled north to the Netherlands and Belgium before turning south to arrive at Chambéry and the Alpine sections. Peter Falk recalls that they navigated much of the route by compass alone. Some 'Montes' turned out to be disappointingly dry, but the amount of snow in 1965 was exceptional and of 237 cars entered, only 35 reached Monaco. Amongst the fallers was one of the 904s, though the other, crewed by Porsche stalwart Rolf Wütherich and Eugen Böhringer, more usually associated with Mercedes Benz,

"Von Hanstein's priority was to get the 911 to the finish line, so unlike most factory competitors, the Porsche was virtually standard" finished second. This was all the more impressive given that at one point a French pump attendant had made the mistake of filling the oil tank, whose filler cap was easily confused with the petrol cap, and Wütherich had to drain the engine and refill it with oil, costing vital minutes. Meanwhile, Linge

was finding the snow to his liking and pressing on much

harder than Falk would have liked given that their instruction was to arrive 'in one piece'. Through the infamous col de Turini on the final night, in his enthusiasm Linge brushed a snow bank quite hard with the passenger side and Falk threw his road book into the back of the 911 in protest. Nevertheless the pair did arrive in Monaco and not only in one piece, but in a remarkable fifth place, an achievement which until the recent restoration of their Ruby red mount, had simply been a fascinating footnote in the 911's long and illustrious history.

The subsequent career of the Linge-Falk 911 is just as intriguing. The car remained with Porsche as a test vehicle until the end of 1966, when it was sold off – minus its engine – to a Munich dealer. It was then bought by Sylvain Garant, a Parisian travel agent, who had a 210bhp engine from a Carrera 6 installed in the car. A keen amateur who had been campaigning a Ferrari GTO in circuit races, hill climbs and tarmac rallies since 1963, he probably turned to the 911 because it was more agile than the front-engined Ferrari and better suited to tight circuits. Garant was





### 66 | The first competition 911



moderately successful in his new 911 too, with a fourth place in the 1968 Tour de Corse and a win in the 'champion de France des circuits' that year. The culmination of his racing career was a 13th place at Le Mans in 1972 in a 2.4 911S, shared with Michael Keyser and a certain Jürgen Barth. In 1969, Garant drove a 907 and a 910 for the Swiss Wicky Racing team and sold his former works 911 to Gérard Danton-Merlin who drove it mostly in hill climbs until he too sold the then eight-yearold 911 in 1973. The third owner appeared to only have street use from the car over the next decade, then, as so often happens, it was in need of repair. A restoration of sorts was carried out and the car was seemingly garaged and forgotten.

In 2012, a very early 911 in faded red came into the hands of Monaco specialist Claudio Roddaro who believed he could identify it as the original Linge-Falk car, and he sold it to the German collector who has now had Porsche Classic restore it. Uwe Makrutzki of Porsche Classic says that the 911 presented to them in 2012 was in a sorry state. The car had obviously been unused for a very long time and despite emerging (apparently) from dry storage, the body was very badly corroded and some panels judged beyond redemption. A donor 911 body from the same period, and in better condition, was acquired and cannibalised to recreate the Linge-Falk car with original material.

While returning the interior (which previous owners had modified for racing) to its original state was relatively straightforward, the body presented more of a challenge: Porsche Classic wanted to rebuild the 911 with precisely the original clearances and shut lines. A total of 1,200 man-hours went into the restoration and coachwork was probably the major part of that. For the running gear, two new sets of 15-inch wheels were provided, as with the original build: 4.5-inch steel with winter tyres and the chromed set with summer tyres seen here in the pictures. The customer supplied a rebuilt period





engine and five-speed gearbox, which he had obtained elsewhere, which Porsche Classic duly fitted. Uwe Makrutzki says that, visually, these were absolutely the correct items, though as the workshop had no cause to open either crankcase or gearbox, it does not have any information on possible internal modifications. He emphasises though, that the restoration is as near to perfect as they could make it, the auxiliary and roof lights exactly as in 1965, as was the 'kick bar' at the rear of the 911.

The hardest part was restoring items for which no drawings, only photographs, existed. Modified during the original construction to improve ground clearance, the exhaust for example caused some head scratching and several versions were fabricated before Porsche's craftsmen were satisfied they had it absolutely right. The 147 competition number, too, was a challenge: "When it comes to it, there is no such thing as 'white'," smiles Uwe after they had scrutinised numerous colour photos and, as with the exhaust, the workshop had several attempts at replication. The sixty-four dollar question is, of course, how authentic is this restored 911 for which the customer paid €440,000, excluding engine and gearbox? Uwe Makrutzki is clear: "Some questions cannot be answered absolutely. We were as certain as we could be that this 911 was the Linge-Falk car, but if you are talking true authenticity, for us what matters above all is that Porsche built the car in October or November '64 and now Porsche has restored it using only period Porsche material and Porsche expertise. You can't get a more authentic 911 than that!"

### *Linge-Falk:* the first dream team

Looking back, they were the obvious pairing for Porsche's Monte Carlo venture. Already Porsche veterans in 1965, their association went back as far as 1951 when they met at a motorcycle trial in the Black Forest, not far from Falk's family home in Pforzheim. Peter Falk, today 83, abandoned a promising career at Daimler Benz to join Porsche in 1959, driven by his love of sports cars. Instrumental in the development of the early 911, he went on to manage the Porsche racing teams, which won Le Mans in 1970-71 and then became the head of testing of production cars. When Porsche went out racing again in the 1980s he returned as the head of competition.

A rigorous engineer, Peter Falk is often seen as the repository of the Porsche 911 tradition: even when the French autoroute network opened, Falk eschewed the new highways, preferring to drive his 911 the 15 hours from Zuffenhausen to Le Mans on the routes nationales as they always had. He was called upon as one of his final tasks for the company to redefine the 911, which by 1990 was felt to be losing its way. His *Lastenheft*, which sets out those essential Porsche qualities of lightness and agility that he believed the forthcoming 993 simply had to have (and which underpin today's 991), remains a seminal work.

Herbert Linge was one of Ferry's very first employees, joining Zuffenhausen at 15 years old in 1943. With both technical and managerial skills, the trusted Linge was despatched in 1952 to the US in order to provide service support for Porsche's vital first American customers.

### Model 911 Coupe Monte Carlo model Year 1964 Engine Capacity 1,991cc Compression ratio 9.8:1 Maximum power 150bhp @ 6,100pm Maximum torque 176Nm @ 5,200rpm Transmission Five-speed with limited slip differential Engine Triple Weber carburettors, modifications raised compression ratio Suspension Front Torsion bar and struts Rear Torsion bar with semi-trailing link geometry Wheels & tyres Front 4.5x15-inch wheels; 165 HR15 tyres Rear 4.5x15-inch wheels; 165 HR15 tyres Dimensions Length 4,163mm Width 1,610mm Weight 1,050kg Performance

0-62mph 8.8 secs Top speed 130mph Further Modified exhaust to clear modifications rear 'kick bar'; 100-litre fuel tank; larger brakes; roof light; double chronometers



A talented and reliable driver too, Linge returned to Stuttgart after a couple of years and in addition to his role as chief tester, scored numerous class wins for Porsche between 1954 and 1967. Although he had all but given up competition by then, he still co-drove the works 908 camera car at Le Mans in 1970 for the McQueen film. Despite all the cinematic paraphernalia, the 908 finished 9th overall but was disqualified because of the extra stops it had to make to change film reel, causing the commissaires to claim that the Porsche was receiving non-regulation mechanical attention: "They told us beforehand that they didn't want a camera car in the race, so the car had to behave like a normal competition car and stay within the rules. We were only told that we were disqualified after the race, but we didn't care. We had such good film material."

In 1972, Linge made his most enduring contribution to motor racing as he set up the rapid response medical team, the ONS-Staffel, as it was then known, comprising a number of Porsche 911s equipped with medical supplies, fire extinguisher and a doctor, each positioned at various points around circuits during major European races. Linge himself was often the chauffeur in the early days. Latterly he was operations manager at Weissach before staying on, already past retirement age, to manage the first years of the Porsche Cup.

"Porsche built the car in October or November 1964 and now Porsche has restored it using only period Porsche material and Porsche expertise. You can't get a more authentic 911 than that!"

# THE ORIGINAL RETRO

Thought retro-moderns were a recent idea? Not a bit of it. Here we unearth a little known 1972 RSR lookalike with the heart of a tuned 964 RS – built in 1994...

Written and photographed by Steve Hall





ou could be forgiven for thinking the trend towards so called retromoderns is something new, a recent phenomenon brought about by a groundswell of enthusiasm for classic cars coupled with a desire to use them like a modern car. It's a trend that's easy to understand, with the benefits clear: some of the most iconic classics of yesteryear are remixed with modern mechanicals to deliver a stunning and unique driving experience, with that delicious style we so love about classics. And it's becoming ever more popular, with reimagined versions of everything from the Jaguar E-Type and Jensen Interceptor to the Alfa GT and Austin Healey, available with a modern heart beating beneath their classic curves.

But surely the biggest exponent of the retromodern philosophy (and perhaps the most suitable) is the Porsche 911. While California based Singer grab many of the headlines (they are, undeniably, stunning objects), while Paul Stephens in the UK will happily build you something equally stunning via his PS AutoArt division, with Autofarm and 911 Retroworks getting in on the game too. Although it may seem to be a modern trend (Singer was formed in 2009), there is a little known company in the countryside west of Frankfurt who first imagined the concept and completed a car in 1994. It's the same car you see on these very pages, the first 'Emmerling Porsche'.

The story dates back to 1991 and the Geneva Motor Show introduction of the now enshrined 964 RS. Emmerling decided he had to try one

> Top: 330hp and less than 1,200kg in weight means this retro-modern 911 truly carries the RSR spirit **Right:** Rather than inserting the Rennsport M64 engine into an old chassis, Emmerling has backdated a 964 RS

as soon as possible, and the subsequent drive left a big impression on him. A fan of the classic 911 look, he started dreaming of how amazing it would be to transplant this level of performance and technology into his favourite classic 911 shape, the wonderful 2.8 RSR of 1972. Well, if you're going to recreate a masterpiece, why not choose the best version, of the best version?

Of course, this would be a challenge fraught with difficulty. The engine and gearbox should prove simple enough – but transplanting the modern electronics, the ABS system, the chassis components, and providing a shell with the requisite stiffness? This would be a far harder task. So it seemed natural to turn the whole problem 180 degrees, and think about it like this: if it's not possible to retrofit the older shell, why not fit the retro look, and a dose of that wonderful classic character, to the later car? So was born the first Emmerling project, the result so good that it was never sold. Just like the 1972 RSR it pays homage to, it looks sensational in the flesh.



Perfectly proportioned, elegant but purposeful, it's deliciously free of any unnecessary addenda, with only those tiny – almost useless – mirrors, ducktail spoiler and front splitter interrupting the clean curves. There is good reason why almost every retro 911 remake copies this shape – it's never been bettered.

The interior is similarly purposeful. The fanciful detailing found in other retro-moderns is not found here, for this car is about performance and low weight. So, instead, you sit behind a standard 964 dash with funky blue clock faces, the standard door cards have been ditched in favour of lightweight carbon inners with matching blue fabric door pulls, you're supported by a fixed back bucket seat and braced against an aluminium clutch footrest.

Behind you there's a half roll cage bolted to the shell whilst in front sits a lovely three-spoke Momo leather wheel, with your right hand falling to – what's this? – a gearlever with a six-speed pattern etched on top. This well-used car



eschews aesthetics at the altar of attitude, so where others place fancy stitched panels, a simple look below waist level exposes much of the car's wiring and, if you could see it, you'd find much of the weighty sound deadening gone from the rear of the car. It evokes exactly the atmosphere Emmerling wanted; this is a machine built purely for the joy of driving, for impressing with lap times and not leather work.

When you start inspecting the mechanical makeup, it's easy to see where those lap times could come from. The 964 RS donor was already a light car, and its 260bhp did a fine job of motivating 1,230kg. The lightweight panels of this car, in tandem with the no nonsense interior and lightweight wheels strip that further, ducking under the 1,200kg barrier. And whilst paring back weight from an RS was always going to be tricky, added power was more readily achievable. Now sporting a programmable ignition, integrated single ignition coils, an improved alternator, more aggressive camshafts, free breathing headers and exhaust, the result is 330bhp with a commensurate boost in performance levels. Access to the newfound power of the tuned M64 is via a sixspeed Porsche 993 G50/21 gearbox, ensuring easy access to the motor's rich power band. With a

gorgeous set of split rims, adjustable coilovers, a front strut brace and uprated discs, there's no doubting the thoroughness, the seriousness, in the single-minded pursuit of performance on display here. I can't wait to drive it. Thankfully, after a spot of lunch, that's next on the day's schedule.

This is probably one of the more unusual cars you'd find in a McDonalds car park. Trundling into town with me in the passenger seat, we're drawing attention everywhere we go, and - as often seems the way with classics - it's almost entirely positive, with smiles and thumbs up from onlookers. Whether it's the looks, the noise, or sheer lack of pretentiousness - most likely a combination of all three - it does make you feel a bit special. So we park up, wander in for our Big Macs, and talk tactics. Emmerling recants a tale of his first visit to Hockenheim in 1994, where person after person inquired about the RSR, asking "How could such an old car be so fast?" Meanwhile, outside, the grey skies have gone from threatening to drizzling.

In a massively powerful supercar with vast tyres, this could be a huge problem, but the joy of something like the RSR – and perhaps retro-moderns in general – is that they are rarely power cars. Sure, there's enough mojo to light up the rears and turn you around if you're clumsy, but with 8.5x17-inch items wearing 225/45 tyres up front and 10.5x17-inch items wearing 265/40 tyres out back, they're just slim enough to cut through the moisture, whilst the high-revving, linear nature of the power delivery makes it extremely driveable. Perhaps most of all, the car is just so communicative. The steering is sublime with the perfect balance of weight, precision, feedback, and speed - as the central hard point with which to control the car, it fills you with absolute confidence. Now that the rain has subsided, there is merely a greasy - but quickly drying - surface to contend with. It's a brisk fivekilometre drive to our chosen test road, a fantastic little ribbon of Tarmac perhaps four kilometres long, beautifully surfaced, and packed with some stellar corner combinations. Wide-open third and fourth gear curves give way to tighter second gear switchbacks, which tempt you to prod the tail wide on exit. We can go back and forth as much as we like. It'll do nicely.

But before we go any further, dear reader, I simply have to mention the element of the RSR's make up which dominates everything it does – that aspect which paints a huge smile across your face, whether cruising in town or



kissing the limiter on a cross-country thrash. It is, of course, the magnificent acoustic show taking place behind my right shoulder, suffusing the cabin with a mechanical melody, the like of which I've never experienced before in something 911 shaped. Crisp, aggressive and resonant, the mid range evokes that classic flat six baritone rumble, smooth as you like and overlaid with the mechanical thrashings of various cams, chains, and belts. Crack open the throttle and the reward is instant. The note hardens and as revs climb the motor strikes a variety of points where the resonant thrashing of the intakes take over, ever changing until the buzzsaw shriek of the last thousand revs. It's loud, but such is the quality you just want to experience it over and over again.

And it's quick. The upper end of the rev range really gets your attention; such is the rate of acceleration and the frequency with which you have to throw gear changes at it. Thankfully, that's a pleasure because the six-speed gearbox melds beautifully with this tuned RS lump; all in all it's a joyous drivetrain. The engine never hesitates, it pulls from way down – you can feel the lightness – and builds in this delicious fashion that makes the redline hugely rewarding. The roads are dry now, and several runs over our chosen route are revealing. The coilovers are beautifully tuned: supple enough to soak up whatever imperfection we encounter and allowing enough body movement to feel the grip levels, whilst simultaneously killing any wheel movements in the first compression. It's totally controlled. In tandem with the fantastic tiller, the wonderful balance of the chassis is a joy to exploit – it's definitively old skool 911, but also malleable.

Sadly, we can't drive until sundown, although I'd be happy to. Comparisons with Singer are inevitable, although I've not had that particular pleasure yet. If it gets anywhere near this in terms of pure driving thrills, then they've done a magnificent job... but, that price. Emmerling's focus on delivering a truly wonderful driving machine, and nothing more, is admirable, and the result borderline magical. This is a car that you just want to drive and drive. I have no doubt it'd be sensational on track but, as a road car, it is simply the most exciting, enjoyable and immersive 911 experience I've ever had. And you know what? I love the unreconstructed honesty of it. I want to drive - I don't need gorgeous stitching and Bluetooth readiness. It's built like a race car: everything you need, and nothing you don't. It's the original, and it might just be the best. **911** 

### Model 964 RS / 2.8 RSR Replica

### Year 1994

 Engine

 Capacity
 3,600cc

 Compression ratio
 11.3:1

 Maximum power
 330bhp

 Maximum torque
 396Nm 0

 Transmission
 Sivescool

Maximum power330bhp @ 6,100rpmMaximum torque396Nm @ 4,800rpmTransmissionSix-speed manual from<br/>Porsche 993

### Suspension

Front Independent; MacPherson Struts; anti-roll bar Rear Independent; Semi trailing

#### Wheels & tyres

 
 Front
 8.5x17-inch split rim; 225/45/R17 tyres

 Rear
 10.5x17-inch split rim; 265/40/R17 tyres

arms: anti-roll bar

### Dimensions

 Length
 4,275mm

 Width
 1,775mm

 Weight
 1,180kg

### Performance

 0-62mph
 4.2 secs (est)

 Top speed
 155mph (est)



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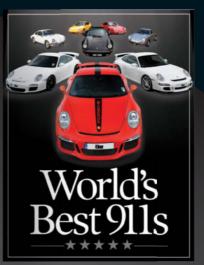


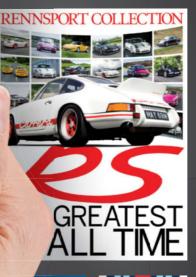




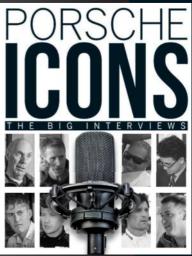
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#### Living the Our band of contributors from around the world share their real-life experiences with their Porsche 911s



2003 996 Turbo



Joel Newman London, UK

Date acquired: April 2014 other models, if you've ever owned a 996 Turbo or C4S, you'll probably be familiar with the scrunched up face you no doubt pull every time your car needs to go over a speed bump, steep incline, or 99 per cent of your friends' driveways. Yes, I'm talking about the lower-than-low front splitter, and its knack of ploughing its face into anything that gives it a second glance.

hile I'm sure it happens with

As my car is based in London I'm confident it's subjected to more speed bumps than the majority of cars. I'm not the most patient of people when it comes to traversing the city, but hand on heart, I don't understand how any owner is able to keep theirs intact if they actually drive their car! Since buying the Turbo, I have spent a great deal of each journey either thinking about not bashing or scraping the front end, or grinding my teeth having just scraped or walloped my splitter – I'm subject to barriers and speed bumps just getting out of my car park!

As you can see I've done a fair bit of damage, so this month the car has gone in to have a replacement fitted. While visiting my specialist, Kams Of London, a car had just been removed from the showroom, so after a chat they invited me in to have a good look at the car under the spotlights. That was my first mistake.

It's not that I wasn't aware of the aesthetically poor shape of the front end (it goes with the territory right?) but thousands of watts really does highlight every scratch, scrape, and chip. My bonnet is peppered with stone chips, my wings have also been hit and there's a few scratches and rust spots in places that appear almost inexplicable! Not that I'm complaining, I use the car almost daily and it lives outside in all weathers.

Sadly there's a lot that could be done, a full respray wouldn't go amiss, but that's not going to happen, so I did the next best thing. With values increasing, and with my penchant for spending a lot more than I earn, I've given Kams a budget; they have been flexible, offering to paint only the areas that need attention, and polish and spot-treat those that I can get away with.

In the end there was a considerable amount of painting to be done, with the front bumper, bonnet, wings, mirrors and rear bumper

#### 1982 SC & 1989 964 Carrera 4







all resprayed in their original Jet black hue. Alongside the new front splitter the results are really rather fabulous, and I take my hat off to Kams Of London: the car looks brand spanking new.

The stone-chipped bonnet, scuffed front and rear bumpers and scratched mirrors are all now just a distant memory – I have to say it looks better than I ever imagined. I did take some snaps of the car in the showroom as I went to collect it so from here I guess I will let the pictures do the talking (I also can't wash the car until the paint hardens). From any angle, you would never know I purchased one of the cheaper Turbos on the market a year or so ago – unless you'd been reading my column and seen how much I've spent in the last 12 months, that is!



Gina Purcell Oxford, UK

Date acquired: September 2004& April 2014 **Get ECV Get ECV Constant of the Set Came onto the market in 1989, I remember reading that some people were dering their Carrera 2s and choosing the set Carrera 2s and choosing the set** 

ordering their Carrera 2s and choosing the badge delete option so that their friends wouldn't think they couldn't afford a Carrera 4. Maybe it was an urban-yuppie myth, but such deceits are symptomatic of human nature. Our choices define us, even when we choose not to decide.

I agonised over whether to badge-ornot-badge Wolfi when the restoration work started over two years ago, but the decision to go without resonated with the minor modifications to come. So, Wolfi had a clean lid and, on balance, I liked it. But over time the



disingenuity, when combined with the simply more attractive RS rear bumper section, gnawed away at me. What message was it sending, intended or otherwise? Was I so ashamed of my C4 that I wanted to disguise it as an RS? I suppose so. Some relief came when I visited the Porsche Museum during the *911 50 Jahre Celebrations*; the greater majority of the 964s on display had no rear badges. It seemed as though the Germans were much more relaxed about the matter than us badge-obsessed Brits!

Anyway, as you may know from previous scribbles, I rather like my four-paw 911, so the Carrera 4 badge has been reinstated, and as Nina Simone said, "I'm feeling good."

#### 2005 997.1 Carrera S



Chris Wallbank Leeds, UK Date acquired: November 2012

A combination of another hectic month shooting and a lot of bad weather up in the north of England has meant my poor 997 has had a very lonely time in the garage recently. I am itching to get it out for a good run now, but I guess I'll just have to keep waiting

patiently for a break in the stormy weather. It's not all bad news, though, as I got my 911 fix on a recent photoshoot at Litchfield Motors in Gloucestershire. I got a call telling me they needed some photos for the release of a new tuning package they had recently completed on the 991 Turbo S. The idea was to get some really nice static shots in their new premises and also some development images in their impressive state of the art dyno facility!

Visually, the car looked stunning on its new 20-inch HRE Wheels and lower ride height, thanks to the Litchfield lowering kit. The wheels looked like they were meant to be on the car whilst at the same time making it stand out next to a customer's box standard 991 Turbo S they also had in for upgrades.

The car was also fitted with Litchfield's very own weight saving Titanium exhaust system and Euro5 sport cats, alongside their custom stage two tuning upgrade, making an impressive 610bhp on the dyno. Iain Litchfield took me out in both the upgraded car and standard to show me the differences, and I have to say I was suitably impressed! The fact that the lower ride height didn't effect the comfort was a nice touch too.

After experiencing the car first hand, all that was left for me to do was to take some nice photos of it – one of which you can see above. Hopefully they capture the car's new, slightly more aggressive presence and appearance. For detailed information on what Litchfield motors have to offer for 911s, check out **www.litchfieldmotors.com**.

#### 2007 997.1 GT3



Ben Przekop Georgia, USA

Date acquired: July 2012 n racing circles, "money buys speed" is an often-repeated phrase and the logic of that statement is hard to deny. As I was driving flat out along the back straight of Virginia International Raceway (VIR) at 150mph, a bright green GT3 Cup Car screamed past me and disappeared into the distance as if from another planet.

"That's what I need", I mumbled to myself. "A Cup car!" Moments later, a white GT3 suddenly appeared in my rear view mirror, and since it was obviously moving faster than I was, I quickly gave him the signal to pass. As he roared past me, I was rather shocked to see that it was a white 997.1 – exactly like my car! I tried to stay with him through the next set of bends, but he was steadily moving away and I muttered to myself: "It can't be stock, this guy has obviously spent a ton of money on some serious modifications."

A few laps later near the end of our red group session, the same car passed me again! Lapped within a 30 minute period on a 3.27-mile track! Well, that did it, I was going to find this car in the paddock and have a serious talk with the owner! "Please tell me you have made some serious modifications to this car?" I said to the friendly owner, Dell Tolin, after I had introduced myself as the guy in the "other" white GT3 that he had passed repeatedly. "Nope, totally stock," was his deadpan reply. "You're kidding!" I said, hoping he was... but no, aside from installing full race seats with five point harnesses and a roll cage,



and running on Nitto R Spec tyres – which he admitted gave him a bit more grip than my Pilot Sport Cup 2's, – our cars were identical. Most of his speed advantage had obviously been the product of his superior skill and many hours of experience on the track.

"How long have you been coming to VIR?" I asked, and he admitted it was his home track and he had about ten years' experience driving here. "Well, at least I have that to save my ego", I said. "This is only my second weekend here, but wow! You are so much faster and smoother than I am. I am truly impressed!" As I walked back towards my own car in the paddock, still a bit stunned, I passed that green GT3 Cup car, and suddenly realised with a smile that there are indeed two paths to getting faster on track: one involves spending more money on a better or faster car, and the



other involves spending more time mastering high-speed car control techniques to fully realise the potential of your existing car.

Based on my experience at VIR this past weekend, I clearly have a long, long way to go before I can honestly say I "need" a Cup car to go faster! To paraphrase Shakespeare, "The fault, dear Brutus, is not in our cars, but in ourselves."

#### 1979 930 3.3



**Richard Klevenhusen** Rio de Janeiro, Brazil

Date acquired: May 2012 items for driving a vehicle in places of low light and heavy fog, and are an essential feature of any car. But unregulated headlamps can be dangerous: they can harm the viewing range of oncoming drivers and even damage their vision if too bright, or cause accidents if too dull.

he headlamps are critical safety

In addition to causing safety risks for other drivers on the road, it is also a serious offence. If caught with unregulated headlamps you can face a fine and points on your driving license, or, in more severe cases, your vehicle could be confiscated and retained for settlement.

#### Common headlamp problems:

The most common defects indicating that your headlamps need to be replaced are usually caused by use over time and they are things that are easily visible.

As the headlamp lenses are usually plastic, exposure to sand, wind and chemicals can contribute to the lenses becoming dull. Another factor that impairs the visibility of the lights is the infiltration of water – a factor that causes fogging



and corrosion of parts of the mirrored reflectors. So the owner should take some care in the act of vehicle washing, but a small amount of accumulated water will evaporate fairly quickly.

In the incidence of speed bumps and dips in the road, it is important to pay attention to the direction of the light beam, even if the light bulb does not present any kind of visible damage. Any trepidation in the beam of light is a sign of damage to the light bulb and replacement of the affected headlamp will be required.

Headlamp light bulbs lose about 30 per cent of light when they are close to burning



out, so it is recommended to check the bulbs at least every 20,000 kilometres for any signs of damage or dimming. A periodic review of the headlamps will prevent any nasty surprises, such as being unable to travel at night because of a burned-out bulb and subsequent poorly-lit road.

#### Headlamp conservation tips:

- Periodic reviews of headlamp bulbs
- Take care when washing your vehicle
- It is also important to review the signal lights, including: full beam headlamps, brake lights, the reversing light and the indicators and hazard lights

#### 1978 911 SC



Wilhelm Lutjeharms Cape Town, South Africa

Date acquired: January 2015



s our first-born arrived only three months before the SC arrived, it has been a rather hectic year for us. However, recently I have had the opportunity to take all three of us out in my 911 for the first time, just for a short trip to the shops.

As my son took up the front seat, my dear wife had to sit behind me – with no seatbelt! Needless to say it was a short and sedate drive to the shops, but still a fun and memorable trip for the whole family.

I was a little surprised when my wife doubted the 911's capability of being able to swallow the weekly food shop, but I enjoyed her surprised look when I easily packed all the shopping bags into the luggage compartment, with even some space to spare!

As the dampers actually still need to be reconditioned, the ride is fairly bumpy in the SC, even so, our little one fell asleep on the drive back home. A rather successful trip I would say.

In South Africa we have our extended summer holiday over Christmas. This means that it should leave me with some time to do certain small jobs on the SC, one of which is to drain the transmission oil. I just need to get access to a car lift, which will make it a relatively easy job to do.





Rob Clarke Bristol UK

Date acquired: February 2014 So this month started with me marshalling at my local circuit – Castle Combe – for the Pegasus Car Club Sprint, where drivers have to run a timed lap around most of the circuit, starting from the pit lane and then finishing at the normal finish line. This was the third time I have marshalled for the event, so it is becoming a regular spot in my calendar. Briefing started early, where I met the

Marshal I would be sharing a post with and, as

you would expect, he was a big petrolhead - in

fact bigger than me! He race-prepares classic

cars but has also been building a replica of a

Napier Railton from the ground up, with four years of dedication. That is what I like about

the world of cars and motorsport as you can

the marshalls, Castle Combe had provided

covered posts so we did not get too wet. For

the morning section of the race we were on

car after car for exceeding track limits! The

afternoon session was far less eventful, we

had moved to the exit of the Essess (Chicane)

and by this point the drivers had got used to

the track and the wet conditions so far fewer

incidents. I was a little disappointed that there

the entry of Bobbies Chicane, a good spot for

watching the cars turn in - unfortunately many

didn't so I spent most of the morning reporting

guarantee you will meet somebody interesting.

The event itself was very wet but, luckily for



were no Porsches on track, but to compensate there was a great sounding UR Quattro.

Back to my car, I have found a potential supplier for a replacement sun visor vanity mirror module, so I will try this month to take it apart and see if I can at least salvage one from the two broken units before I order a new one. Another thing is that I am contemplating getting a set of winter wheels as I intend to use the car through the winter months and getting a set of wheels may give me the opportunity to get my current alloys refurbished.

My paranoia has kicked back in as I have noticed a background resonance at 68mph to 70mph. I'm not sure if it's just irregular wear on the tyres or if something else is going on, so this is something I will keep an eye on.





997 Cup David Grover Harpenden, UK

Date acquired: July 2015

espite the UK being covered in a blanket of fog for 48 hours and the previous track day at Silverstone being a write off, a cold damp Donington morning greeted us one day in November for a day on the National circuit.

We started on wets as it was very slippery and too risky for slicks. I have been using part-worn rubber that came with the car, taking the view that these were ideal to learn on rather than flat spotting new ones. We put the original carbon OMP seat back in the car which, whilst too tight for my frame size, offered more lateral support and less flex than the replacements (transferred from my 968). This gave me more confidence to push on until, with a drying track, the wets were finally toast and we had to upgrade to sticky rubber. Now I am after an OMP Porsche Cup seat designed for my 'unique shape' over the winter break.

Not playing at all with the standard brake bias but only with the aftermarket Bosch ABS system, it was no surprise that I had an early spin on slicks although stayed on the black stuff as grip levels started improving and the track dried. Now the times started getting to where I wanted, finishing at 1.13 per lap, which is competitive at GT Cup level in both track conditions, ready for the 2016 season. My confidence levels are growing

My confidence levels are growing in spades each time I go out now, my braking is now much later with the discs frequently smoking when we come back into the pits. My gear shifts up and down with the sequential box are getting much smoother and I am carrying more speed all over the track. So with abundant data from the VBOX, we have winter to analyse it and book in some early test days for the spring. That said, I'm seriously thinking about getting just one more track day in before Christmas. This car is like a drug and I need a fix – I don't think turkey and Christmas pudding is enough of a substitute.





2003 996 Turbo **Ray Chandler** 

Date acquired: August 2011

y 996 TT went back in for some work after an engine noise was heard at service time. The noise came from the belt area but was not the usual polybelt squeak than can be heard at times. This was a deeper and irregular knocking noise which had to be investigated in case it was an idler or tensioner pulley bearing starting to break up. If that were to happen, you would lose power steering, alternator and, most importantly, the water pump. The new pulley wheels, both idler and tensioners, were ordered up on a sale-or-return basis, so in the car went and the inspection started.

Kevin Davies is the technician that that. He knows me and in particular he knows the car well, having worked on it several times before. Out came pulleys. The bearings supporting the pulleys both felt fine so if they would clean up they could be left. I was really appreciative of the several calls Kevin and the team leader made to me about the work progress and of the advice that's fine too, and use the car more. Suffice to say Kevin made a stunning job of cleaning up all the pulleys and getting it all back together. Next job was the seized bleed nipples, the telling of which can wait for another month.



#### 1967 912 & 1979 911 SC

Sean Parr Harpenden, UK

**Dates acquired:** November 2014 & May 2015



t's been a quiet month in my two-Porsche world after the haemorrhaging of cash that took place last month.

I had the Fuchs fitted to the 912 and they looked fantastic but the tyres were well past their best. I had some Bridgestone Potenza RE002 tyres fitted, a much more modern sporting rubber, and since then I've only driven the car once but you can feel the difference. The lower profile tyre definitely stiffens the car

up over the old 70-series tyres on the steelies. But the grip should be dramatically increased. I will also get these fitted to the SC.

Speaking of which, there has finally been more movement on the paintwork: the bonnet, boot, doors and sunroof are now painted and either fitted or ready to go. Slow, but progress has been made! Time for it to be blocked and buffed and then everything should be refitted for Christmas and the snowy, salty roads.



**Kyle Fortune** Warwickshire, Uł

Date acquired: December 2014



ot a hugely busy month for my 911 this month, the few occasions I had intended on taking it out for a drive curtailed by changed plans etc. Still, there's been plenty of other highlights, not least the launch of the new Carrera, which you should have read about in the last issue. Want the edited highlights? I loved it, I really don't think that the turbo engines are detrimental to the 911's core appeal and, along with the other technical revisions, I think they actually seriously enhance it.

Issues? I despair that picking a Carrera is now an expensive lottery of options to get the very best drive, the bunfight on the launch to get the car of choice - 911 Carrera S in either manual or PDK testament to that - the car I drove for the magazine adding around 40 per cent to its list price in options. There really is such a thing as too much choice, it seems. That said, you could have a base Carrera manual coupe and never ask for more - until you drive a heavily optioned Carrera S like I did.



Shortly after driving the new Carrera I was talking old ones at the Los Angeles show with Magnus Walker. It seems that I bump into him all over the place: in the hills around LA on the GTS launch, at SEMA last year, and at the LA show again last year. It's always a pleasure to talk Porsches, and Magnus' enthusiasm and knowledge is truly infectious.

The discussion largely centred around his new 964 project - with lots of diversions to all other Porsches, Magnus' love for the brand straying beyond just the 911 and into watercooled and (whisper it) front-engined stuff, too - which you should be hearing about in greater detail soon. Suffice to say it's guite an incredible thing. The attention to detail, the appreciative historical nods and mods and the thought, time and huge skill that have gone into building it is hugely admirable. But what's more so, is the knowledge that however beautiful it is you just know it's going to be driven, and driven hard! All of which makes me feel guilty about not using my 993... more of which next month.





**Tony McGuiness** San Diego, USA

Dates acquired: February 2011 & December 2014

he United States is obviously very important for Porsche. In fact, the state of California alone is the fifth largest market for Porsche. Unsurprisingly, Porsche had a large presence at the 2015 Los Angeles Auto Show this past November. The "City of Angels", as Los Angeles is known, was the perfect location for the world premier of the new 911 Targa 4/4S. Compared to the special edition 1988 Targa displayed alongside the new model, the new Targa has twice the power yet uses half the fuel. The new iteration comes complete with the new turbocharged engine. The S model comes equipped with rear axle steering.

The iconic Targas have always been extremely popular in California due to our incredibly beautiful weather. I simply can't see that trend ending anytime soon after viewing this stunning 911. I had never personally seen a 991 Targa roof in action until this Auto Show. I can only describe it as extraordinary engineering and very cool to watch. The Targa models will be available in the USA in April 2016. I have no doubt that the orders will start pouring in for this superb 911.

While our focus is on our beloved 911, Porsche had another world premier on show with the debut of the Cayman GT4 Clubsport.



As a former Cayman owner myself, I was anxious to see Porsche Motorsport's latest creation. Introduced by the new Porsche Cars North America president and CEO Klaus Zellmer, he described the Cayman GT4 Clubsport as "the next chapter in Porsche Racing history," noting that it's the first non-911 brand race car from Porsche since the 968. The Cayman GT4 Clubsport is designed to compete in various race series in North America. Weighing just 1,300kg, it's a gorgeous purpose-built track car that will undoubtedly carry on the winning tradition of the 911.



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**Hendon Way Motors** 

Full specs, ratings, and market values of every 911, including the new 991.2 Turbo and Turbo S, can be found beginning on page 86

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## **HENDON WAY MOTORS**

**Total 911** takes a look at the London-based Porsche stockists with more than 60 of years of experience in the classic car industry

Written by Mark Kinnucane Photography by Louis Ruff

he trade of buying and selling highend sports cars can make for a fickle environment in which to operate. We've seen somewhat niche businesses, focussing on one or two brands, readily change their 'area of expertise' to suit a slight change in market conditions, while new enterprises are seemingly spawned overnight, their owners – often poorly informed and with little knowledge – desperate for a quick payday off the back of a spike in trends (as we've witnessed with the upturn in Porsche values since 2013).

As such, many businesses come and go over time. It is rare, then, that a company can boast the longevity of being established in the industry from the days of the fabled early 356s. However, that honour can be lavished on Hendon Way Motors, a dealer of classic sports cars since 1952, selling Porsches continuously since the mid 1960s.

Tucked a few yards back from the bustling A41 dual carriageway, connected close by to London's North Circular, Hendon Way's showrooms are pleasant and welcoming. Passers by on the streets outside can't help but be drawn in and enthralled by the motoring exotica on display just the other side of immense floor-to-ceiling glass windows at the front of the building, and there's further enchantment waiting once you step inside. Though Hendon Way refers to itself as a dealer of classic Porsches, the variety of cars on display is electrifying, appealing to any niche of Zuffenhausen motoring enthusiast. For example, next to a Speed yellow 993 Turbo S sits a 997 GT3 RS 4.0 resplendent in Grand Prix white, with a stunning 996 GT2 in Arctic silver close by. Taking our eyes away from the cars, we see the walls are decorated with a litany of famous Porsche motorsporting advertisements from over the years (certainly, you couldn't leave here and not have at least a small grasp of Porsche's Le Mans dominance in the 1980s), as well as memorabilia from sporting events that Hendon Way itself has took part in.

Space inside the showroom is tight but owner Anthony Pozner, offering a firm handshake, reveals there's a warehouse at the back of the premises keeping a further 40 cars safe from the barmy British weather. We don't hang around for a second invitation to go and take a look. Walking across the rear courtyard – used to display Porsches in plenty of space and serenity for customers with booked viewing appointments – brings us to a large outbuilding with huge sliding doors at its front entrance. Pushing these doors aside reveals that further collection of Zuffenhausen's finest that Anthony had previously mentioned. Again, diversity reigns supreme, with a plethora of 996 and 997 Turbos parked neatly beside 993s, 964s and 3.2 Carreras. There are Targas here too, alongside Cabriolets and Coupe variants of the iconic 911. So how did this independent, inner-city Porsche empire begin, and why Porsche in the first place? We step back inside the main showroom and sit down with Anthony to find out.

"When the 911 first appeared in 1965 I was driving a Lotus Elan in the south of France. This 'thing' shot past me, and it took me a while to work out what it was. It was blisteringly quick - the Elan struggled to keep up - and obviously it looked different to the 356s I'd got used to seeing on the road. Realising it was a 911, I quickly appreciated why they were in such demand, and loved the engineering quality of the car," Anthony says, answering that first question. "However, back home we were actually Renault dealers to begin with, but by the mid 1960s we began to sell Porsches through our friends Motor Tune in Knightsbridge. We ended up doing so many! After that and my experience in the south of France, we switched to Porsche and have stuck by them ever since."

Though Hendon Way still sells Porsche half a century later, Anthony confesses that the passion still very much remains with the air-cooled cars. "Our heart and interests do lay with the older 911s for their initial history and design, though of



#### "Passers by on the streets outside can't help but be drawn in and enthralled by the motoring exotica on display just the other side of immense floor-toceiling glass windows"

course we will champion anything with a Porsche badge on it."

Those are not empty words either. Like many independent Porsche specialists in the industry, Hendon Way's Porsche passion extends far beyond business hours and the realms of retail. The company has actively taken part in club and international motorsports events over the years, with Anthony a notable attendee these days at rallies and tours all over Europe. "We like to do retro events," Anthony confirms, with memorable highlights including campaigning a 2.7 Carrera RS in the Tour Auto rally in the early 90s, and more latterly the brilliant St Mawes annual classic car rally in Cornwall, UK.

There's clear substance to the setup at Hendon Way then, though browsing the Porsche stock online via HendonWayMotors.co.uk, you won't fail to notice there are no prices attached to any of the sports cars on offer. Instead, each advertisement is footed by the term 'POA' (price on application), and I can't leave without asking Anthony why Hendon have always defied convention by not publicly attaching asking prices to any of their cars – an exercise that has been met with mixed reactions from punters. His answer is simple and, you would have to argue, without flaw: "Cars are never sold for their asking price, so what's the point in attaching a figure to begin with? The exercise is superfluous. We prefer to chat to our customers and come to a mutual agreement on price. Rather than making sure a customer's price suits us, we want to ensure our price suits them, as fellow Porsche enthusiasts."

As for the future of Hendon Way Motors? "We've been at the same premises right from the start and there's no need to move now," Anthony informs

#### **Company profile**

- Proprietor: Anthony Pozner
- First opened: 1952
- Location: Hendon Way, North London, UK
   Rarest 911 sold: "There have been lots over the years! At the moment we have a 2.7RS rebuilt by Ruf and a one-of-600 997 GT3 RS 4.0, to give you some idea."
- Most popular 911 sold: "Lately we've seen a lot of 996 and 997 Turbos passing through our doors."

#### Contact

Website: www.hendonwaymotors.co.uk
Telephone: +44 (0)20 8202 8011



us. "Besides, we've actually just had planning applications submitted to build an underground showroom on site, so that's the next step in terms of development. I've been in the business a long time though, and I have a son-in-law and daughter who have both attended rallies with me who are keen to step up and get involved with the business."

Though 64 years of heritage in the industry is by no means a small achievement, it looks as though Anthony and his small team quite literally have the foundations in place to ensure Hendon Way Motors has a presence in the industry as an independent Porsche stockist for many years to come.

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#### 86 | Data file in association with **HEXAGON**

## Data file

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



911s in the data file are organised in rows according to release date, beginning with the very first model in 1964. Many models were available in Coupe, Targa and Cabriolet forms, with the option of automatic transmission. Here, data has been provided from the Coupe variants unless stated. All data here has been compiled, where possible, from Porsche's own figures.

#### General valuations: AV-

This reflects the general market trend for a model's used value compared to the previous financial quarter. The next review will be March 2016. The last was for December 2015.

#### Ratings: \* \* \* \* \*

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

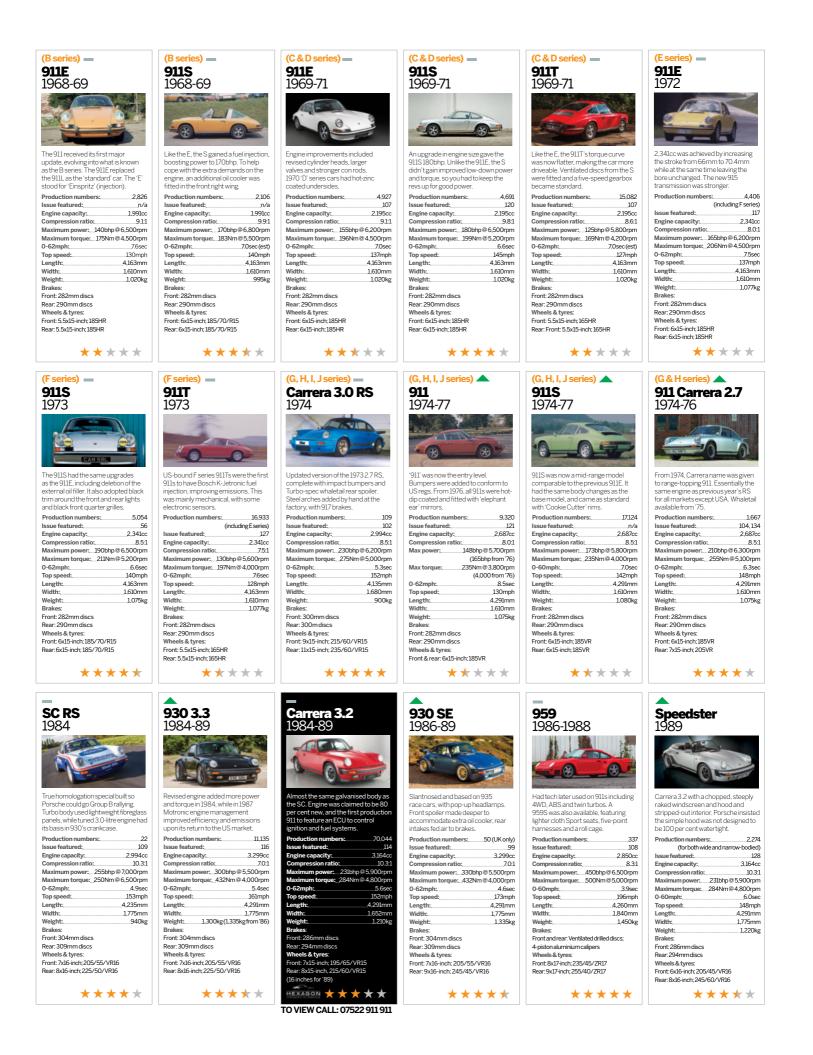
#### (O series) (0 & A series) — (A series) -(A & B series) -911 2.0-litre **911S** 911L 911T 1967-69 1967-68 1967-68 1964-67 In 1967, the 911 was updated and The 911 that started it all off when the Porsche soon produced more To save money, the 911T's engine prototype appeared in 1963, this is powerful variants. The first of these was the 911S – for Super – which had the range expanded the 9111 (Lux) used cast-iron cylinder heads, unlike prototype appeared in 1963, this is the car that set the style for all 911s to follow. Developed to replace the 356, a four-pot 912 was also made. as standard and sat alor the Biral aluminium/iron items which high-performance 911S and entry-level 911T. a higher compression engine and twir Weber 40IDS carburettors. gave more efficient cooling, and carbs instead of fuel injection. Production numbers: Issue featured: Engine capacity: Production numbers: 9.250 Production numbers: 4.015 1603 Production numbers: 6 318 sue featur sue featured ssue featured: 127 1,991cc 123 114 n/a 1,991cc 1,991cc 1,991cc Engine capacity: Engine capacity: Engine capacity: Compression ratio: 9.0:1 Compression ratio: 9.8:1 Compression ratio: Compression ratio: 8.6:1 Maximum power: 110bhp@5.800rpm Maximum power: 130bhp@6.100rpm Maximum power: 160bhp@6.600rpm Maximum power: 130bhp@6.100rpm Maximum torque:\_\_10001p @ 6,6007pm Maximum torque:\_\_179Nm @ 5,2007pm 0-62mph:\_\_\_\_\_\_8.0sec Maximum torque: \_173Nm @ 4,600rpm 0-62mph:\_\_\_\_\_\_8.4sec Maximum torque: 149Nm @ 5,200rpm 0-62mph: 8.3sec Maximum torque: 156Nm@4,200rpm 0-62mph:\_\_\_\_\_\_8.8sec (est) Top speed: .131mph Top speed: .137mph Top speed: 132mph Top speed: Length: 4.163mm Length: 4.163mm Length: 4.163mm Length: 4.163mm Width: 1.610mm Width: 1.610mm Width: 1.610mm Width: 1.610mm Weight 1.075kg Weight: 1,030kg Weight 1,080kg Weight 1,020kg Brakes: Front: 282mm discs Brakes: Front: 282mm discs Brakes: Front: 282mm discs Brakes: Front: 282mm discs Rear: 285mm discs Rear: 285mm discs Rear: 285mm discs Rear: 285mm discs Wheels & tyres: Front: 4.5x15-inch; 165/80/R15 Rear: 4.5x15-inch; 165/80/R15 Wheels & tyres: Front: 4.5x15-inch; 165/80/R15 Rear: 4.5x15-inch; 165/80/R15 Wheels & tyres: Front: 5.5x15-inch; 185HR Rear: 5.5x15-inch; 185HR Wheels & tyres: Front: 5.5x15-inch; 185HR Rear: 5.5x15-inch; 185HR $\star \star \star \star \star$ \*\*\*\* $\star$ $\star$ $\star$ $\star$ $\star$ $\star$ $\star$ $\star$ (E series) (E series) (F series) (F series) 911T **911S** Carrera 2.7 RS 911E 1972 1972 1973 1973 A 2.4-litre engine increased torque The RS had a 2,687cc engine that After incidents of people filling E A lower compression ratio and the inclusion of Zenith 40 TIN triple-choke The mostly chrome brightwork had a developed 210bhp. The body was series 911s with petrol via the external carburettors led to the relatively lower black decklid grille with a '2.4' badge lightened and fitted with flared rea oil-filler, the filler returned to under the power output of 130bhp despite the External oil filler on right rear wing rches and an optional ducktail spoiler engine decklid. Fitted with the front spoiler of the 911S. new 2,341cc engine size confused some Sport and Touring versions available Production numbers: 16,933 Production numbers: Production numbers: 1,590 Production numbers: 4,406 (including Eseries) (including F series) (including 1973) 120 Issue featured: 106 Engine capacity: 2,687cc Compression ratio: 8.5:1 Maximum power: 210bhp@6,300rpm n/a Issue featured Issue featured: Issue featured 2,341cc 2,341cc 2,341cc Engine capacity: Engine capacity: Engine capacity: Compression ratio: Compression ratio: 7.5:1 Compression ratio: 8.5:1 8.0:1 Maximum power: 130bhp@5.600rpm Maximum power: 190bhp@6.500rpm Maximum torque: 255Nm@5.100rpm Maximum power: 165bhp@6.200rpm Maximum torque: \_1500 p.@ ,000 pm 0-62mph: \_\_\_\_\_\_76sec Top speed: \_\_\_\_\_\_128mph Maximum torque: \_\_\_\_\_\_200rpm 0-62mph: \_\_\_\_\_\_6.6sec Top speed: \_\_\_\_\_\_140mph Maximum power. 1050 p.@ 0,200 pm Maximum torque: 206Nm @ 4,500 rpm 0-62mph: 75sec Top speed: 137mph 0-62mph 5.6sec Top speed Length: .... 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Dev era 3.0, but pr was basically the same model as the previous Carrera, only fitted with a be turbocharged. Flared arches new 2,994cc engine, essentially from whaletail spoiler and four-speed new 'tea tray' spoiler. Brakes were upgraded from 917 racer. the 911 Turbo. gearbox were standard. 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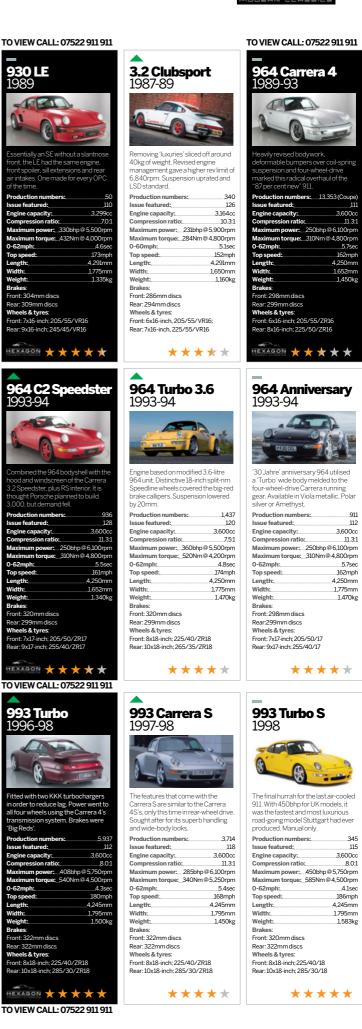
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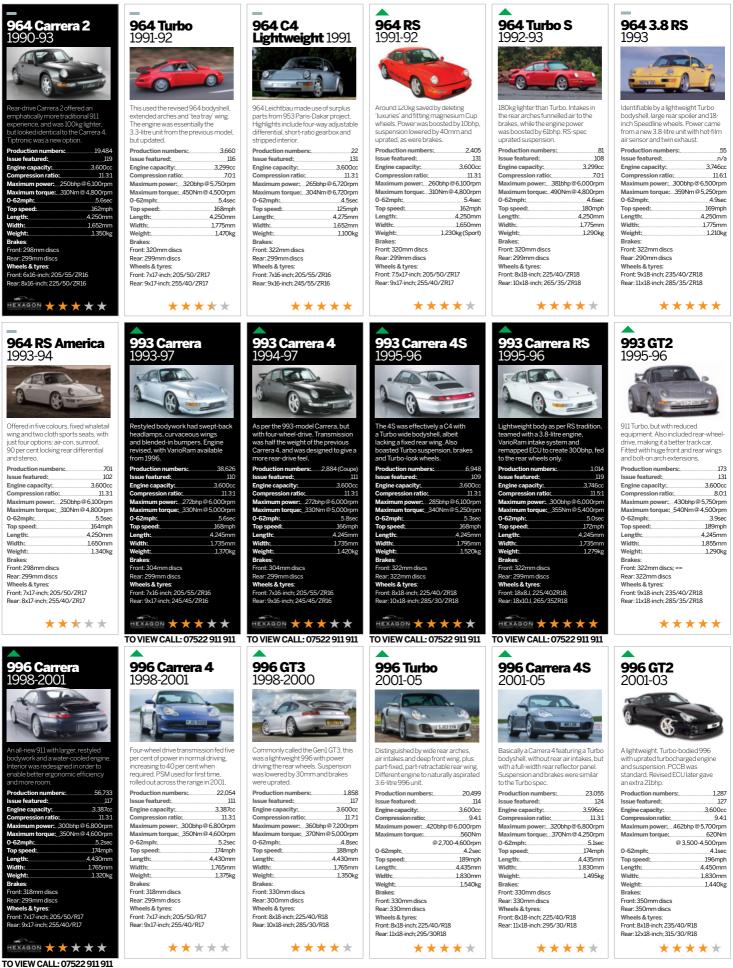
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#### **Sales debate:** Why are Porsche 930 prices extremely varied?



When revising our market value indicators in the Data File last issue, we noticed that it has become increasingly difficult to label the trends in the Porsche 930 market. Compared to most other iterations of the Zuffenhausen's darling sports car, prices of classic 911 Turbos are incredibly varied. But, why is this so? We consulted the experts to find out.

"I think mainly because of the condition," Mark Sumpter, proprietor of independent specialist, Paragon, asserts. "They were unloved cars for so long that most of the examples that we look at are beyond help. So, the best cars are worth more than double (almost triple) what the cheapest cars are worth." Sumpter points out that this may have something to do with Turbos historically falling into the hands of "the tuner type market."

Another factor that maintains the large gulf in 930 prices is the particularly high cost of classic 911 Turbo restorations compared to other models, something both Sumpter and JZM's sales manager, Russ Rosenthal acknowledge. The duo point out that the market naturally favours the very earliest and very latest 930s, as "those are the cars that are always going to rise to the top in terms of value," the latter confirms. "But they all cost the same to restore." Even after restoration however, Rosenthal explains that many people continue to favour unrestored cars, something Sumpter gives an example of.

"If you found a 50,000-mile car (like an '89), it's around £100,000. That wouldn't be the best car but it would be nice, without any corrosion," Paragon's founder explains. "We recently sold a very low mileage '88 (so, four-speed) car for £125,000 but it had never been restored, so it was very special." Rosenthal believes that this preference for unrestored examples is a result of the 930's current age. "It's a tricky age," he explains. "Anything preimpact bumper will undoubtedly have had some form of restoration, whereas with 930s it's not inconceivable that you could buy a completely time warp example."

While there may only be a few examples available in a year, the possibility will keep, in Rosenthal's words, "pushing the spread" between cheapest and most expensive. With the abnormally high number of low-quality cars and the expense of even minor restorations, it looks like we have found our reasons for the gulf in 930 values.



Gen2 996 C4 Gen2 996 C2 Gen2 996 GT3 996 Anniversary 2003-05 2003-04 2002-04 2002-04 Based on facelifted 996 Carrera, but Facelifted with Turbo-style Facelifted in line with rear-drive Available in GT silver, and included a Turbo front bumper and chrom headlamps and revised front and rear Carrera though the all-wheel-drive with new wings. Suspension lowered and uprated, PCCB optional. Fullumpers, fitted with more v much like its re Carrera wheels. Po verkit -10mn 3.6-litre engine and VarioCam Plus. Manual and Tiptronic 'boxes updated driven brethren. Ca updates over Gen1 Cabin received minor spec interior unless Clubsport option nsion and mechanica sports suspen LSD standard. was ordered. Production numbers: 29.389 Production numbers 10.386 Production numbers 1963 Production numbers: 2.313 ue feature Issue featured Issue featured: Engine capacity: 107 10 .3,596cc .3,596cc .3,600cc Engine capacity: Engine capacity: Engine capacity: Compression ratio: 11.3:1 Compression ratio: 11.3:1 Compression ratio: 11.3:1 Compression ratio: Maximum power: 320bhp@6.800rpm Maximum power: 320bhp@6.800rpm Maximum power: 381bhp@7,400rpm Maximum torque:\_\_385Nm@5,000rpm 4.5sec Maximum torque:\_\_370Nm@4,250rpm 0-62mph:\_\_\_\_\_5.0sec Maximum torque: 370Nm@4,800rpm 0-62mph: 4.9sec 0-62mph 0-62mph: 190mph .175mph Top speed: Top speed: Top speed: Top speed: Length: 4.430mm Length: 4.430mm Length: 4.430mm Length: 4,435mm Width 1.770mm Width: 1.770mm Width: 1.770mm Width: 1.770mm 1.380kg 1,430kg Weight Weight Weight: Weight 1,370kg Brakes: Front: 350mm discs Brakes: Front: 330mm discs Brakes: Front: 318mm discs Front: 318mm discs Rear: 299mm discs Rear: 299mm discs Rear: 330mm discs Rear: 330mm discs Wheels & tyres: Front: 7x17-inch; 205/50/R17 Rear: 9x17-inch; 255/40/R17 Wheels & tyres: Front: 7x17-inch; 205/50/R17 Rear: 9x17-inch; 255/40/R17 Wheels & tyres: Front: 8x18-inch; 225/40/R18 Wheels & tyres: Front: 8.5x18-inch: 235/40/R18 Rear: 11x18-inch; 295/30/R18 Rear: 10x18-inch; 285/30/R18 \*\*\*\* \*\*\*\* \*\*\*\*  $\star \star \star \star \star$ 997 Carrera S 997 Carrera 4 997 Carrera 4S 997 Turbo 2004-08 2005-08 2005-08 2005-10 DSEJA 刻 As per the 997 Carrera but with Like the 997 Carrera but with drive to The same 3.8-litre, 355bhp engine as Similar to the 997 C4S body but with all four wheels via a multi-disc vis coupling, transferring between fi and 40 per cent of traction to the the Carrera S, with four-wheel-drive system on C4. 44mm wider than Carrera S to accommodate for wider 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. rful 3.8-litr more powerful 3.8-litre engine and PASM. 19-inch wheels as standard, with bigger ventilated brakes. Quad exhaust tailpipes. front. 44mm wider at rear rear wheels and tyres. Production numl Issue featured: .41.059 Production numbers: 8,533 Production numbers 30.973 Production numbers:19,201 (up to 2008) Issue featured: 107 sue featured: 111 Issue featured: Engine capacity: Engine capacity: Engine capacity: Engine capacity: 3,600cc Compression ratio Co npression ratio 11.8:1 Compression ratio 11.3.1 11.8:1 Compression ratio 9.8.1 Maxi @1,950-5,000rpm 0-62mph: ....4.8sec 0-62mph: Top speed: \_182mph Top speed: \_\_174mph Top speed: \_\_179mph 0-62mph: Length: Width: .4.427mm Length: Width: .4.427mm Length: Width: .4.427mm Top spec Length: Width: 193mph ed. 1.808mm 1.852mm 1.808mm 4.450mn 1,420kg Weight 1,450kg 1,475kg 1,852mm Weight: Weight: Brakes: Brakes: Brakes: Weight: .1.585kg Front: 330mm discs Front: 318mm discs Front: 330mm discs Brakes: Rear: 299mm discs Rear: 330mm discs Rear: 330mm discs Front: 350mm discs Wheels & tyres: Front: 8x19-inch; 235/35/R19 Wheels & tyres: Front: 8x18-inch; 235/40/R18 Wheels & tyres: Front: 8x19-inch; 235/35/R19 ear: 350mm disc Wheels & tyres: Front: 8.5x19-inch; 235/35/R19 Rear: 11x19-inch: 295/30/R19 Rear: 10x18-inch: 295/35/R18 Rear: 11x19-inch; 295/30/R19 Rear: 11x19-inch; 305/30/R19  $\star \star \star \star \star$  $\star \star \star \star \star$  $\star \star \star \star \star$  $\star \star \star \star \star$ Gen2 997 C2 Gen2 997 C2 S Gen2 997 C4 Gen2 997 C4S 2008-12 2008-12 2008-12 2008-12 Bodywork as per C4, but with larger engine. Utilised the 997 Turbo's four-wheel drive and PTM. Viscous coupling th restyled LED rear lights Altered as per the Carrera, but with larger 3.8-litre engine – again using Numerous engine and body changes as per the Carrera, but with a wider and front driving lights. M97 engine replaced with a 91 DFI unit, using fewer components and Direct Fuel rear end plus full-width rear reflector fewer parts – with no problematic Injection, Had seven-speed PDK New all-wheel drive was initiated from gives way to electromagnetically Intermediate Shaft. optional, like the Carrera. the 997 Turbo. controlled multi-plate clutch. .10.500 Production numbers Production numbers:... 15,000 Production numbers: 1,384 (Coupe) Production numbers: 7,910 (Coupe) Issue featured: Issue featured: Issue featured: Issue featured: 111 89 61 Engine capacity 3.614cc Engine capacity: Compression ratio: 3.8000 Engine capacity: Compression ratio: 3.614c Engine capacity: Compression ratio: .3.800cc npression ratio Compression ratio: 12.5:1 Maximum power: 345hp@6,500rpm Compression ratio: 12.5:1 Maximum power: 385hp@6,500rpm 12.5:1 345hp@6,500rpm Maximum po Maximum power:... Maximum torque:\_\_390Nm@4,400rpm Maximum torque: 420Nm@4,400rpm Maximum torque: 390Nm@4,400rpm Maximum torque: 420Nm@4,400rpm 0-62mph: 4.9sec 0-62mph 0-62mph 5.0ser 0-62mph . 4.7ser 4.7se Top spee Length: Width: \_176mph 1,435mm Top speed: 179mph Top sp Top sp hee .185mph Length Width: 4.435mm 4,435mm Length: Length: 1,808mm Width: \_1,808mm 1,852mm Width: 1,852mm Weight: 1.415kg Weight: 1.425kg Weight: 1.470kg Weight: 1.480kg Brakes Brakes: Front: 330mm discs Rear: 330mm discs Front: 330mm discs Front: 330mm discs Front: 330mm discs Rear: 330mm discs Rear: 330mm discs ear: 330mm discs Wheels & tyres Wheels & tyres Wheels & tyres: Wheels & tyres: Front: 8x18-inch: 235/40/ZR18 Front: 8x19-inch: 235/35/7R19 Front: 8x18-inch: 235/40/7R18 Front: 8x19-inch: 235/35/7R19 Rear: 10.5x18-inch: 265/40/ZR18 Rear: 11x19-inch; 295/30/ZR19 Rear: 11x18-inch; 295/35/ZR18 Rear: 11x19-inch; 305/30/ZR19  $\star \star \star \star \star$  $\star \star \star \star \star$  $\star \star \star \star \star$  $\star$   $\star$   $\star$   $\star$ 



 $\star \star \star \star \star$ 

997 GT3

2006-07

Production num

Engine capacity:

Compression ratio:

Front: 380mm discs

Rear: 350mm discs

Wheels & tyres: Front: 8.5x19-inch; 235/35/R19

Rear: 12x19-inch; 305/30/R19

Gen2 997 GT3

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

Maximum torque: 430Nm@6,250rpm

 $\star \star \star \star \star$ 

....2,200

3 7970 

. 41se

.194mph .460mm

\_\_\_\_1,808mm

1.395kg

117

2009-12

rear hubs.

0-62mph

Top spee Length: Width:

Weight:

Brakes Front: 380mm discs Rear: 350mm discs Wheels & tyres: Front: 8.5x19-inch: 235/35/7R19 Rear: 12x19-inch;305/30/ZR19

Production numbers:

Engine capacity: Compression ratio:

Maximum power:....

Issue featured:

 $\star \star \star \star \star$ 

Issue featured:

0-62mph:

Length: Width:

Weight: Brakes

Top speed:

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.

2,378

12.0.1

....4.3sec

\_192mph

.4.445mm

1.808mm 1,395kg

#### 996 Turbo S 2004-05

A 911 Turbo with the previously optional 30bhp power upgrade. with larger turbochargers, uprated intercoolers and a revised ECU. PCCB standard. Production numbers: 1.563 Issue featured: Engine capacity: Compression ratio: Maximum power: 450bhp@5,700rpm . Maximum torque 620Nm @ 3,500-4,500rpm 0-62mph ....4.2sec Top speed: \_191mph Length: .4.435mm Widt 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



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

Production numbers:	25,788
Issue featured:	
Engine capacity:	
Compression ratio:	
Maximum power:	p@6,800rpm
Maximum torque:	n@4,250rpm
0-62mph:	
Top speed:	
Length:	4,427mm
Width:	1,808mm
Weight:	1,395kg
Brakes:	
Front: 318mm discs	
Rear: 299mm discs	
Wheels & tyres:	
Front: 8x18-inch; 235/40/F	R18
Rear: 10x18-inch; 265/40/	R18
···· ★ ★ ≯	$\star \star \star$

997 GT2

Essentially the 997 Turbo but with rear-wheel drive only. Enjoyed a mo track-orientated suspension and brake setup, with GT3-style interior

Maximum power: 530bhp@6,500rpm Maximum torque: 680Nm

1.242 . 12

9.0:1

\_\_\_\_\_3.7sec 

@ 2,200-4,500rpm



and extra power

Production num

sue featured:

Engine capacity:

0-62mph:

Top speed: Length: Width:

Front: 380mm discs

ar: 350mm discs Wheels & tyres: Front: 8.5x19-inch; 235/35/ZR19

Rear: 12x19-inch: 325/30/7R19

 $\star \star \star \star \star$ 

Weight:

Brakes

npression ratio

 $\star \star \star \star \star$ 

97 GT3 RS

2006-07

and plastic rear window.	
Production numbers:	1,106
Issue featured:	
Engine capacity:	.3,600cc
Compression ratio:	
Maximum power:415bhp@7	,600rpm
Maximum torque:405Nm@5	,500rpm
0-62mph:	4.2sec
Top speed:	
Length:4	
Width: 1	,808mm
Weight:	1,375kg
Brakes:	
Front: 380mm discs	
Rear: 350mm discs	
Wheels & tyres:	
Front: 8.5x19-inch; 235/35/R19	
D10-10	

HEXAGON \* \* \*

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#### 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 hv 16 per cent

by to per cerit.	
Production number	rs:3,800
Issue featured:	
Engine capacity:	3,800cc
Maximum power:	500hp@6,000rpm
Maximum torque:	
	@1,950-5,000rpm
	3.4sec
Length:	4,450mm
Weight:	1,570kg
Brakes:	
Front: 350mm discs	
Rear: 350mm discs	
Wheels & tyres:	
Front: 8.5x19-inch; 2	35/35/ZR19
Rear: 11x19-inch; 305	5/30/ZR19
*	****

<b>Gen2 9</b> 2009-12	<b>97 GT3 R</b> S

es and a larger wing

sound proofing.	
Production number	s:
Issue featured:	
Engine capacity:	3,8000
Compression ratio:	
Maximum power:	450hp@7,900rpr
Maximum torque:	430Nm@6,750rpr
0-62mph:	
Top speed:	
Length:	
Width:	1,852mr
Weight:	1,370k
Brakes:	
Front: 380mm discs	
Rear: 380mm discs	
Wheels & tyres:	
Front: 9x19-inch; 245	/35/ZR19
Rear: 12x19-inch; 325	5/30/ZR19
	****

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#### 1.852mm 1,360kg Brakes: Front: 380mm discs Rear: 380mm discs Wheels & tyres: Front: 9x19-inch; 245/35/ZR19 Rear: 12x19-inch; 325/30/ZR19 \*\*\*\* 991.1 Carrera 4S 2012-2015

12.6:1

193mph

4.460mm

125



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 

1.445kg Front: 340mm discs Rear: 330mm discs Wheels & tyres: Front: 8.5x20-inch: 245/35/7R20 Rear: 11x20-inch; 305/30/ZR20

 $\star \star \star \star \star$ 

## 991.2 Carrera S

res same 3.0-litre turbocharged 9A2 engine as Carrera, with revised turbos, exhaust and engine management to produce an extra 50hp. Rear avlastocring -----

SUMP. Rear axie stee	ering now an option.
Production number	s:Currently in
	production
Issue featured:	
Engine capacity:	2,981cc
Compression ratio:	
Maximum power:	420hp@6,500rpm
Maximum torque: 500	Nm@1,700-5,000rpm
0-62mph:	
Top speed:	
Length:	
Width:	1,808mm
Weight:	1,440kg
Brakes:	
Front: 350mm discs	
Rear: 330mm discs	
Wheels & tyres:	
Front: 8.5x20-inch; 24	15/35/ZR20
Rear: 11.5x20-inch; 30	5/30/ZR20
*	****



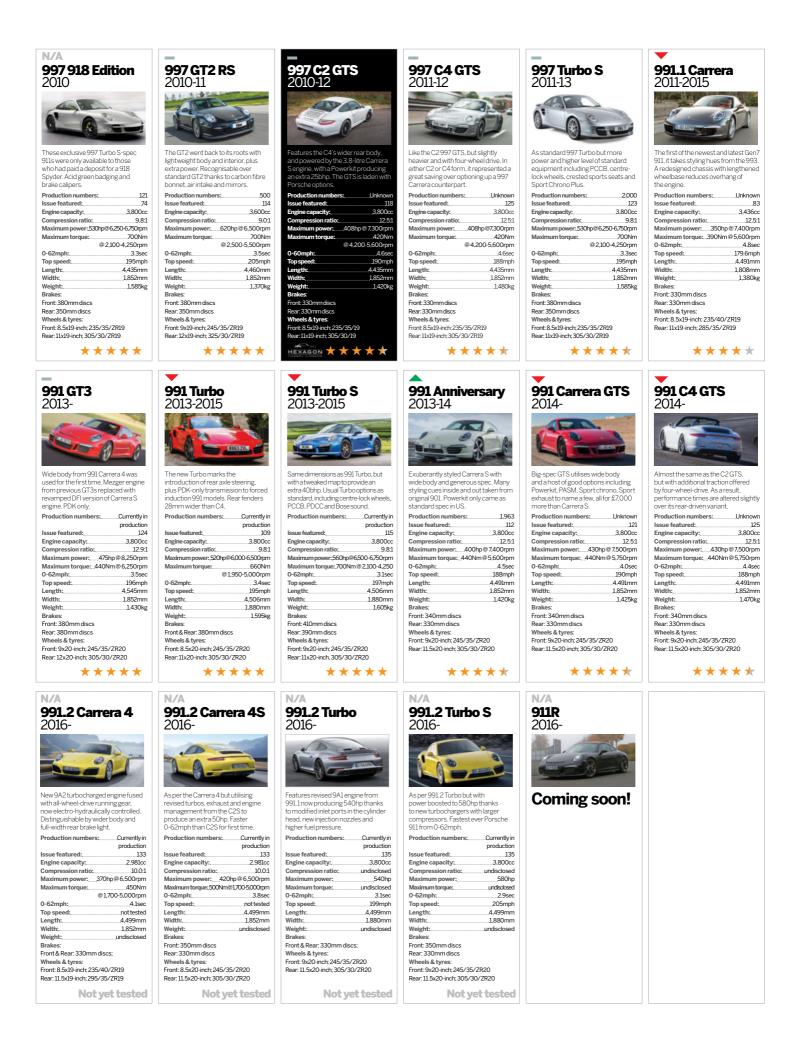
Rear: 11.5x19-inch; 295/35/ZR19  $\star \star \star \star \star$ 

Wheels & tyres: Front: 9.5x20-inch: 265/35/ZR20

Rear: 12.5x21-inch: 325/30/ZR21

 $\star \star \star \star \star$ 

Front & Rear: 330mm discs; Wheels & tyres: Front: 8.5x19-inch: 235/40/ZR19





#### 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.



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.



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. by one of the UK's leading classic Porsche specialists.



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.



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.



1958 PORSCHE 356A SPEEDSTER 1.6 DAMEN (TYPE 616/1) #84815 - has just completed a detailed engine bay preparation



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



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.

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911 Carrera RS (993 LHD)

Grand Prix White • Black/Grey Dual Tone Leather Bucket Seats • Manual Gearbox • 18" Split Rim Wheels 58,240 km (36,400 miles) • 1995 (N)

£249,995



911 Carrera 4 GTS (997 GEN II)

Carrara White • Black Leather Sport Seats • PDK Gearbox • Sport Chrono Pack with Sport Plus • 18,019 miles 2012 (12) £64,995

911 Carrera RS (964 LHD)

Maritime Blue • Triple Tone Leather Bucket Seats • Manual Gearbox • 17" Magnesium Cup Wheels • 93,656 km (58,195 miles) • 1992 (J)

£224,995



911 Carrera 4 S (997 GEN II)

GT Silver • Black Leather Seats PDK Gearbox • Touchscreen Satellite Navigation • 19" Carrera Sport Wheels 22,643 miles • 2010 (60) £51,995



911 GT2 (996)

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

£144,995



911 Carrera 4 (993)

Midnight Blue • Dark Blue Leather Sport Seats • Manual Gearbox • 18" Turbo Wheels • Air Conditioning • VarioRam Engine • 72,490 miles • 1996 (N)

£49,995



911 Carrera Speedster

29,334 miles • 1989 (G)

£139,995

Silver Metallic • Burgundy Leather Seats

Manual Gearbox • 16" Fuchs Wheels

3-Spoke Clubsport Steering Wheel

911 Carrera 2 S (997 GEN II)

GT Silver • Cocoa Leather Sport Seats PDK Gearbox • 19" Carrera Sport Wheels Touchscreen Satellite Navigation 32,015 miles • 2010 (10) £47,995

#### 911 Carrera 2 (997 GEN II)

Basalt Black • Black Leather Sport Seats PDK Gearbox • Touchscreen Satellite Navigation • Sport Chrono Pack with Sport Plus • 27,678 miles • 2011 (11) £47,995



911 Carrera 2 (997 GEN II)

Platinum Silver • Dark Blue Leather Seats • PDK Gearbox • 19" Sport Design Wheels • Touchscreen Satellite Navigation • 39,089 miles • 2011 (61) £44,995



911 Turbo (996)

Polar Silver • Dark Blue Leather Seats Tiptronic S Gearbox • 18" Turbo II Wheels BOSE Surround Sound System • 61,383 miles • 2002 (02)

£39,995



911 Carrera 4 S (997)

Atlas Grey • Black Leather Seats Manual Gearbox • 19" Carrera S Wheels Satellite Navigation • Porsche Sound Package • 37,432 miles • 2006 (06) £34,995

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#### PORSCHE 997 - GT3, TURBO, C4S, C2S, C2

2011 - 997 GT3 RS 4.0 GEN II (GRANDPRIX WHITE) 11,000 Miles Black Interior With Red Sports Bucket Seats, PSM/PASM/PCM 3-Sat Nav, Chrono Pack, 19" Gen II 997 GT3 Alloy Wheels, Full Service History.

2010 - 911 (997 GEN II) TURBO 'S' PDK (BASALT BLACK) 25,000 Miles Black Leather Interior, PSM/PASM/PCM (GEN II)-Touch Screen Sat Nay, Heated/Memory/Fully Electrical & Sports Seats, USB/iPod Connection, 19" Turbo Alloy Wheels, Full Main Dealer Service History.

2007 - 997 TURBO COUPE TIP (METEOR GREY) 37,000 Miles Full Black Leather Interior, Silver Centre Console, PSM/PASM/PCM 2-Sat. Nav, Telephone, Litronic Headlights, 19" Wheels (unmarked), Full Main Dealer Service History - Last Serviced In February.

2009 - 997 C4S CAB PDK (GEN II) (METEOR GREY) 28,000 Miles Full Black Leather Interior, PSM/PASM/PCM(PCM/Voice Control), Sat Nav (Touch Screen), Front & Rear Camera, 19" Porsche Sport Design Alloy

Wheels, Full OPC Service History, Recently Serviced 2010 - 997 C2 COUPE GEN II PDK (RUBY RED METALLIC) 30,000 Miles Cashmere Leather Interior, PSM/PASM/PCM-Touchscreen Sat Nav, Cruise Control, Alacantara Headlining, Rear Parking Assist, Rear Wiper, Xenon

Headlights, 18" Alloy Wheels, iPod/USB Connector, Full Service History. 2006/55 - 997 C2S CAB TIP (BASALT BLACK) 34,000 Miles

Black Leather Interior, PSM/PASM/PCM-Sat Nav, M/F Steering Wheel Heated & Sports Seats, Climate Control, Porsche Crest On Headrest, Rear Park Assist, 19" Sport Design Alloy Wheels, Full Service History,

2005 - 997 C2 COUPE TIP (ARCTIC SILVER) 62,000 Miles Black Leather Interior, PSM/PCM-Sat Nav/Telephone-BOSE /CD Changer, Heated Seats, M/F/S Wheel, Alcantara Headlining, Rear Wiper, Climate Control, 19" Carrera Alloy Wheels, Full Service History 2005 - 997 C2 COUPE TIP (ARCTIC SILVER) 62.000 Miles

Black Leather Interior, PSM, PCM, Sat Nav, Alcantara Headlining, Climate Control, 19" Carrera Alloy Wheels, Full Service History

#### PORSCHE 996 - GT2, TURBO

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

2002 - 996 GT2 CLUBSPORT (ARCTIC SILVER) 37.000 Miles Black Leather Interior, PSM, Porsche Radio/CD Player, 18" GT2 Turbo Alloy Wheels, Full Main Dealer And Specialist Service Histor

2002 - 996 TURBO COUPE TIP 'S' (LAPIS BLUE MET) 86,000 Miles Grey Leather Interior, PSM/PCM-Sat Nav, Sports/Memory/Electric Alcantara Headlining, 18" Turbo Alloy Wheels, Full Service History.

#### PORSCHE 993 - TURBO, C2, C4S, CARRERA

1998 - 993 TURBO 'S' COUPE MAN (SPEED YELLOW) 60,000 Miles Black Leather/Carbon Fibre Interior, Litronic Lights, Yellow Dials, Seat Belts And Callipers, 18" Turbo S Allov Wheels, Full Service History

#### 1996 - 993 TURBO COUPE (BLACK METALLIC) 61.000 Miles

Black Leather Interior, Sports Seats, Top Tinted Windscreen, Sunroot Tracker System, PA1000 Remote Control, 18" Turbo Alloy Wheels, Fully Documented Service History, Just Been Serviced

1997 - 993 TURBO COUPE MANUAL (ZENITH BLUE MET) 79,000 Miles Beige Leather Interior, Sunroof, Sports Seats, Fully Electric Seats, Alpine Radio Player, Climate Control, 18" Turbo Alloy Wheels, Full Service History.

1998 - 993 C4S COUPE MANUAL (SILVER METALLIC) 36,000 Miles Concours Winner, Black Leather Interior, Sports Seats, Top Tinted Windscreen, Sunroof, Tracker System, PA1000 Remote Control, 18" Turbo Alloy Wheels, Fully Documented Service History, Just Been Serviced.

1996 - 993 C4S COUPE MANUAL (MIDNIGHT BLUE) 64,000 Miles Marble Grey Leather Interior, SONY CD Players, Semi-Electric Seats, Electric Mirrors, 18" Turbo Alloy Wheels, Full Porsche Service History

1994 - 993 C2 COUPE TIP (BLACK METALLIC) 84,000 Miles Grey Leather Interior, Alpine Radio/CD Changer, Climate Control, 17" Alloy Wheels, Fully Documented Service History.

1994 - 993 C2 COUPE MAN (FOREST GREEN) 104,000 Miles Marble Grey Leather Interior, Right Hand Drive, Alpine Radio Player, 17" Alloy Wheels, Full Service History

1994 - 993 C2 COUPE TIP (BLACK METALLIC) 99,000 Miles Marble Grey Leather Interior, Sunroof, SONY Stereo & CD Player, 17" Alloy Wheels With Coloured Crests, Full Service History (Just Been Serviced).

1987 - 993 CARRERA 3.2 CAB 1989 (G50 GEARBOX) 126,000 Miles Immaculate Blue Metallic, Full Marble Grey Interior, Period Correct Fuchs Alloy Wheels, Comprehensive Service History, Very Original Condition, 10 Years With One Owner

1979 - 911 SC COUPE - LHD (SLATE GREY) 271,000 Kilometers Slate Grey Coachwork, Marble Grey Interior, Manual, Pioneer Radio & CD Player, 16" Alloy Wheels, Five Former Keepers Only.

1994 - 993 C2 COUPE TIP (BLACK) 94,000 Miles Black Leather Interior, Becker Radio, Electric Seats, 17" Allov Wheels, Full Porsche & Specialist Service History (Just Been Serviced)

1992 - 964 CARRERA COUPE TIP (POLAR SILVER) 138,000 Miles Black Leather Interior, SONY CD/Radio Player, 17" Alloy Wheels, Full Service History

#### FERRARI - MODELS FROM 1967 +

2005 - FERRARI F430 F1 COUPE (NERO DAYTONA) 17.000 Miles Black Leather Interior, F1 Pump Recently Fitted, Black Shields, Full Service History, Just Been Serviced With New Clutch Fitted.

1998 - FERRARI 550 MARANELLO (GRIGIO SILVER MET) 55,000 Miles LHD, Silver Coachwork, Full Leather Interior, vzvv 18" Alloy Wheels, Brass Steel Gated Gear Shifter, Full Service History, Recently Serviced.

1973 - DAYTONA 365 GTB/4 RHD (ROSSO RED) 38,000 Miles siche, Black/Red Leather Interior, Red Carpets, Full Continuous History, Superb Provenance, Only Three Owners From New

#### 1971 - (SERIES E) FERRARI DINO 246GT (ROSSO RED) 41,000 Miles

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

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1972 - PORSCHE 911 2.7 RS TOURING 72,000 Miles

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

1962 - JAGUAR 3.8 MARK II AUTOMATIC LHD (BLACK) 16,000 Miles Black Coachwork, Red Leather Interior, Power Assisted Steering, Wire Wheels, Recent Restoration To Virtually Concours Standard.

2008 - LAMBORGHINI MURCIELAGO LP640 (RED MET) 14,000 Miles Rosso Andromeda, e-Gear, Glass Engine Main Cover, Front Axle Lift, Rear Camera, 18" Murcielago Wheels, Full Lamborghini Service History, Lamborghini Car Cover, Immaculate Condition Throughout,

2012 - MERCEDES BENZ E CLASS E350 CDI SPORT 24,000 Miles

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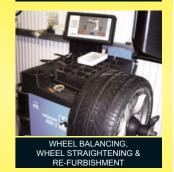
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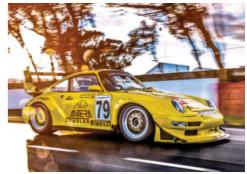
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## Sibillini Mountains, Umbria, Italy

Written & Photographed by CarAddictBlog









#### Essential info LOCATION: Provinces of Umbria and Perugia, Italy COORDINATES: 42°47'57"N, 13°17'56"E



LENGTH OF DRIVE: 32 miles POINTS OF INTEREST: Castelluccio, Norcia and the Viewpoints next to cafés FOOD AND ACCOMMODATION: Ristorante II Fienile in Castelluccio, Locanda del Teatro in Norcia, Albergo Sant'Emidio albergosantemidio.it Pallazo Seneca, Norcia www.palazzoseneca.com/en

## The Sibillini Mountains contain some of the most wonderful driving roads in Italy, and as they are rarely written about they're usually empty!

he Sibillini Mountains in the Le Marche region of Italy are a hidden gem, rarely reported upon but containing some truly wonderful ribbons of black top. One such road of note is the SP477 that climbs up and over the Piano Grande – a mention of the 'PG' to a paragliding enthusiast and chances are they will wax lyrical about it.

Peeling off the wide, and in its own right magnificent, SS4 the road begins to aggressively climb and narrow, morphing into a pulse-quickening time trial style route. Before hitting the SP477 the road makes its way through a handful of small villages, the thin tall Italian houses acting as an amplifier to the exhaust note of our 3.8-litre flat six. As the villages disappear, the presence of ski chalets provides a nod to the everincreasing altitude. Turning hard left off the SP89, the SP477 announces itself with a series of wide sweeping bends that continue the march towards the top of the Piano Grande. The road feels like it's been chiselled into the hillside, taking the line of least resistance, it flows in unison with an invisible contour line, catapulting you between hairpins via sweeping well-sighted stretches of road that allow rapid progress.

From the crest, the road falls down into the basin allowing you the stunning view of Castelluccio that sits upon its own outcrop above the wildflower meadow. At times the basin fills with mist giving the illusion that the village is floating, earning it the name 'Little Tibet'. Stopping here allows the view to be enjoyed and, during the warmer months, the spectacle of numerous paragliders lazily drifting above you is perfect for lunch or a coffee break.

Leaving the village, the road yawns ahead, spreading over the basin floor in search of the foot of the climb back up, before the road plummets down and sweeps around the sort of bends that Rally organisers dream of finding. In the main, the road is well surfaced and wide enough to allow two coaches to pass – as they do in summer. One of the joys of this road, however, is that a series of tunnels on the main road below offer an easier route, reducing traffic levels significantly, making it one of the more quiet mountain roads upon which to play.

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