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Total 911

THE PORSCHE MAGAZINE

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- ▼ Inside the Porsche Club GB
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SINGER INTERVIEWED

One-on-one with Norbert Singer, the engineer responsible for 16 Porsche victories at Le Mans

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Welcome



When it comes to the iconic 911, there's no greater road-going iteration than the formidable Rennsport. Considered a race car with licence plates, an RS is simply the ultimate in Porsche performance and dynamics. To own at least one, then, is considered the Holy Grail for any Porsche enthusiast.

Though the legend began with the 2.7 Carrera RS of 1973, a further five air-cooled Rennsports were unveiled over the next 22 years, each one more captivating than the last. However, since the turn of the century we've been blessed with yet more RS variants in a comparatively shorter timeframe, and the introduction of the 991 in 2015 means that there are now just as many Rennsports cooled by water as air.

Interestingly, despite enthusiasts being lavished with the arrival of a new RS at a greater frequency than ever, each iteration has seen rapid expansion in the technology it has utilised. This is particularly true of the 991. But with revised engine, chassis and technological enhancements, just how

good is the latest addition when set against its peers? To answer the question, only a comprehensive test with the last four GT3 RSs on both road and track would suffice. The resulting group feature made for an exhilarating driving experience and, I hope, will make for an equally thrilling read.

Away from Rennsports and in fact 911s altogether, I've recently spent a week with a Panamera S E-Hybrid – hear me out! The reason I did so was because, in the midst of the 991.2 going turbocharged, I wanted some context on what's going on elsewhere at Porsche in terms of cleaner, sporty(ish) motoring.

There's no denying hybrid and electric vehicle technology is the future for the Volkswagen Group generally, but the 2015 Panamera has shown me Porsche's current system isn't yet polished. A more intelligent balance in the two different power sources as well as a greater range on pure electricity is needed, or else that battery and motor will mainly be dead weight – the idea of which will be a nasty faux pas on any future 911 with genuine sporting intentions. Porsche has until 2018 to get it right, but for now I'll take turbocharging all day, every day.

“To own a Rennsport is considered the Holy Grail for any enthusiast”



Lee Sibley
LEE SIBLEY • Editor
 E: lee.sibley@imagine-publishing.co.uk
 T: 01202 586291

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1911 Opening Shot

China's largest and richest city is also a metropolis of tradition and heritage. Here, Shanghai welcomes another historical icon to its streets in the form of a 3.2 Speedster. Sports cars and classics are an uncommon sight here, as illustrated by the bewildered looks garnered from locals.

Photograph by **Juergen Zoellter**



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“Andreas Preuninger’s crack squad of engineers has proven that they truly understand what is needed to create an enthralling Neunelfer experience”

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Update

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



New 911 Turbo gets Detroit debut

991.2 generation Turbo and Turbo S launched at first major automotive show of 2016

After news of its launch was released in early December, the new Porsche 911 Turbo has been officially unveiled at the North American International Auto Show in Detroit. Finished in the new Graphite blue metallic hue, the 991.2 Turbo was joined on Porsche's stand by the latest 911 Turbo S Cabriolet. Thanks to the updates given to the second-generation 911 Turbo, the latter is only the third series production 911 to join the 200mph club, topping out at a 997 GT2 RS-equalling 205mph.

The new 911 Turbo, like its predecessor, uses a 3.8-litre twin turbocharged version of the DFI 9A1 engine (rather than the downsized 9A2 seen in the latest Carreras), however, thanks to inlet port and injector nozzle tweaks, the 991.2 Turbo sees power

boosted by a modest 20hp to 540hp. The power gap to the Turbo S has been maintained on the new generation, which means that the range-topping forced induction 911 now puts out 580hp.

Aesthetically, the Turbo has been brought in line with the latest Carrera thanks to the new LED daytime running lights and 3D effect brake lights. The Turbo and Turbo S range also features a new, unique decklid design with central air intakes flanked on either side by longitudinal louvres. Inside, the 991.2 Turbo benefits from the revised second-generation steering wheel design, although the major talking point is the much improved (and larger) PCM system, featuring improved touch and swipe capabilities. Unlike the first-generation 991, Porsche has decided to launch

all Turbo body styles at the same time, which means that both Coupe and Cabriolet variants (there is still no Targa version) are available to order now. First deliveries are expected imminently with Porsche no doubt hoping that the new Turbo will help the company on its way to another record-breaking year.

On the eve of the 991.2 Turbo's public reveal, Zuffenhausen announced that 225,121 cars were delivered in 2015, a 19 per cent improvement over 2014. While the majority of this figure was the work of Porsche's popular SUVs – the Macan and Cayenne – the Porsche 911 also saw its sales figures improve in 2015 as just under 32,000 new Neunelfers were delivered over the last calendar year, a four per cent improvement over the previous 12-month period.

Festival of Speed date confirmed

Goodwood has confirmed that the 2016 Festival of Speed, the open-air automotive spectacular held along Lord March's famous driveway, will be held on 23-26 June. The 2016 FoS will once again kick off with the Moving Motor Show on the Thursday before the action gets underway

in earnest from the Friday. The theme for this year's Festival of Speed – 'Full Throttle – The Endless Pursuit of Power' – has also been firmed up. Expect turbocharged monsters such as Porsche's legendary 917/10 and 917/30 as Goodwood celebrates 50 years since the inaugural Can-Am series.

Wilton Supercar show cancelled

The 2016 Wilton Classic & Supercar show has been postponed for this year, with organisers announcing it has decided to focus instead on rescheduling the event for the summer of 2017. The show, hosted at Lord Pembroke's stately home in Wiltshire, has grown rapidly in scale and popularity over the last few

years. However, after soft launching the new theme – 'Celebrating The Stories Behind The Cars We Love' – and garnering "widespread support for the vision", the organisers felt that postponing the 2016 event until next summer was the best way of doing justice to the bold new concept.



Tim Scott ©2015 Courtesy of RM Sotheby's



Tim Scott ©2015 Courtesy of RM Sotheby's



Nicole Hains ©2015 Courtesy of RM Sotheby's

What's on in 2016

- Retromobile 3-7 February**
 The annual automotive exhibition returns to the Paris Expo centre
- London Classic Car Show 18-21 February**
 All manner of classic cars will be on display at the Excel Centre in Docklands
- Geneva Motor Show 3-13 March**
 Will the new Porsche 911R break cover at the first major European motor show?
- PCGB Open Day 6 March**
 The Porsche Club GB opens the doors to its Cornbury House HQ
- Amelia Island Concours 10-13 March**
 The Floridian resort plays host once again to the world famous Concours d'Elegance

2016 Paris auction preview

Annual Retromobile exhibition sees three major auction houses in action

The first major European car auctions of the year will take place between 3-5 February with RM Sotheby's, Bonhams and Artcurial all heading to Paris as part of the annual Retromobile exhibition in the French capital. And, as ever, myriad Porsches will dominate the listings.

RM Sotheby's kick off proceedings at the Place Vauban with three of Zuffenhausen's finest, led by a Pre-A 356 Speedster expected to realise £187,000-£225,000. The Anglo-Canadian auction house will also put a left-hand drive 964 Carrera RS, originally delivered to

Italy, under the hammer with an estimate price of £105,000-£120,000, while an early 2.2-litre 911S catches the eye with a guide price of £150,000-£187,000.

On top of not one but two Turbo-bodied 3.2 Speedsters, the highlights at Bonhams Grand Palais sale on 4 February include a 993 Carrera RS Cup car used in the 1995 Carrera Cup France. This iconic racer is expected to realise in the region of £190,000-£320,000. Bonhams' left-hand drive 993 Turbo – finished in Polar silver – looks good value at £100,000-£120,000, while the British auction house's

most exciting Neunelfer is undoubtedly an original Light ivory 1966 911 2.0S with a guide price of £110,000-£150,000.

The standout Porsche lot of Artcurial's sale is a 1988 Porsche 959. The Grand Prix white supercar was originally delivered to world champion motocross racer, André Malherbe in Monte Carlo and is expected to fetch £902,000-£1,050,000. Elsewhere, Artcurial will also put a 993 GT2 Evo under the hammer (£413,000-£564,000) and a 1976 911 Carrera 2.7 in Rest-of-the-World specification with an estimate of £165,000-£195,000.



SharkWerks building first 4.0-litre 9A1

Bored out 9A1 build could lead to 4.0-litre 991 GT3s

North Californian Porsche tuner, SharkWerks – famous for its 4.1-litre 997 GT3 RS and other bored out Mezger builds – has embarked on its first enlarged 9A1 project, creating a 4.0-litre flat six for a 991.1 Carrera S track car. The new challenge for the Fremont-based company came about after a customer approached them with the 991 having completed around 30,000 miles on track.

"It finally wore out to the point where we had to machine the block to fix it," explains SharkWerks founder, Alex Ross. "We then came up with a 4.0 piston solution to give it a little more power,"

Ross says, referencing the proprietary piston design created in-house by his team of specialists. The finished engine is expected to be boosted by "about an additional 40hp", giving this particular 991 Carrera S a 997.2 GT3-rivalling 440hp.

While their 997 GT3 RS 4.1 has become an undoubted poster car for the business (and this is the first time SharkWerks has enlarged the direct fuel injection architecture), Ross confirms that the company is now looking at the possibility of a 4.0-litre version of the 991 GT3's 9A1 flat six and that, if possible, a 4.1-litre variant of the Mezger's replacement hasn't been ruled out.



Private treaty sales on the rise

Autofarm claim more blue chip Porsche 911s passing hands privately

With the stratospheric rise in the value of Carrera RS 2.7s (and other classic 911s) over the past 24 months, it is perhaps unsurprising that both buyers and sellers are increasingly looking for discretion during the sale and acquisition of this iconic Neunelfer. Having just sold its first RS of 2016 via private treaty, renowned RS specialist Autofarm concurs and claims that, after facilitating the sale of a further three cars in recent months, this service is becoming of more and more interest to all parties.

"We are increasingly being asked by vendors and purchasers to undertake private treaty sales," says Mikey Wastie.

"We know a lot of the cars and Josh's (Sadler, founder of Autofarm and today the firm's Heritage director) own records that date back to the mid-1970s have been extremely useful in confirming the provenance of the cars that we are handling. Those records have been very crucial in uncovering upgrades, modifications and repairs over time and we can provide access to these to our clients as part of our service."

Wastie confirms that the firm is also increasingly handling more international sales and is travelling far and wide to inspect and assess 2.7 RSs. "We have a few interesting cars coming from afar in the pipeline," adds Wastie.

Motorsport

THE LATEST NEWS AND RESULTS FROM RACING SERIES AROUND THE GLOBE



Porsche's factory GT programme to be reshuffled

Full steam ahead for Porsche in United SportsCar Championship but no works FIA WEC effort as the new 911 RSR is developed

Porsche has reorganised its factory GT efforts ahead of the 2016 racing season, with Porsche Team Manthey taking a sabbatical from the FIA World Endurance Championship. The move means the in-house works squad will not defend the world titles it secured last year, instead focussing its efforts on developing the new RSR – based on the 991.2 shell – ahead of the new car's debut in 2017. Olaf Manthey's team will still race occasionally this year, however, with two works Porsche 991 GT3 Rs scheduled to compete (each with four factory drivers) in the 24 Hours of Nürburgring.

Weissach will continue to be represented in the FIA WEC's GT ranks thanks to Proton Dempsey Racing, who will run a 911 RSR – updated to meet the new 2016 GT rules – in the GTE Pro class, allowing Richard Lietz (once again paired with Michael Christensen) to defend his 2015 WEC drivers' crown. Should they receive invitations, Porsche Team Manthey will also run two factory RSRs in the 24 Hours of Le Mans with one car scheduled for Earl Bamber, Frédéric Makowiecki and Jörg Bergmeister, and a second entry for Nick Tandy, Patrick Pilet and Kévin Estre, the latter joining Porsche as a full-time works driver (see right). The US factory team will also continue with a two-car assault in the WeatherTech United SportsCar

Championship as Porsche North America Racing aims to defend the three titles it secured in 2015. The no. 911 RSR will once again be raced by Tandy and last year's drivers' champion, Pilet (joined by Estre for the four US endurance races) while the no. 912 machine sees Bamber paired with Makowiecki.

Alongside its outing at the Nürburgring 24-hour race, the new Porsche 911 GT3 R will take in a comprehensive debut season as Weissach announces an expanded run of 40 cars. The latest FIA GT3-spec racer will compete in the Japanese Super GT championship in the hands of Bergmeister, while Patrick Long will take part in a full Pirelli World Challenge season for Effort Racing.



Kévin Estre signs full-time works contract

French GT ace joins factory elite at Weissach after successful Carrera Cup career

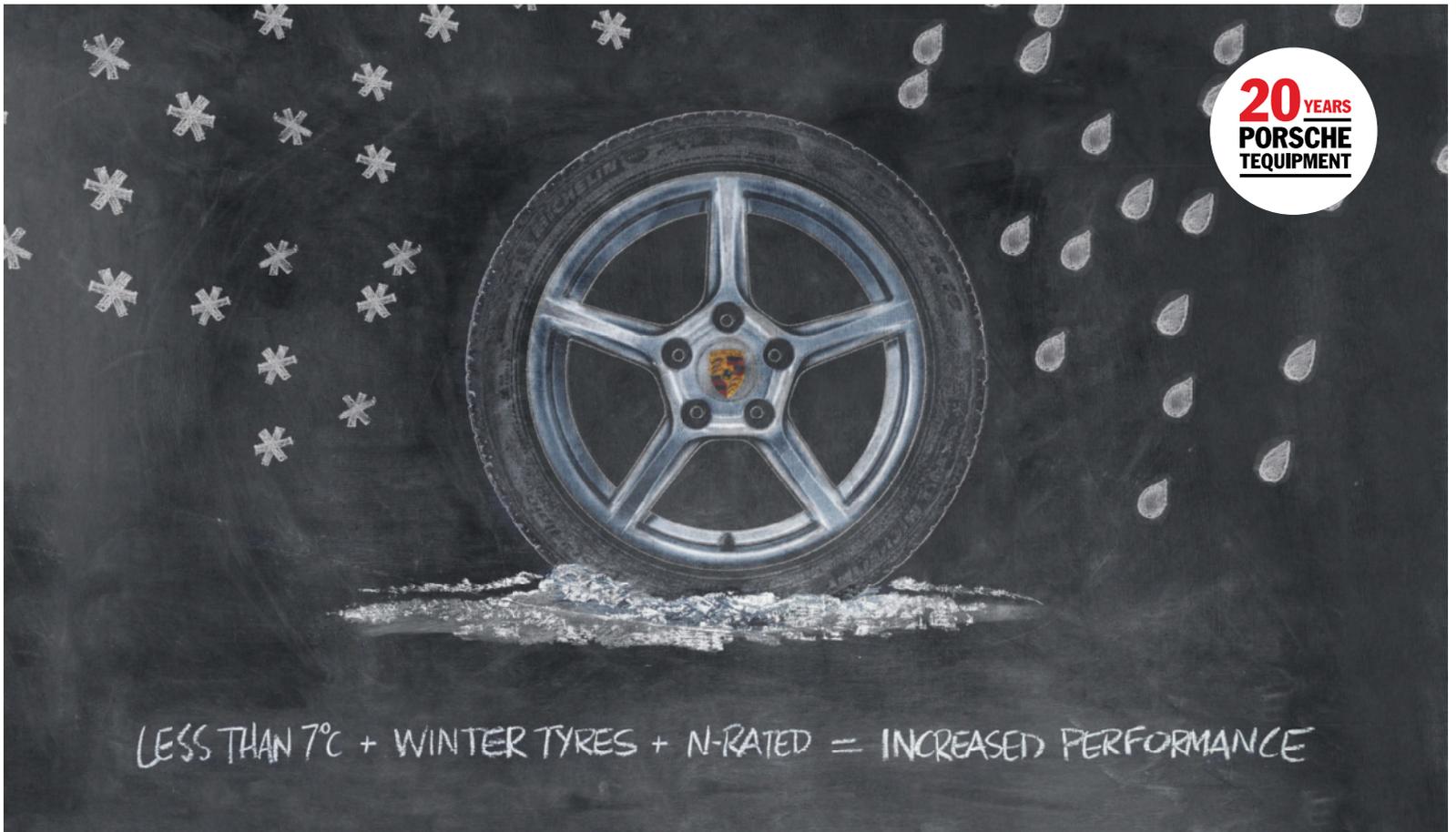
Porsche has signed French sports car ace Kévin Estre as its latest factory racer, bringing its works roster to 16 drivers across the LMP1 and GT categories. The 27-year-old racer joins Weissach after a two-year stint as a McLaren factory driver in the GT3 ranks, during which Estre was loaned to Porsche for a sole FIA WEC appearance at last year's Six Hours of Spa. Alongside Porsche Junior, Sven Müller, the Frenchman helped to guide the factory no. 91 911 RSR to third in the GTE Pro class.

Estre is no stranger to racing Porsche 911s, having won both the Carrera Cup France and Germany series in 2011 and 2013 respectively. The Frenchman also finished as runner-up in the 2012 Porsche Mobil 1 Supercup – narrowly missing out on the title to René Rast – and has won two races in Porsche's premier one-make championship.

For 2016, the former Carrera Cup champion will act as the third driver for the no. 911 Porsche North America Racing crew at the 24 Hours of Daytona, 12 Hours of Sebring, Six Hours of Watkins Glen and Petit Le Mans. Estre is also scheduled to drive one of two factory 911 RSRs at this year's 24 Hours of Le Mans alongside likely outings in the new 991 GT3 R at various races in 2016.

Motor racing in 2016

January	February	March			
24 Hours of Daytona 28-31 January	12 Hours of Bathurst 6-7 February	Pirelli World Challenge COTA 3-6 March	Blancpain official test 8-10 March	12 Hours of Sebring 16-19 March	FIA WEC Prologue test 25-26 March



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PORSCHE

Jörg Bergmeister

THE FACTORY ACE REVEALS ALL ABOUT HIS SPECTACULAR 15-SEASON CAREER WITH PORSCHE



Jörg's incredible Porsche career spanning a decade and a half of racing has seen him pilot the 996, 997 and 991 in its ultimate form



2016: My busiest season of racing yet

In our new guest columnist slot, Jörg Bergmeister talks us through his glittering Porsche career



Racing is very much in the blood of the Bergmeister family. My grandfather used to race motorcycles and then my dad – Willi – started hill climbing. He went on to race in the European Touring Car Championship (which he won in the 1980s) before my brother and I got a go-kart. Now there is a fourth generation, my ten-year-old nephew, who is the youngest factory kart driver ever. It's a good family tradition to have!

I think my very first race in a Porsche was back in 1994 – holy smokes! – and obviously, as a German, having the chance to race for a German manufacturer is always a dream. Even my dad raced in some Porsches, which was pretty cool as a little kid watching him. In 1996 I had the chance to start in the Carrera Cup Deutschland before I got a works contract in 2002. The start of my career as a Porsche factory driver was pretty incredible, winning my class at Daytona straight away and bringing home a nice watch. Since then, I've had so many great races that I just can't pick one out as my favourite. We won overall at Daytona in 2003 and after that, victories at Le Mans and Spa were definitely great (as well as my ALMS titles).

What are the factors for achieving all this? I don't know, but 2016 will be my 15th season racing for Porsche, so you could say that I've been around long

enough! When I started in the Carrera Cup with the 993, they were a handful to drive. With those cars, you definitely needed a lot of experience to be quick and it served as a good learning process. When you are quick in a Porsche, you can be quick in pretty much anything: I've been in Daytona Prototypes during my career, too, and I had success there as well. Now, with the new GT3 R and the RSR, the cars are so refined. They may look like street cars but they are purpose-built racers. It's pretty incredible how nicely they handle.

This year is probably my busiest season ever. The plans right now are to do Super GT full time in Japan, and then as much as possible in the United States in the WeatherTech USCC. On top of that, I'll be doing Le Mans and most likely the Nürburgring. Lufthansa will be very happy with me by the end of the year! I'm looking forward to the variety on offer in 2016 as racing in the WEC I definitely missed the racetracks in America. Most modern tracks in Europe have no consequences; you just make a mistake and try again so eventually everyone learns, whereas in the USA, when you make a mistake it usually costs you some damage to the car. It's a whole different outlook and I think the racetracks in Japan are similar to America.

The last few seasons have been tough. Last year especially was not as good as it could have been for

our No 912 car because we were really competitive but one little thing always seemed to go wrong. I was pretty happy with my personal work, however – there's no point getting hung up on things you can't influence – but I really want the results, so for 2016 I definitely want to get back to winning races more than anything. I've been part of the development process for the new GT3 R and definitely, compared to the old 'R', it is quite a big step forward, not just for factory drivers but also for customers who have already driven the car. Everybody is happy about it and looking forward to racing it, starting at Daytona. I think I've won three times there now, so it's not the worst place for me. It's not as good as Lime Rock though – we could race there every weekend – I think I've raced there six times and won five times!

When I get back from Daytona it won't be long until my new company car arrives. For the winter I have been driving a standard 911 Carrera, which is a fantastic sports car but, come March, I'll have a brand new silver 991 GT3 RS on my driveway to use as my daily driver. I'm pretty stoked. Before that I had a GT3 and, a few cars before that, I had GT3 RS 4.0. I'm still kicking myself that I didn't buy this legendary car. It was amazing though, and I'm always in love with any car I get through the company. Whenever I leave the driveway in a Porsche I always have a big smile on my face.

Nick Tandy

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



Racing through the longest night

Nick's third season in the US is about to roar into life with one of his favourite events



It's that time again. The start of the newly named IMSA WeatherTech SportsCar Championship is just around the corner and that means one thing: the 24 Hours of Daytona.

I guess, looking at it from the outside, starting a championship with the biggest event seems like a strange way of beginning the year. However, because I've done the race a few times before as a single event whilst doing other championships (and it takes place in January when the rest of the season doesn't really kick off until April), I look at it as a stand-alone event, even if it scores the same number of points as all the other WTSC races. After all, it's still the biggest endurance race of the year in America, so everyone is pushing even more to try and win it.

Unlike other 24-hour races – such as Le Mans or the Nürburgring – Daytona is a bit of a different proposition, thanks predominantly to the way the regulations work in America. Like all endurance races, reliability is a major factor but, after that, it all comes down to the final couple of hours. You just have to try and stay on the lead lap for 22 hours and make sure you have a good set-up for the end of the race when the temperatures are rising and the track is rubbered in. After all, it's no good building a big lead in the night only to lose it in one of the many inevitable caution periods and not be on the pace when it's hot.

The unique way that you race at Daytona doesn't make it any less challenging, though. Yes, the circuit is as well lit as you would expect from a closed course stadium but, because it takes place in winter, it does have the longest night of any race that we do. It's an especially tough event on man and machine, too, due to the fact that you're on the heavy banking for pretty much a third of the lap (so also around a third of the whole race).

Your body is constantly in compression, putting a lot of strain on your back because it's being forced into the seat. Unlike the Mulsanne or Döttinger Höhe, there is nowhere that you can stretch out and relax. The banking is just as tough on the cars, too, with a lot of the lap driven at full throttle in top gear, normally at the point where the engine is producing the most power. This makes it tough on the engine and, because you're constantly turning, tough on the differential and drivetrain. It's also a huge braking circuit because virtually every turn is a hairpin: in three minutes at Daytona there are probably more braking zones than in a three-minute period at the Nordschleife. Ideally you want to look after everything – the brakes, the car, yourself – at the start of the race but, when the race starts, everyone still normally goes for it because everyone wants to get racing. You do have to be a little bit careful but this is something that I have learned with experience: Daytona is not won in the first 20 hours.

Normally we head to Daytona having done a fair bit of testing at the track before the race. However, for 2016, the GTLM regulations have changed and we've got some fundamentally new parts. One saving grace for us, however, is that rather than an all-new car (like Ferrari, BMW and Ford), we're using an updated version of last year's RSR with the mechanical parts all carried over. This should certainly give us an advantage reliability-wise, which is especially useful as the championship starts with two gruelling endurance races. I'm sure they will close the gap as the season progresses but that's all part of the development challenge.

I love heading to Daytona – spending January in Florida isn't too bad – and it's a great circuit. After the Christmas break, I can't wait to get back to work. After winning all three GTLM championships in 2015, we've definitely got a target on our back but I'm confident that we can still battle for the top spot at Daytona. I haven't thought about what I'll do with another Rolex but, if it happens, I suppose that's a nice problem to have.

Finally, after two incredible seasons, this is my last column for **Total 911**. I'm now settled in the role of a works driver and with a busy season ahead of me, I feel now is the time to say "goodbye" and let someone else take up the mantle. It's been a pleasure sharing my insights as a factory driver with all of you. I hope you've enjoyed it as much as I have.

Lifestyle

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Bilstein Sports B6 front dampers

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Don't think that suspension upgrades are the sole preserve of later Neunelfers. The Bilstein Sports B6 range allows for classic Porsche 911s to benefit from a performance-orientated dynamic without compromising on the everyday usability of needing to lower the stock ride height. The pictured damper is for a 1985 Carrera 3.2 with Boge struts, however, versions for all 911s from 1965 to 1989 are available.

www.design911.co.uk

Öhlins Road & Track dampers

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Formed 40 years ago, Swedish suspension supremo Öhlins is one of the best damper manufacturers in the world. Their Road & Track range uses their decades of motorsport success to create potentially the best road car dampers around. Available for most 996 and 997 models (997.1 GT3 RS pictured), they feature a lightweight aluminium construction and are fully adjustable, with threaded spring platforms and independent bump and rebound adjusters.

www.rpmtechnik.co.uk

EuroCupGT dampers and top plates

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EuroCupGT may not be a name familiar with everyone, especially when it comes to suspension – however, this British company certainly has form in the damping department, helping to develop coilovers for the World Touring Car Championship in 2005. Allowing damping and ride height adjustment, the EuroCupGT damper kit fits all non-PASM water-cooled Porsche 911s up to second-generation 997s. The price includes top plates and springs.

www.porscheshop.co.uk

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Views

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



Speculators beware

Dear Sir,

Here's a word of advice to your readers, in particular to buyers of limited edition or sought-after models that appreciate hugely in value. I've been fortunate to have previously owned a 997 GT3 RS 4.0 from new (delivered in 2011) which regrettably has now been sold to make room for another classic.

I ran it in very carefully during its first month of ownership, which revealed problems (after 600 miles) with the front axle lift system, leading to the kit's complete replacement (£5,000 just for parts) and an air-con pipework leak that took ages to track down and fix. All's well that ends well, however, as Porsche corrected everything under

warranty of course – no issues there – and the car was absolutely perfect when I sold it on four years later. Imagine though, if I'd kept it off the road to keep the mileage down whilst its value went up. In all probability, the faults would not have shown up within the manufacturer's warranty period! Then what? Would Porsche have been kind and understanding? Who knows?

Collector/speculator types who buy cars with delivery mileage then keep them in a cosy garage to appreciate in value are taking quite a risk. There is always the chance, as with any new car, that it has/could develop quite serious defects, which in the normal course of events would be repaired

under the terms of new car warranties. Be wise and purchase the annual extended Porsche Warranty as soon as the original one expires, irrespective of mileage, and keep it up to date thereafter. Porsche will insist the car undergoes and passes a mandatory inspection each year before provision of cover is granted and, while not cheap, it should give peace of mind to current and prospective owners.

Your readers might consider the annual cost of aforementioned warranty too high (at least £1,600) but if a major engine or transmission fault should occur requiring replacement or major repair, it will then seem trivial and is definitely money well spent.

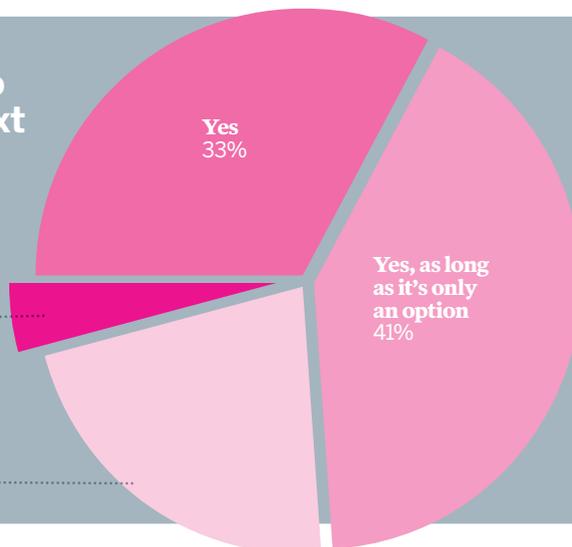
Josef Reithinger

Total911.com Poll Should Porsche go hybrid with the next generation 911?

How do you feel about an even more electrifying Neunelfer experience? Here are the results:

I'm undecided
4%

No
22%



@Total911

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

@Kyle_Fortune A productive festive break (right). #Tamiya

@SharkWerks Yep needed some 100 octane (bottom right)

@Aitchman Can't afford a 964RS so my 991 GT3 RS is coming in Maritime blue as a homage to one of my favourite 911s.

@ryan_dalziel Woohoo, I made the @Total911 top six @PorscheRaces of 2015. #Proud #EarlyChristmasPresent





Write to or email us with your Porsche opinions and the star correspondence will receive a complimentary copy of **The Porsche 911 buyer's guide** bookazine worth £9.99!

IMS intrigue

Dear Sir,

I recently purchased a beautiful 2005 Porsche Carrera 2S (997). For the sake of peace of mind, is it possible to determine from the car's VIN number as to whether or not during its manufacture the engine was fitted with the upgraded IMS bearing?

John Rich

Firstly, congratulations on your new 911. According to esteemed specialist, Paragon, "There's no official changeover date that we are aware of. Our belief is that the 2006-onward cars are updated. We have a 2005 (54-reg) 997 in at the moment which has the old style single row bearing."

C4S search

Dear Sir,

I am new to Porsche ownership having recently purchased a 2003 C4S in Seal grey. The car has 70,200km on the clock, a full history and is in excellent condition, though I broke all the rules when buying the car, as I did not have any mechanical inspection done. I was immediately taken by the look of the car, although I did at least ask a lot of questions of the seller, and his answers gave me some comfort before I made my offer on it.

The car was located in Sydney, around 160km from my residence, so the next issue was how to pick the vehicle up. A solution came to mind



when I realised I had organised a track day in Sydney with a friend the following week, so we picked up the car in the morning and I did a track run that afternoon. The car performed faultlessly (I did, however, take it easy through each session) and I'm looking forward to organising another day.

I notice that issue 124 has your test of my model car and I was hoping to get the magazine as a keepsake. The issue is out of stock on your website, so I was hoping you would not mind if I asked if any of your readers had a copy of the issue I could buy?

I discovered your magazine after I had purchased the car and now have a standard monthly order with my newsagent, a terrific read, which I am continually looking forward to getting each month.

Bill Van der Veen



German muscle

Dear Sir,

For the past 20 years I have been the builder of American muscle cars and all of them have been straightforward: Mustangs, Vipers, Roadrunners and Dodge nostalgic drag racing cars.

I was first a welder, then a machinist, and now a mechanical engineer. I know the Germans build quality machines because I have worked with them over the years in different manufacturing industries – I know their perfectionism. I feel like I need to stretch my legs with some German-made versions of muscle, so my goal is to start with a base-model 911.

Do you have any recommendations on which years to purchase or which to avoid? I have been reading your magazine for the last year and I've gained a considerable amount of

information on several models.

Troy Richardson

It depends what you are looking for. The early water-cooled Carreras (996 and 997 Gen1) offer the most potential for big power and are relatively cheap, whereas most air-cooled cars are significantly more expensive. If you want to go the classic route, however, a 911 SC is probably your best bet. Alternatively, a 3.3-litre, four-speed 930 would make a left-field stock class dragster.

996 love

Dear Sir,

Just over seven years ago I finally fulfilled my own ambition to become a 911 owner when, like many thousands of others, I bought a 996 Carrera.

Join the debate

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

@Autofarm This #Porsche specialist business is clearly child's play (top)

@harrismoney I'm still trying to like the new turbocharged 991 Carrera. And not miss the old n/a car. And I'm consistently failing.

@NickTandyR Porsche vs Corvette vs Ferrari. The season starts now (middle)

@mooresj18 School run time (bottom).



Total911.com:

What you've been reading

On computers, tablets and smartphones worldwide, these were your favourite online articles last month. Use the search bar to find them on total911.com

Porsche 997 vs Porsche 991

Our comprehensive head-to-head of the last two 911 generations takes a look at how much the 991 Gen1 has moved the Neunelfer game forward.

The 12 rarest Exclusive-built Porsche 911s ever

For those who like to stand out from the crowd, we countdown the dozen rarest bespoke creations to have rolled out of Porsche's Exclusive workshop.

In praise of the Porsche 996 Carrera

The first generation of water-cooled 911s didn't satisfy everyone's taste. But, as Editor, Lee argues the often-maligned Porsche 996 actually has a lot going for it.

Total 911's seven favourite underrated Porsche 911s

Not every Neunelfer can achieve five-star greatness in our Data File section. Here are the seven 911s that we feel deserve more attention than they get.

Is the Porsche 964 Carrera a better car than the 993?

Features Editor Josh well and truly lit the touch paper with this one. He explores the 964 versus 993 debate with the help of his own experiences.





Perhaps not the connoisseur's choice, but after quite a lot of research I felt it was the right one for me. I needed a 911 that I could maintain myself and that would take my wife and I all over the UK and deep into Europe, with modern levels of comfort. I didn't buy the car as an investment, I bought it to fulfil a need and a desire, and on these terms it has been an unrivalled success.

Repairs over seven years (38,000 miles) have been one set of brake

pads, two front CV joint boots, a track rod end, an expansion tank and both front radiators, all done by myself with standard tools and equipment (and at a total cost of less than £500). I have also carried out two major services, plus an oil and filter change every 10,000 miles.

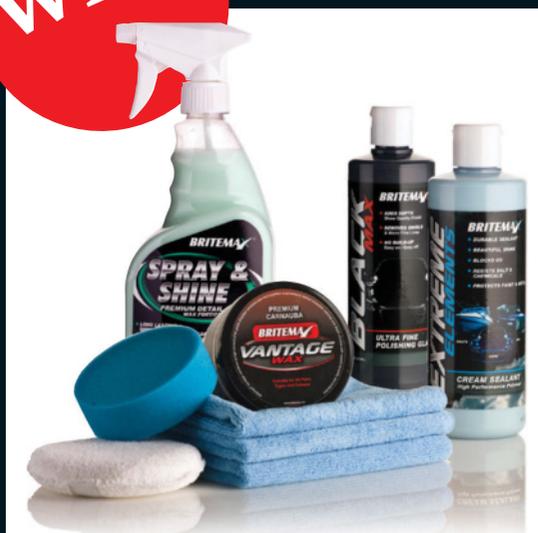
The tyres have been replaced twice and a new clutch was fitted 18 months ago, the only jobs I haven't been able to do myself. At 110,000 miles she runs

as good as the day I bought her and shows no signs of deterioration, no rust, an immaculate interior, superb handling and impressive performance.

I love this car and enjoy driving it even more now than when I first bought it. It is simply superb and if providing pure driving pleasure and a thrill of ownership is what the Porsche 911 is all about, then my 1999 Carrera 4 has it in spades.

Craig Adams

WIN! Win a Britemax Prep, Seal & Wax kit



The start of a new year means New Year's resolutions. And, if your aim for 2016 is to keep your Porsche 911 looking its very best, then you're in luck as **Total 911** has teamed up with Britemax to offer not one but three readers the chance to win a comprehensive 'Vantage' prep, seal and wax kit, worth £87.99.

Britemax built their reputation on their excellent metal polishes but their comprehensive range of car cleaning

products is equally impressive, with this superb collection being no exception. At the heart of the kit is a 236ml tub of Britemax's premium carnauba 'Vantage' wax (along with a range of applicator pads and three microfibre cloths). Using grade one wax and polymers, 'Vantage' provides excellent shine and superb durability.

Before waxing your 911, however, you need to prepare and seal the body. This is where Britemax's Black Max and Extreme Max come into play. The former is a super fine polishing glaze that removes micro swirls (and can be used by hand or machine), while the latter is a resin polymer sealant to use just prior to waxing in order to provide protection against the likes of bird droppings and salt water.

If that wasn't enough, each Vantage kit also comes with a bottle of Britemax Spray & Shine to maintain that 'just waxed' look with ease. To be in with a chance of winning this fantastic prize, all you have to do is answer the following simple question:

What is the nickname given to Britemax's two metal polishes?

The answer can be found at www.britemax-direct.co.uk. Once you've got your answer, email it to competitions@total911.com with 'Britemax' in the subject line. The Editor's decision is final, full terms and conditions can be found on the **Total 911** website. The closing date is 23 February 2016.

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

Magazine team

Editor Lee Sibley

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

Features Editor Josh Barnett

Senior Designer **Steven Mumby**
Production Editor **Amelia Jones**

In-house Photographer James Sheppard

Senior Art Editor **Duncan Crook**

Publishing Director **Aaron Asadi**

Head of Design **Ross Andrews**

Contributors

Ray Chandler, Rob Clarke, Richard Klevenhusen, Tony McGuinness, Joel Newman, Sean Parr, Ben Przekop, Gina Purcell, Chris Randall, Phil Steinhart, Chris Wallbank, Kyle Fortune, Wilhelm Lutjeharms, Dan Pullen, Kian Eriksen, Juergen Zoellter, Greg James, David Grover, Michael Meldrum, Glen Smale, Ali Cusick

Cover image

Ali Cusick

Advertising

Digital or printed media packs are available on request

Head of Sales Hang Deretz

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

Advertising Sales Executive David Chant

☎ 01202 586412
david.chant@imagine-publishing.co.uk

International

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

Head of International Licensing Cathy Blackman

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

Subscriptions

email911subs@servicehelpline.co.uk

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Overseas: ☎ +44 1795 414 886

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Circulation

Head of Circulation Darren Pearce

☎ 01202 586200

Production

Production Director Jane Hawkins

☎ 01202 586200

Finance

Finance Director

Marco Peroni

Founder

Group Managing Director

Damian Butt

Printing & Distribution

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Sydney, New South Wales 2086, Australia

Tel: + 61 2 8667 5288

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



PORSCHE



BATTLE

The 991 GT3 RS is undoubtedly a technological phenomenon, a worthy heir to the Rennsport moniker in this digital age. But can the latest RS – complete with PDK, rear-wheel steering and all that aero – provide the analogue thrills of Andreas Preuninger’s finest? We find out on track and road...

Written by **Josh Barnett & Lee Sibley** Photography by **Ali Cusick**



OF THE BEST



Track test:
**991 GT3 RS vs
 997 GT3 RS 4.0**

At its most reductive, the idea that certain activities can “make you feel alive” is a peculiar one, especially when you consider the flipside; I have certainly never done anything that has made me feel dead. Yet this supposedly tangential notion is never more evident to me than when I am out on a racetrack, pushing a car to its limits. The often delicate and sometimes brutal dance on the edge of adhesion from corner to corner is enough to get thousands of petrolheads’ pulses racing. It is a sensation that is intrinsically woven into the fabric at Zuffenhausen and it is, therefore, the key ingredient in what is undoubtedly the 911’s most exciting and renowned subdivision: Rennsport.

Based near the race teams in Weissach, Andreas Preuninger’s GT cars department are the current custodians of this legendary moniker. This crack squad of engineers has proven that they truly understand what is needed to create an enthralling

Neunelfer experience, with a track-focussed character that is equally captivating out on the open road. Nowhere is this more apparent than in the 997 generation of GT3 RSs. From the 3.6-litre, first generation iteration to the instantly iconic 997 GT3 RS 4.0, Preuninger’s team never missed a beat between 2006 and 2010, somehow managing to improve on perfection with each revision, culminating in the aforementioned 4.0-litre Rennsport – a car that we concluded in issue 125 was “the king of kings”. Now though, the RS ranks have been bolstered with a new 3,996cc pretender to the RS 4.0’s throne.

The 991 GT3 RS is, on paper, the antithesis of the 997’s analogue thrills: a PDK gearbox in place of the lauded six-speed manual shifter, a flat six based (loosely) on the Carrera’s 9A1 engine rather than the motorsport-derived Mezger, and rear-wheel steering in place of the previously passive back axle. These changes have made the latest RS devastatingly effective – our first drive in issue 128

proved as much – and hugely coveted, just like its 4.0-litre 997 forebear.

That was in isolation though; context is key here, which is why we have gathered both 4.0-litre Rennsports (as well as both previous generations of the 997 GT3 RS) together for the ultimate test on track and road. As a supposed standard production model, the 991 is intended to be the successor to the 3.8-litre 997.2 GT3 RS. However, I’m going to start with the RS 4.0. After all, to paraphrase De La Soul, “four is the magic number”, especially in the world of water-cooled Porsches.

When it was released in 2010, I couldn’t believe that the 997 GT3 RS 4.0 was road legal. More so than any Rennsport before it, it looked like a race-ready 911. Those dive planes and that rear wing (taken straight from the 997 GT3 Cup car) have never failed to catch my attention. Yet, sat alongside its successor, my gaze is very quickly diverted towards the 991. Mounted higher than ever before, the rear wing is even more of a focal point on the latest RS and, combined with those front arch louvres and induction scoops on the Turbo-width flanks, the 991 GT3 RS doesn’t need garish decals to capture my attention. It makes the RS 4.0 look ordinary.

From behind the wheel, however, the 997 GT3 RS 4.0 certainly doesn’t prove itself to be ordinary. In fact, on both road and track, it is anything but. The driving experience of this limited edition Neunelfer is fittingly defined by the flat-six powerplant from which its name is derived. Closely related to the similarly sized engine in the 997 GT3 Cup and 997 GT3 R racers, the Mezger in the RS 4.0 is ripsnorting proof that you can really have your cake and eat it. Compared to the 3.8-litre unit in the 997.2 RS, the extra low down torque helps you to punch out of corners with impressive verve, yet this is not that engine that solely thrives in

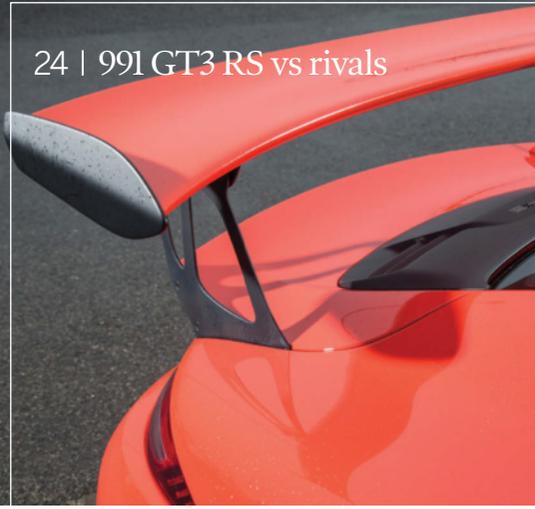




Better airflow was a hallmark of each iteration of 997 as the Mezger engine's capacity increased. Visual delights of the 991's DFI flat six can only be viewed when removed from the car



“The 991 GT3 RS doesn’t need garish decals to capture my attention. It makes the 997 GT3 RS 4.0 look ordinary”



Much changed cabin with PDK, 918 wheel and pit speed limiter. Air intake moved to side means 991's rear is unfussy



RS 4.0's carbon wing is now painted with 'PORSCHE' script matching works racers. Wheel is 991 Sport Design



Lack of PCM and aircon add drama to this road legal track titan. Also note the increase in air intake capacity over 997.1



Interior here is similar to 997.2, though the first-generation 997's rear wing sits much lower





the mid-range. Letting the Mezger run out all the way to its 8,250rpm redline brings a symphony of aural pleasures that combine at the top end to produce a hair-raising mechanical melody. It's absolutely addictive.

The 991 GT3 RS's 9A1 engine provides a very similar dynamic character, with the 4.0-litre architecture providing the shove that is lacking in the 991 GT3. However, there's something missing in the 991 RS's soundtrack. Where the standard GT3 finishes with its banshee-like 9,000rpm flourish, the 8,800rpm-limited RS lacks that final crescendo. What's more, while there's a pleasant organic-ness to the RS 4.0's note, the 991 sounds too... perfect. It's too refined and sounds too much like a steroidal Carrera to get my pulse truly racing.

Where the 991 really excels, though, is its chassis. While the RS 4.0's steering feel is undeniably more intuitive (the result of the hydraulic power assistance rather than the 991's

EPAS), the 997 is hampered by the idiosyncratic Neunelfer flaws. With all that mass over the rear end, the RS 4.0 is more prone to understeer on corner entry although, despite the canards, the front-end aerodynamics are still overpowered by the huge rear wing, causing the steering to go light, especially in medium-speed corners.

Understeer isn't even a concern in the 991, though. It's turn-in is so direct that it's almost un-911-like. It's become fashionable to attribute the latest Rennsport's nimbleness to the rear-wheel steering system, but on track and during fast road driving it is more likely to lengthen the wheelbase than shorten it. Instead, the wider front track of the 991 enables a softer front anti-roll bar without compromising roll control, providing the front end with more bite through each corner. Coupled with more mass on the nose (the result of moving the engine forward on the 991 platform), it means that the new GT3 RS is a much less compromised

track tool. Although it never feels like a car reliant on downforce, I'm sure those eye-catching aerodynamic devices help the overall grip levels too, especially on circuit. After all, this is a car capable of 1.7G lateral loads. On road legal Michelin Cup 2 tyres.

The caveat with the 991, though, is that, at the limit, it is more likely to suddenly bite you than the RS 4.0. While the 997's steering and chassis is more progressive, the 991 doesn't telegram its dynamic messages to you as effectively, creating a snappiness that makes it less approachable to Rennsport rookies.

Despite its talents on track, the 991 seems equally at home on the road, too. Unlike previous RSs, the latest iteration's damping makes the car feel beautifully pliant over the bumpy British back roads that such a car should thrive on. Combined with a steering system that filters out some of the harshest cambers around the centre point, it leaves you to enjoy pinning the 991 to each apex with prodigious pace and accuracy. If I had one complaint, it would be that, like the 9A1 engine under its decklid, the 991 often feels too refined. It lacks the raw emotion so often associated with those other iterations lucky enough to wear the Rennsport badge.

I certainly can't say the same of the 997. If anything, thanks to the rose joints on the rear suspension, the RS 4.0 feels too fidgety on the open road. Despite this, with that delectable manual gearbox, the 997 is unquestionably the more involving experience. Combined with that delightfully communicative steering, the RS 4.0 is the last Rennsport built to satisfy Porsche 'purists'. The 991 may be the undoubted king of the racetrack but it doesn't have exclusive rights to the RS crown. The two 4.0-litre legends will have to learn to share. ➡



Road test:

991 GT3 RS vs 997.2 GT3 RS



“There is so much grip in the 991 GT3 RS that it sometimes seems like the laws of physics are being wilfully broken”



While the 997 GT3 RS 4.0 more often than not finds itself more at home on track rather than road, the 3.8-litre 997 Rennsport can be considered as 'the everyman's RS'. Yes, it's still a £175,000 Porsche 911 but, in such accomplished company, such terms are all relative. It's less of a collector's piece than the 4.0-litre car and, as such, is more likely to find itself used as Preuninger's team intended. What's more, as the last full production RS, the second generation 997 is actually the true predecessor to the 991; with the 4.0-litre link it just seemed rude not to invite the RS 4.0 along first.

Sliding into the 997.2 GT3 RS, it instantly feels like a truly purposeful place to perch yourself. While 918-style seats in the 991 GT3 RS provide excellent support, there's real drama as I shoehorn myself into the Nomex-clad Recaro bucket seat in the 997, while the removal of the air-con and PCM units in this particular car makes it clear what this Rennsport's intentions are before I've even turned

the engine over. By comparison, despite the new steering wheel in the 991 RS, the cockpit feels like a more generic environment (although if the centre console went on a similar diet to the 997 I'm sure it would feel at least a little more special).

Starting the 997 is a similarly characterful experience, as that legendary Mezger fires into life with a snarl, settling into an angry, recalcitrant idle. The throttle pedal has an immediacy that causes the 3.8-litre unit to bark gregariously with a single, sharp prod; like all the best Rennsports, the 997.2 is a highly strung thoroughbred. It's a flat six that loves to live in the upper echelons of the rev counter, feeling relatively dead below at least 5,000rpm – there isn't the same punchy mid-range torque as found in the RS 4.0. This isn't a bad thing, though, as even on the open road the 3.8 RS's peaky nature encourages me to let it off the leash. Beyond 6,000rpm, the 997.2 really begins to take off, supported by a gloriously mechanical growl that

rewards you for chasing the redline through every single gear.

As the shift light blinks on just beyond 8,000rpm, I lift briefly, snapping from second to third before getting back on the throttle to do it all again. Each gear change is met with an intoxicating machine gun-like chatter as the Mezger refreshes itself, ready for another run towards the horizon. The whole symphony is backed by the induction hiss as the engine greedily sucks in more sustenance. There is only one modern 911 that sounds this good: the 991 GT3.

Without the rose-jointed rear suspension found on the RS 4.0, the 997.2 GT3 RS makes for a superb B-road blaster. Despite the 997 chassis' flaws, the hydraulic power steering system always lets you know what the front end is doing and, on the public highway at least, understeer is very rarely a real problem. Let there be no mistake, compared to most 911s, the 997.2 RS enjoys prodigious amounts of grip (even on damp tarmac and Michelin Cup 1 tyres). However, it doesn't have too much adhesion. Unlike the latest batch of Neunelfers, I'm very much the key component when driving the 997 RS and I'm having to concentrate completely to keep up with Lee (who is setting an impressively rapid pace in the 991). It makes for an addictive experience as I delicately balance the 997 through a succession of sweeping bends and, when it all goes perfectly, the whole thing is hugely rewarding.

Jumping out, I'm sweating a little (though that may just be the lack of air-con) and my arms have evidently had a work out as the 997 hunts around on cambers and bumps, but I just can't stop smiling. The 991 GT3 RS has some big boots to fill emotionally. It starts well, firing up with a convincing impression of previous Rennsport 911s. Those imposing air intakes on the rear arches really help to amplify the induction sound, too; if you thought they were there just for show, put





your hand over one and prod the loud pedal. This may be an RS for the digital age but it seems to still have the 'show' as well as the 'go'.

Compared to the 997, the 991's extra capacity and improved induction definitely bring more thrust around the lower reaches of the rev counter: it's become a huge buzz word in automotive marketing circles but the latest RS is infinitely more tractable. It does mean that there is less incentive to wring the neck of the latest RS as I'm not required to head for the limiter to make progress. There's no real aural reward at the upper end of the rev range either, with a clinically aggressive sound throughout each sweep of the needle. Compared to previous RSs (and the current GT3), the last few hundred rpm are something of an anti-climax. If anything, the 9A1 in the RS feels like it is running out of puff more keenly after 8,500rpm than the similar unit found in the GT3.

This is not to say it feels slow. Far from it. There's an effortless pace to the latest Rennsport and, even with less mass over its rear wheels than the 997, it's able to put its power down more effortlessly, too, thanks to those huge 325-section rear tyres. Where the 997.2 is spinning up in second and third gear, the 991 is instantly planted, shooting forward with greater verve and inspiring more confidence

mid-corner, vital in the damp and wet conditions that we're often blessed with here in the UK. The damping feels slightly softer, too, meaning that bumps are less likely to upset the 991's balance. The 991 gives me much greater confidence from the chassis on turn-in, too, darting its way towards each apex with minimal fuss. On the rare occasions when it doesn't want to play ball, you can simply trail brake into the turn, too, a benefit of the switch to the two-pedal PDK shift setup.

“That legendary 997 Mezger fires into life with a snarl, settling into an angry, recalcitrant idle”

The gearbox feels even faster than the standard GT3, with each change dispatched with a violently efficient crack at the slightest touch of the weighty metal levers. The technological prowess of the system is mind-boggling, and it does make you feel like you're driving a real 911 GT3 R or RSR but, for all its ability on the track, on the road it does feel like some of the skill necessary for previous RSs has been taken out of my hands. The 997's delicious steering feel has disappeared in the transition to the new generation of electric systems, too. While the

991 RS's EPAS is by far the best I've driven in terms of communication, the messages supplied to my fingertips still feel vague in a direct back-to-back with the 997, and the weighting is, in comparison, too artificial.

Ultimately, this is the crux of the issue with the latest Rennsport. As a piece of engineering, it is unrivalled; I can't doff my cap enough towards the GT cars department at Weissach. With every mile that I drive in the 991 GT3 RS it continually astounds me with its prowess, but there's a little bit of me that is left cold by the car's clinical ability to counter all that faces it. On the road, it's simply too able for its own good.

The thing is, on the track, the 991 is mighty, its full technological repertoire coming to the fore. In fact, there is so much grip that it sometimes seems like the laws of physics are being wilfully broken, while the 997's dynamics – which made it so endearing on the road – make it feel like you're always battling a compromised package. Therefore, my only logical conclusion is that you really need both. Yes, seriously, both. In their own ways, they highlight the very best of what Porsche can achieve: the 991 is the blue-sky thinking side of those in Stuttgart, while the 997 is redoubtable heart and soul. **911**



997.1 GT3 RS: left behind?

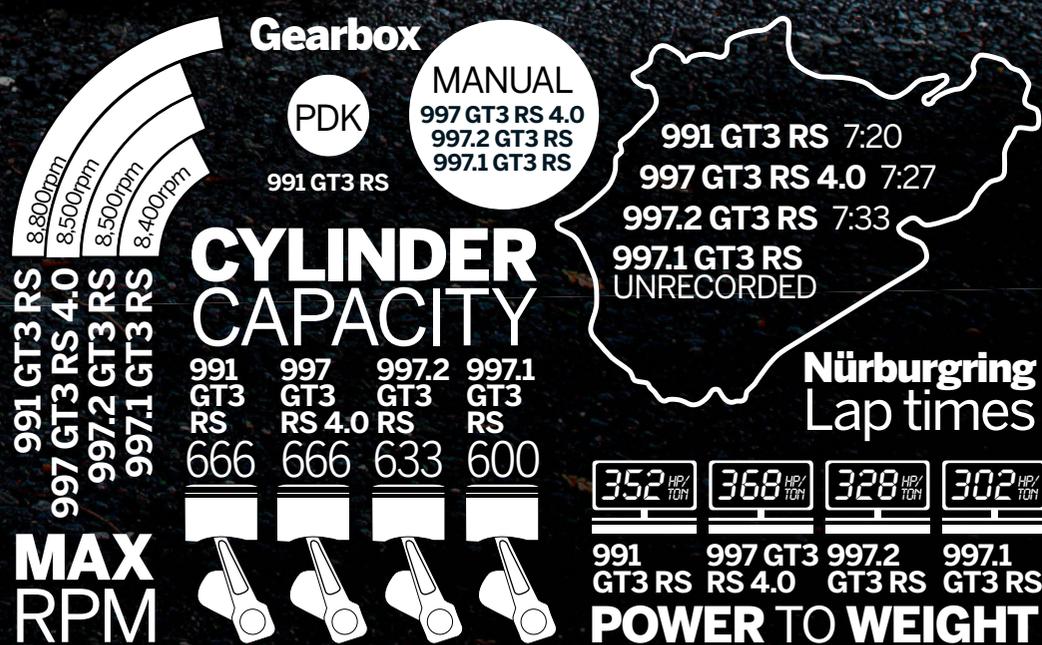
It's hard to believe the first-generation 997 GT3 RS is now a decade old but when you digest that time as over 3,650 days of engineering evolution having elapsed at Weissach, you can be forgiven for dismissing the early 997 Rennsport's technology as largely dated. The first track 911 to get PASM as standard (but not dynamic or active engine mounts), it is the only Rennsport of our quartet on test not to arrive with that coveted 'five star' **Total 911** rating. Have we been harsh?

In issue 135, Josh, our Features Editor, climbed behind the wheel of this first 997 RS in isolation from its younger Rennsport brethren, where our original 4.5-star rating was found to be justified. He said, "With a heavier flywheel than the 997.2 and 35bhp less power, the 997.1 feels a less aggressive package. I'm not as on edge behind the wheel as I want to be." Josh then concluded, "With Gen1 cars retailing for less than 10 per cent under the price of a Gen2 Rennsport, you'd be mad not to stomp up that little bit extra required for the keys to a 997.2 example."

On reflection, the 997.1 GT3 RS has always endured something of a tumultuous reputation. Even from release, commentators pointed to the fact it shared the same performance figures as its GT3 sister (again, the only RS here at our Silverstone test to do so), shedding just 20 kilograms of weight in the process. Even the Porsche crest on its bootlid was a point of contention: merely a sticker on the 996 GT3 RS in homage to its motorsporting credentials, Porsche reverted back to a heavier metal emblem for the first 997. The real-world difference may have been a matter of grams but there was a principle to enthusiasts' outcries.

Of course, the first-generation 997 GT3 RS's time at the top of the 911 performance tree was short lived, replaced only two years later by the second-generation, 3.8-litre Rennsport (the first time two or more Rennsports have been contrived in the same generation of 911 since the 964 some 15 years earlier). The 3.8-litre car improved suitably on the shortcomings of the 3.6-litre variant and ever since then the predecessor has rightly lived in the shadow of the successor. And, against today's 991, the 997.1 is very nearly a whole second slower to 62mph, a relatively huge gap in what is but an incremental measure of a car's performance.

Despite this, the 997.1 GT3 RS is still a superb 911, boasting feedback and weighting at the wheel that the electrically-assisted 991 can only dream of. In fact, when all is said and done, the 997.1 very much delivers that Rennsport spirit craved by so many – it's a shame that three of its contemporaries are just so much better.



991 GT3 RS
2015

3,996cc
12.9:1
500hp @ 8,250rpm
460Nm @ 6,250rpm
Seven-speed PDK
automated manual

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

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

9.5x20-inch centre-locks;
265/35/ZR20 tyres
12.5x21-inch centre-locks;
325/30/ZR21 tyres

380mm discs with
six-piston callipers
380mm discs with
four-piston callipers

4,545mm
1,880mm
1,420kg

3.3 secs
193mph

997.2 GT3 RS
2009-12

3,797cc
12.2:1
450bhp @ 7,900rpm
430Nm @ 6,750rpm
Six-speed manual

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

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

9x19-inch centre-locks;
245/35/ZR19 tyres
12x19-inch centre-locks;
325/30/ZR19 tyres

380mm discs with
six-piston callipers
380mm discs with
four-piston callipers

4,460mm
1,852mm
1,370kg

4.0 secs
192mph

Model
Year
Engine
Capacity

Compression ratio
Maximum power
Maximum torque

Transmission

Suspension
Front

Rear

Wheels & tyres
Front

Rear

Brakes
Front

Rear

Dimensions
Length
Width
Weight

Performance
0-62mph
Top speed

997.1 GT3 RS
2006-07

3,600cc
12.0:1
415bhp @ 7,600rpm
405Nm @ 5,500rpm
Six-speed manual

MacPherson strut; coil springs;
anti-roll bar

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

8.5x19-inch alloys;
235/35/R19 tyres
12x19-inch alloys;
305/30/R19 tyres

380mm discs with
six-piston callipers
360mm discs with
four-piston callipers

4,460mm
1,808mm
1,375kg

4.2 secs
194mph

997 GT3 RS 4.0
2010

3,996cc
12.6:1
500hp @ 8,250rpm
460Nm @ 5,750rpm
Six-speed manual

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

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

9x19-inch centre-locks;
245/35/ZR19 tyres
12x19-inch centre-locks;
325/30/ZR19 tyres

380mm discs with
six-piston callipers
380mm discs with
four-piston callipers

4,460mm
1,852mm
1,360kg

3.9 secs
193mph

997.2 GT3 RS 3.8

- + Better front end grip than 997.1
- + Much-improved levels of downforce
- + Hugely undervalued in current market
- Power delivery is sluggish below 4,000rpm
- RS 4.0 shows weight could easily have been further reduced from the factory

997.1 GT3 RS 3.6

- + Rennsport package in 997 specification is sublime
- + Steering weight and feedback is better than 991
- Unrefined aero means car is fidgety at high speed
- No power increase over requisite GT3
- Lacks aggressive visual appeal of its successors



991 GT3 RS

- + Cup-rivalling performance in a road car
- + PDK Sport is supremely intelligent, smooth and lightning quick
- + Overall chassis balance is the best ever in a 911
- Simply too fast and precise to enjoy on public roads
- PDK not as involving as a third pedal
- Pit speed limiter is pure gimmick

997 GT3 RS 4.0

- + Increased torque at lower revs allows for cornering in higher gears over 3.8-litre 997 Rennsport
- + This is the Mezger engine in its final, most glorious form
- + Stiff chassis and improved aero
- Passive axle lacks poise on corner entry over 991
- Collector appeal means many examples are never likely to see a track

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1968 Porsche 911 Soft Window Targa

Burgundy with black interior and matching numbers. Chassis #0002 making it the second soft window car of 483 made in 1968. Comes with five-speed manual transmission, wood steering wheel and the dated spare tire.

.....\$108,500



1969 Porsche 912
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.\$36,500



1995 Porsche 993 Coupe
Black with black interior. Equipped with six-speed manual transmission, sunroof, air conditioning, power steering, jack, spare tire and owner's manual.\$32,500



1964 Porsche 356C Cabriolet
Light ivory with red leather interior. Equipped with a 1600S motor with a four-speed manual transmission and certificate of authenticity.\$135,000



1973 Porsche 911T Targa
Grey with black interior. Equipped with a five-speed manual transmission, CIS injection, polished Fuchs wheels and air conditioning.\$49,500



1994 Porsche Turbo Coupe 3.6L
Extremely low 15,402 miles, in its original midnight blue with black leather interior. Extremely desirable air-cooled model that marked the end of an era.\$269,500



1988 Porsche 911 Carrera Targa
Diamond blue metallic with black interior. Equipped with five-speed G50 transmission, Fuchs alloy wheels, jack, tool kit, air compressor and spare tire.\$34,750



1966 Porsche 911
Black with brown interior. Equipped with a 2.2 liter engine with a manual transmission. Same owner for the last 40 years. Just came out of storage.\$79,500



1973 Porsche 911E Targa
Original Tangerine with black interior. Fuchs wheels. It's had the same owner since 1975 and has very presentable paint and interior.\$59,500



1960 Porsche 356B Super Roadster
Matching numbers in black with black interior. Very clean, presentable and well maintained. Extremely collectible and sought after.\$167,500



1973 Porsche 911E
Tangerine with black interior. Comes with a 2.2 liter with a five-speed manual transmission, Weber carburetors, and Fuchs wheels.\$46,500



1967 Porsche 911
Silver with black interior. An excellent original West Coast car that comes with the jack and spare tire. Mechanically sound.\$59,500



1967 Porsche 912 SWT
One owner since new with matching numbers in its original Aga blue with black interior. One of only 200 ever made and fully documented.\$64,500

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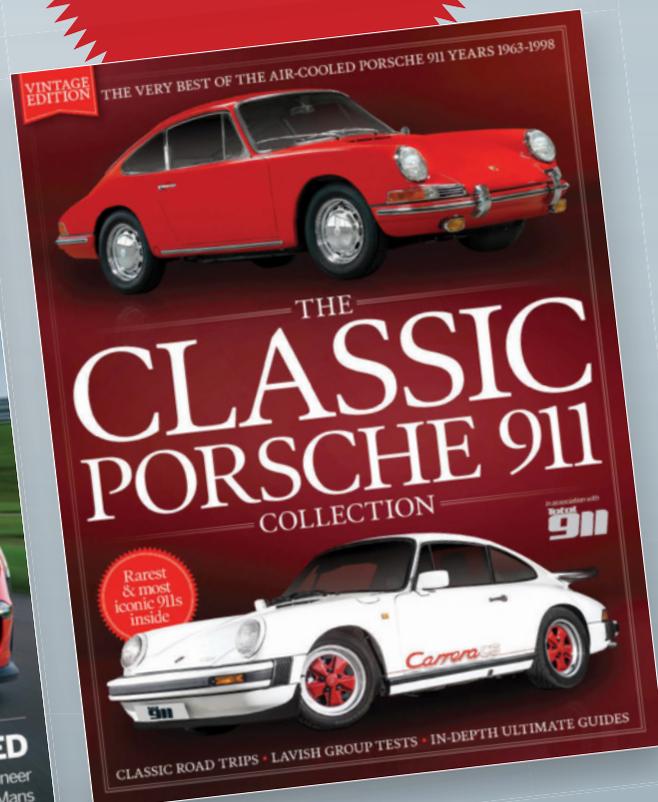


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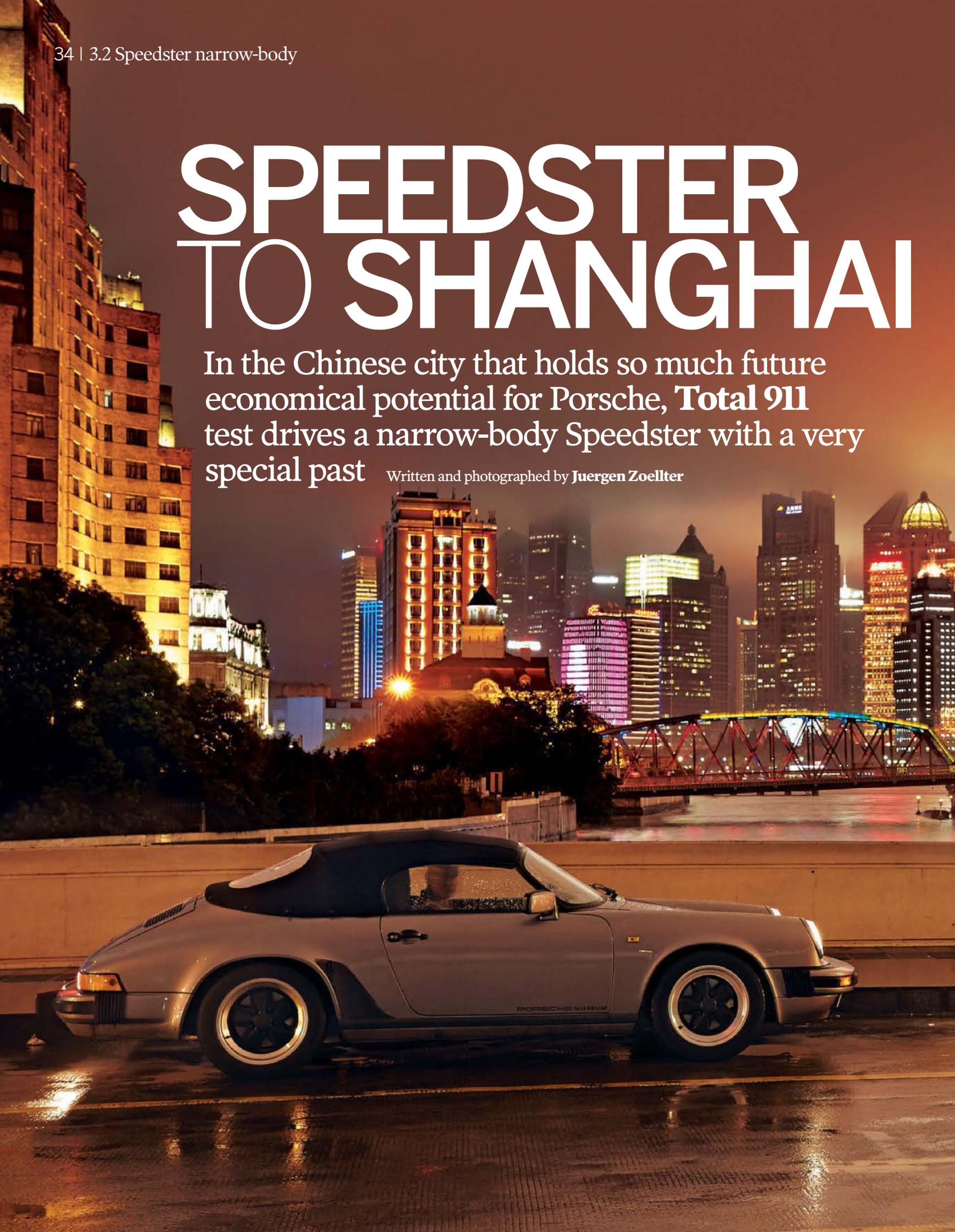
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SPEEDSTER TO SHANGHAI

In the Chinese city that holds so much future
economical potential for Porsche, **Total 911**
test drives a narrow-body Speedster with a very
special past

Written and photographed by **Juergen Zoellter**



There's a chuckle from the roadside as we hastily deploy the small soft top to protect ourselves from the sudden tropical rain, which is a daily occurrence in this part of the world. Akin to having a mere umbrella for its roof, this is not the only source of astonishment from my bemused passenger. "Why so few buttons?" Bo Tan asks as he absorbs the interior delights of our special Porsche Carrera. Of course, he is posing questions that pedestrians at the roadside would never think about because, more or less, only new cars can be found on these urban Chinese roads.

This is no modern Porsche, but one from comparatively prehistoric automotive times

in China, which only ended around 12 years previously. Not only is this particular Carrera a rare sight in China, it would be a rare sight on any blacktop anywhere in the world. This is because this Porsche is the first 911 Speedster ever built, a prototype from November 1987. The car follows the tradition of the 356 Speedster which, of course, was borne out of the ideas of American importer Max Hoffman.

The first Speedster in 911 form was also the result of a man with American roots: when Peter Schutz succeeded Ernst Fuhrmann as Porsche Chairman of the Board in 1981, he immediately made arrangements to extend the 911 model range. His initiative made for a crucial moment in Porsche history, since the Board had





already decided to expire the famous 911 model series earlier in 1981. Porsche wanted to continue building only the front-engined models (924, 944 and 928), which all featured more modern water-cooled engines.

Thanks to Peter Schutz, in 1983 Porsche offered a new Porsche Cabriolet after an 18-year hiatus, though this time with different boxer engines and power levels. It was at this time Schutz also asked to develop a new Speedster. The Speedster was duly developed and went into limited production in 1989, with the two-seater 911 now based on the Turbo, complete with its wide body and chassis, although a smaller number of narrow-body examples were also produced. It was powered by the regular air-cooled, naturally aspirated 3.2-litre engine and produced 230hp. In total, around 2,104 examples were produced during 1989 – 171 of which are known to exist with a narrow body, and

only two of these narrow-body examples are in the motherland of Germany – one of which is the Diamond blue metallic example you see on these very pages.

The Speedster's unusual presence in comparison to the Cabriolet starts with the windscreen, which sits eight centimetres lower and is more steeply raked. Behind the two seats sits the clamshell, made of glass-reinforced fibre, which comes with two swellings that look similar to downstream flows behind the heads of race-drivers from the early years. It is a one-piece item and covers the canvas top, including the two depressions in the rear where regular 911s offer two seats for children (or passengers with extremely flexible bodies).

To shut the soft top, the clamshell first needs to open – manually, of course! Balanced by a delicate arrangement of levers, the cover floats

over the Speedster's rear end while the roof is pulled forward to the top of the windscreen. After closing the huge cover, the rear part of the roof – inclusive of the small rear window – needs to be pushed down and clipped into position. Affixing the buttons on top of the cover is fiddly and bad for the fingernails. To finish the process, the side windows need to be wound up (manually again, of course). The window glass only just pushes against the canvas roof when done up. No wonder this construction does not prevent the passengers inside from getting wet during these tropical rainstorms in Shanghai!

While the pure and light Porsche 356 Speedster at its time was also driven on racetracks, this 911 Carrera Speedster is definitely not intended for such purpose. At 1,160kg it's a little lighter than the 911 Carrera Cabriolet, but it is not a true lightweight version. This narrow-body Speedster is based on the identical, firm chassis of its Cabriolet sister, powered by the same engine and equipped with the same gearbox. The relatively short first and second gears enable us to be 'Shanghai acceleration heroes' as soon as traffic lights change to green, but for driving on tracks this adjustment is not ideal. More importantly, this Speedster cost around €60,000 in 1989, which is too much money for an owner to spend, only to then perish the car in races.

That's why the special Clubsport cover offered by Porsche was not purchased too often. It replaces the two-bubble rear cover and is instead a huge GRP piece to cover the entire Speedster interior except the driver's seat. Its function is to defend aerodynamic swirls in the interior, though it does somewhat go against the very idyll of the 911 Speedster to begin with. Its membership to the Porsche G-series family is shown by high-



“This narrow-body Speedster is much more than a piece of metal, rubber and textile. It is a sports car with a vibrant soul”

Model 3.2 Speedster

Year 1987

Engine

Capacity 3,164cc

Compression ratio 10.3:1

Maximum power 231bhp @ 5,900rpm

Maximum torque 284Nm @ 4,800rpm

Transmission Five-speed manual (G50/00)

Suspension

Front Independent with wishbones and MacPherson struts

Rear Independent with light-alloy semi trailing arms; transverse torsion bar per wheel

Wheels & tyres

Front 6x16-inch; 205/45/VR16

Rear 8X16-inch; 245/60/VR16

Dimensions

Length 4,291mm

Width 1,652mm

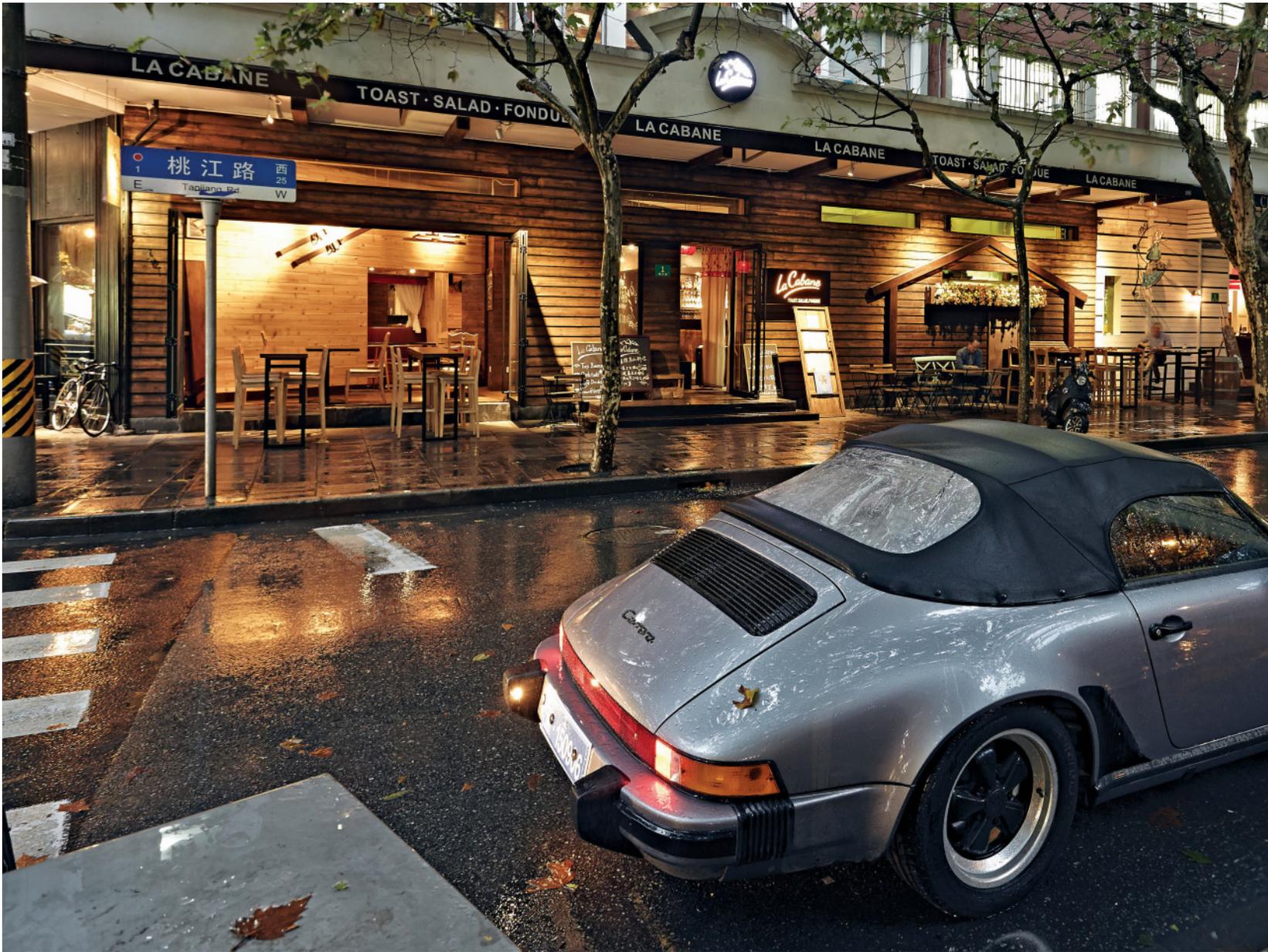
Weight 1,160kg

Performance

0-62mph 6.1 secs

Top speed 152mph





mounted impact bumpers. The mounts, which fix the bumpers to the chassis, are covered by convoluted rubber gaiters, which are the result of new regulations from the North American NHTSA (National Highway Traffic Safety Administration). You'll recall the institution demanded bumpers must be able to absorb impacts at up to 8kph (5mph) in order to protect the car's body and, as such, the so-called Porsche 'Faltenbag-Stoßstange' (German for rubber gaiter bumpers) remains a souvenir of both Porsche and the automotive history at large.

The story of the Speedster is legendary, and this narrow-body example boasts a very special history indeed. Built up in 1987 as one of the first prototype cars of the upcoming 911 Speedster series in 1989, it was driven by engineers from Weissach to verify the production quality of certain technical modules. On various test drives around the world the engineers gave it a very hard time.

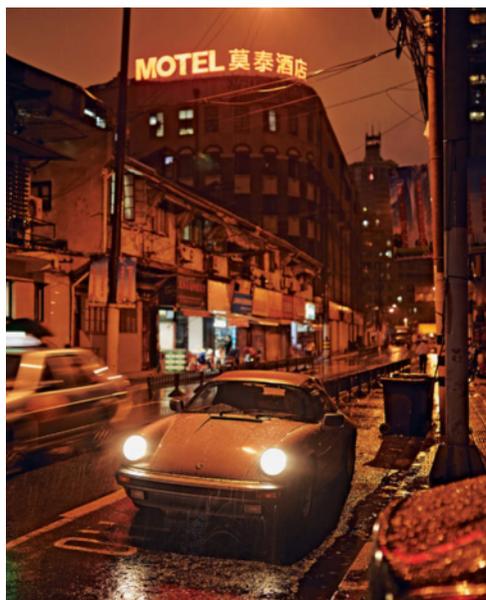
After finishing its job in 1989, the car was driven into the Porsche Museum as it was

intended to become a contemporary witness to the rebirth of Porsche's Speedster. However, retiring the car was not yet on the agenda, as only a few months later the drivetrain of this extraordinary Speedster had been filled up with liquids again and, with the boxer engine awoken once more, the car was driven back to Weissach. This is because by this time a new series of 911 was leaving the factory in Zuffenhausen, the Type 964, and the marketing department demanded a new Speedster should again conclude this new 911 series in years to come. It was decided that, like the G-series cars, there would be two Speedsters: a wide body (Turbo look) and a narrow body.

In order to take on its new role as test mule for the next generation, this G-series Speedster attained new, bold bumpers and a fully covered underbody. It also received a new decklid, complete with a rear spoiler that raised automatically above speeds of 80kph. The interior remained untouched, especially as this prototype boasts the only set of textile seats in a Speedster of this G-series generation.

The Speedster did not get the new lightweight chassis with MacPherson struts in the front and coil springs in the rear, instead continuing with torsion bar suspension and no power-assisted steering. However, it did get the new 3.6-litre boxer engine with dual-plug ignition, 250bhp and a three-way catalyst. Now highly upgraded, this automotive Chimera, based on the G-series and equipped with 964 trinkets, was used as a mule and test device during the ensuing years in the hands of Weissach's development engineers. As soon as the 964 Speedster came onto the market in 1993, Porsche engineers returned this car to its original specification. The Speedster then enjoyed a more luxurious existence in the sanctuary of the Porsche Museum and only saw the light of day for special events.

So, what's it doing in Shanghai? Well, this city is only a temporary home for this Speedster – it is not the right location for its purpose after all. This car deserves to be somewhere a little more exotic, not in a megacity of 23 million people where you can count the number of soft-top cars on your



Left: This 3.2 Speedster was the first 911 Speedster ever built, initially as a prototype in November 1987, and was developed by Peter Schutz

Above right: Soft-top convertibles are an uncommon sight in Shanghai – and China in general – due to the hot, humid summers and wet and windy winters

Below: The soft-top hood was not designed to be watertight. Porsche were quick to say it was designed to offer 'emergency weather protection' only



own two hands. Simply put, a Speedster is a rare sight in Shanghai – or in the whole of China, for that matter. This is for good reason. The very few convertibles here are not used for transportation purposes or driving from A to B, but for a saunter to a coffee shop in a fashion district like Puxi.

In general, locals in Shanghai do not like to drive convertible cars due to the hot and humid climate conditions in summer and cold and wet winters. Don't forget that spring and autumn over here only last for around two to three weeks. Besides, cars that are three years old or more are not allowed to be imported into mainland China – not legally, anyhow!

Our sightseeing tour in Shanghai is accompanied by an accoutrement of 911-specific traits, chiefly the harsh sawing of the engine's radial fan from behind us as we drive around, which makes for the main acoustics of every air-cooled 911 engine. It's a kind of brand noise for Zuffenhausen. We're raving about the immediate throttle response of the rear-mounted engine during load changes in the Speedster

but we also suffer: parking in the city without power steering is something we have to relearn since these days every car is equipped with assistance. The clutch pedal works us relatively hard throughout our journey and the stiff chassis hammers our backbone due to deep potholes on Shanghai's roads. And, of course, the soft top is a point of contention! It makes our Speedster very entertaining since almost every minute there is a new action to take due to the weather.

As soon as we are used to the loud noise of the wind and a wet leg from a seeping roof – even with the roof fully up – suddenly the wind opens a gap between the side window and canvas, reminding us that we are going too fast. As we know, a Speedster is not a convertible, readily changed to an open top during moments of sunshine. Instead, it is a permanently topless car with an umbrella-type soft top purely for emergencies – such as rainfall! But, as everybody knows, it never rains in southern California, the archetypal home of such a car. So, the great value of this Speedster does not come from its

convincing functionality, but in the fact this is the first 911-series Speedster ever. Its historical significance is only heightened further on the discovery that it started as a G-series 911 and then became a 964 prototype, before being reassembled in 3.2-litre guise.

However, in this new world in Shanghai, this Speedster is not known for all these fascinating details. It is more or less just an exotic car. Only a few people here are showing passion for sports cars in general, and many are yet to taste the legend of the Porsche 911. They are, therefore, far away from feeling that this 911 narrow-body Speedster is much more than a piece of metal, rubber and textile, that it is in fact a sports car with a vibrant soul.

Weeks after our city drive, the Speedster was returned to its home at the Porsche Museum. If you come across it at the Museum in Zuffenhausen, be sure to say “Ni hao” to this fabulous Speedster, a 911 built in Germany to be driven in southern California, and which has now learned its lesson in Chinese. **911**



964 CARRERA 4

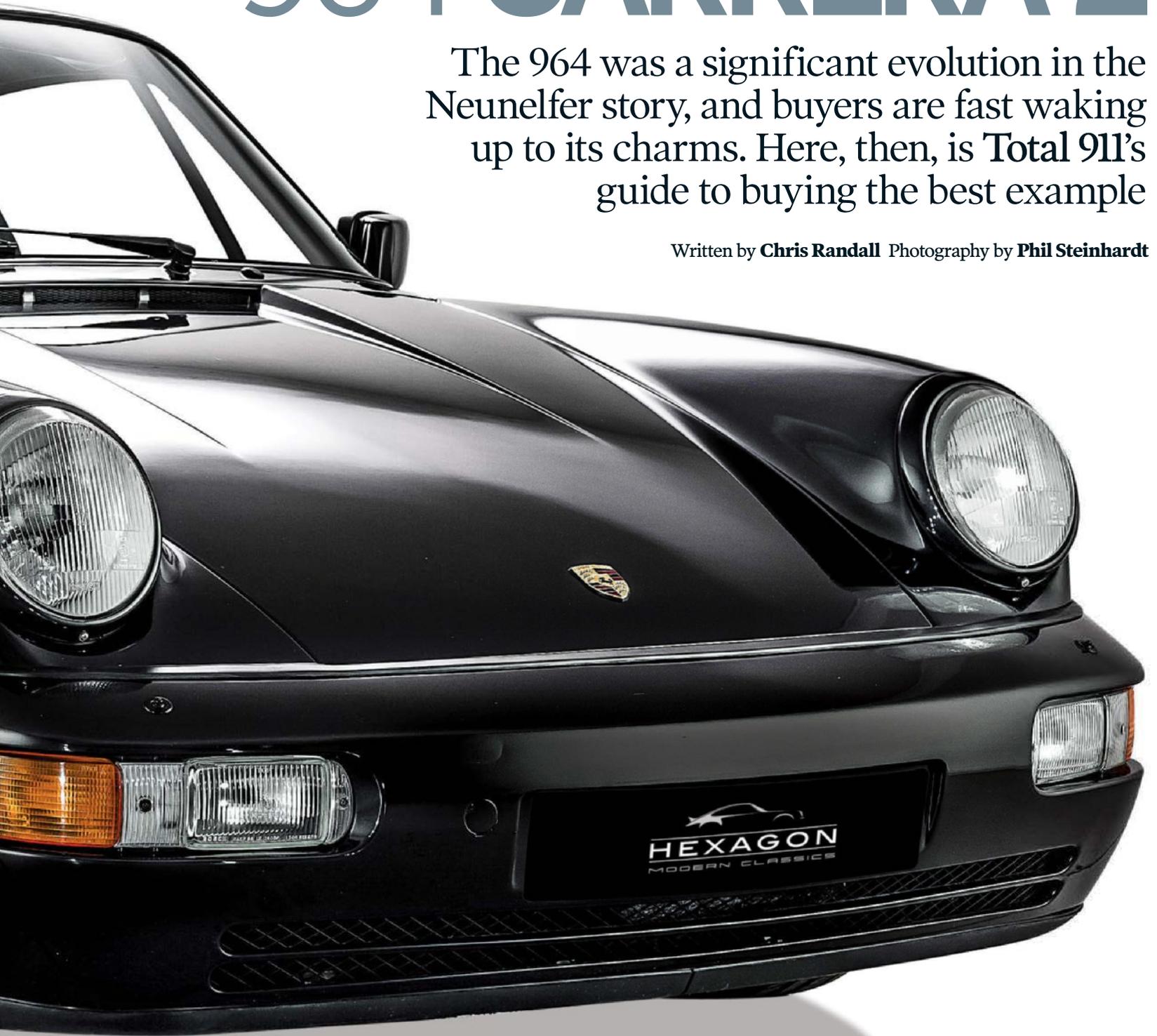
Somewhat unusually, for the 964 it was the all-wheel drive Carrera 4 that arrived on the market first. Launched for the 1989 model year, it featured 'Porsche Dynamische Allrad Steuerung' (Porsche Dynamic All-Wheel-Drive Control, or PDAS for short) with a torque split a nominal 31 per cent/69 per cent front-to-rear via an electronically controlled multi-plate clutch. It apportioned drive to whichever axle had the most grip depending on information received from a variety of sensors. Meanwhile, a knob on the centre console could be used to lock the centre and rear differentials for maximum grip, with the system defaulting to automatic operation above 25mph. Unlike the C2, which retained a vacuum servo, the brakes utilised a high-pressure hydraulic booster operating at 2,600psi. If you prefer the added security of four-wheel drive, it's crucial to ensure the system is healthy and has been maintained with regular oil changes.



964 CARRERA 2

The 964 was a significant evolution in the Neunelfer story, and buyers are fast waking up to its charms. Here, then, is Total 911's guide to buying the best example

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



The 964 last graced our Ultimate Guide pages in Issue 130 when we got beneath the skin of the awesome 3.6 Turbo. This time it's the naturally aspirated Carrera 2 that's the focus of our attentions. Rather more accessible than the blown car, prices are nonetheless rising as buyers come to appreciate its abilities, but is care needed when buying one? Let's find out.

On the outside, the bodywork needs the same careful scrutiny you'd afford any 911. The occasional track day and making full use of the performance on the road can result in accident damage, so examine the alignment of the panels, especially around the doors and rear quarter panels, and examine the inside of the front luggage compartment for ripples in the floor

or inner wings. The original finish wasn't that good, so particularly tidy seams could indicate previous repairs. Stone chipping around the nose isn't uncommon and look for cracks in the polyurethane bumpers and front lights, but if the paintwork is scruffy what else has been neglected?

The good news is that the shell was fully galvanised, which limits the advance of tin-worm, but it's worth checking beneath the screen rubbers and around the scuttle for tell-tale bubbling where the wipers are fitted. Blocked sunroof drain holes can cause problems too, so look for any corrosion around the opening or evidence that water has entered the cabin. This was the first 911 to get plastic wheel-arch liners, which afford extra protection, although an accumulation of road muck can rot the bumper mounts. Rust around the inner rear wing and above the light

units could be a result of poor accident repairs, and replacing cracked light units is around £800 a pair. Another first was the electric rear spoiler, which rose at 50mph and disappeared again at 6mph and could be manually operated via a cabin switch. This switch can stick, so look for correct deployment as a sticking switch can result in engine overheating. Replacement micro-switches are inexpensive, and an exchange control unit is around £160. The curtain will split over time but can be sourced for £70 or so.

As for the 250bhp, 3.6-litre flat six, the M64/01 unit is inherently strong. The bottom end is good for 200,000 miles with conscientious servicing but a degree of oil leakage is to be expected. Early examples suffered from seepage between the cylinder head and barrel, mainly due to heat distortion, but a sealing ring and steel head

“As for the 250bhp, 3.6-litre flat six, the M64/01 unit is inherently strong but a degree of oil leakage is to be expected”

Model 964 Carrera 2

Year 1990-1993

Engine

Capacity 3,600cc

Compression ratio 11.3:1

Maximum power 250bhp @ 6,100rpm

Maximum torque 310Nm @ 4,800rpm

Transmission Five-speed manual or Four-speed Tiptronic, rear-wheel drive

Suspension

Front MacPherson struts with coil springs and anti-roll bar

Rear Semi-trailing arms with telescopic dampers, coil springs, and anti-roll bar

Wheels & tyres

Front 6x16-inch, 205/55/ZR16

Rear 8x16-inch, 225/50/ZR16

Dimensions

Length 4,250mm

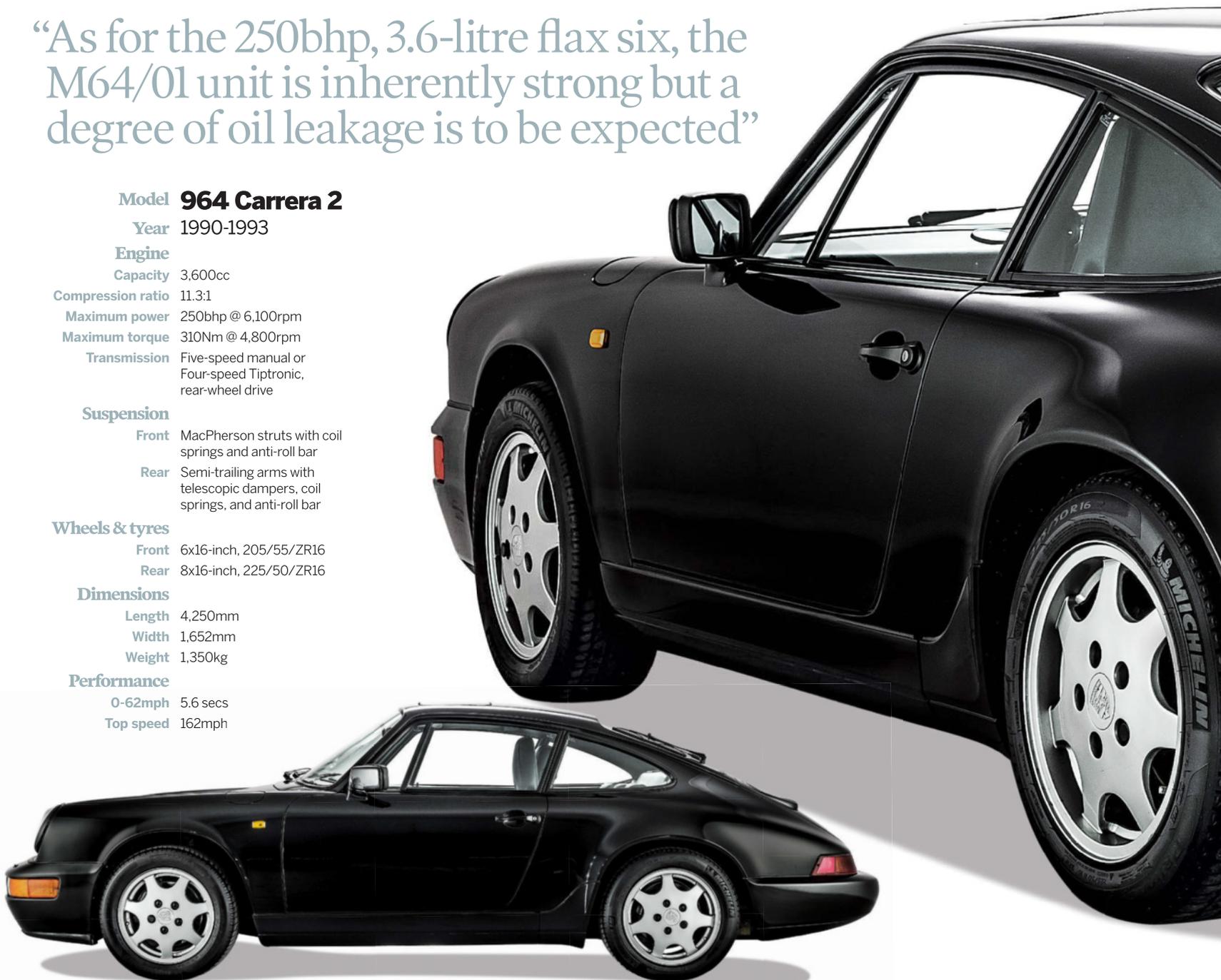
Width 1,652mm

Weight 1,350kg

Performance

0-62mph 5.6 secs

Top speed 162mph





The 964 was the first 911 to get an active rear wing rising at speeds above 50mph; Design 90s were a new wheel style; on later cars, curved 'teardrop' exterior mirrors replaced 'elephant ear' items



PRICES OF PARTS

• Front brake caliper	£631.47
• Dual mass flywheel	£1,280
• Air-con evaporator	£692.77
• Dry-sump oil tank	£1,150.72
• Front wishbone	£497.24
• ABS control unit (exch)	£2,288.65
• Tiptronic control unit	£1,272.44

Prices are inclusive of VAT and come courtesy of Paragon Porsche.

VALUES

Issues of age and rarity rear their head again here and, with prices changing rapidly, meaningful valuation isn't straightforward. What we do know is that the best examples are being advertised for more than £60,000 and you could easily pay half that for something in need of major work. Anything between that is far harder to pinpoint, but you can bet on prices only heading one way.

• Project	£27,000
• Regular use	£38,000-£45,000
• Concours	£60,000+



“The five-speed manual is considered to be pretty much bulletproof”

studs fitted for the 1991 model year effectively cured the problem. Still, don't expect the motor to be completely oil-tight but leaks should only be minor and can be lived with. Oil pressure should be at least 2.0 bar at idle.

One area that will require careful checking, though, is around the oil tank for the dry-sump lubrication system. Located in the offside rear wing, not only can the rubber mounts perish, but also any signs of seepage will need thorough investigation as the tank and pipework can corrode. The tank itself is over £1,000 and budget around the same again to have the entire system removed and overhauled. You'll also need to establish the condition of the front-mounted oil cooler ahead of the offside wheel, and the pipes that run through the right-hand sill. It's often said

that the engine will require a top-end rebuild at around 100,000 miles and while this is not necessarily the case, a specialist check is certainly worthwhile given the hefty four-figure sum that it can result in. And, while a little blue smoke on start-up is okay, anything excessive could point to worn valve guides, so get a cylinder leakage test carried out for peace of mind. This engine was one of the last to feature mechanical tappets and adjustment is time-consuming, as parts of the exhaust need to be removed for access – it may have been ignored by a penny-pinching owner, so bear in mind that dealing with corroded exhaust fittings and flanges will add to labour costs. A heat exchanger is around £2,000 and two are fitted.

The 964 also benefitted from a twin distributor arrangement, the two units linked by a rubber belt.

This belt can perish due to an ozone build-up within the distributor body, and Porsche added a small plastic vent pipe later on to minimise the problem. Check to see if this has been retrofitted. At the very least, failure of the belt will cause poor running and sluggish performance but the worst-case scenario is that the rotor arm stops in a position where it continually fires a spark plug, which will destroy a piston with predictably calamitous consequences.

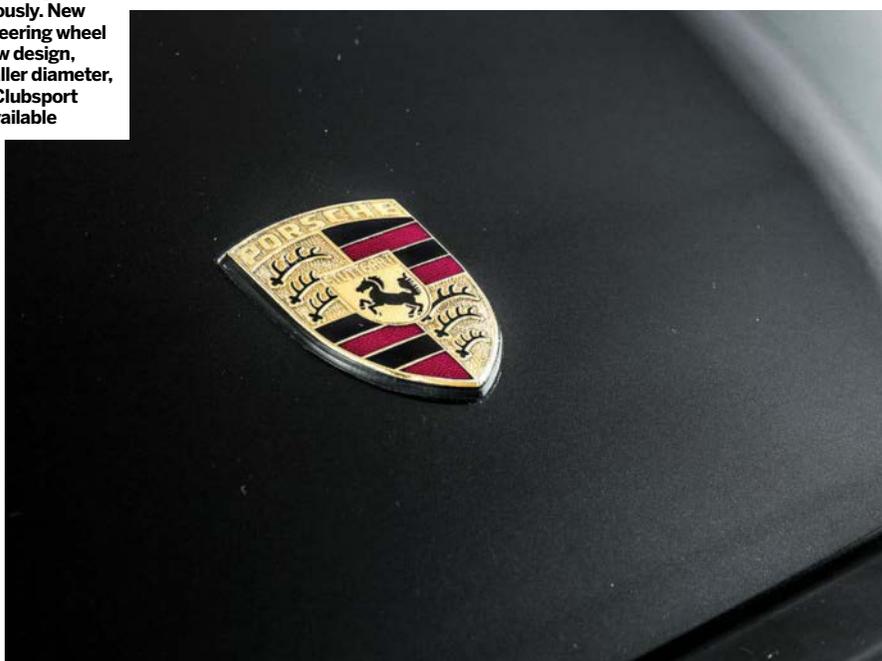
Transmission-wise, the five-speed manual unit is considered to be pretty much bulletproof and is certainly the enthusiast's choice. Hard use will take its toll, though, so listen out for any odd noises – especially in second or third gear. There's also the dual-mass flywheel, and while it should have been sorted by now – either by replacing the troublesome Freudenburg item fitted early on with the later LUK one (fitted from 1993), or by fitting a solid flywheel – it's worth checking for unusual rattles or vibrations at idle or as the clutch is operated. Clutch replacement is an expensive



A Tiptronic gearbox was optional on the 964, the first auto 'box since the Sportomatic was discontinued nearly a decade previously. New four-spoke steering wheel was also a new design, though a smaller diameter, three-spoke Clubsport option was available

engine-out job, so be wary of juddering. The 964 was also the first recipient of the four-speed Tiptronic automatic gearbox, and although it's not especially troublesome, it doesn't provide the involvement that many 911 owners crave. Regular oil and filter changes will keep things healthy, but if you must have just the two pedals, make sure there's no slippage or jerky shifts. Failure of the control unit will mean a £1,200 bill for a new part.

As part of the far-reaching changes for the 964, the torsion bar suspension was replaced with a set-up comprising MacPherson struts and coil springs with lower wishbones at the front and semi-trailing arms aft, both in light alloy. A reliable arrangement, it's worth ensuring that quality parts have been used during any overhaul as well as checking for any modifications. The front ride height was deemed oddly high at launch, with many owners opting for a lower set-up, but uneven tyre wear is a sign that something is awry with bushes or wheel alignment. Front wishbone bushes perish, and a common fix is ↻



BUYING TIPS

Modest values at one time ensured a steady supply of buyers wanting to own a slice of the 911 legend, but without necessarily spending on maintenance. That presents a risk today, along with the chance of over-priced substandard examples. It's tempting to view the 964 as a modern car that will soldier on without much care, but that would ultimately be a mistake.

- **History:** You'll want to be certain that previous owners haven't skimped on servicing, so expect a fat sheaf of bills. Accident repairs are also a risk, so check to ensure nothing nasty lurks in the car's history.
- **Bodywork:** Corrosion isn't a major concern, but don't ignore the possibility as it can nibble at the edges. More pressing is the need to avoid scruffy or badly re-painted examples, or ones that need exterior parts replacing or renovating.
- **Engines:** Tough if looked after, get compression and cylinder leakage tests done for peace of mind. You'll probably have to live with a few oil leaks, but ensure that the ignition and injection system are in good fettle. Also watch for corrosion in the dry-sump system.
- **Transmission:** Little to worry about with the manual, but check the paperwork for evidence of clutch or flywheel replacement as both are pricey. Tiptronic autos last well, but try before you buy as they don't suit everyone.
- **Brakes/suspension:** A major overhaul of either won't be cheap, so budget accordingly if it looks due. Corroded brake calipers and ABS woes are the main issues, along with perished front wishbone bushes and iffy wheel alignment.
- **Interior:** There's no need to put up with a scruffy cabin, so find another that's been better cared for. Sorting a failed heating and ventilation system will get expensive, so be sure it operates properly.

replacing the entire arm at around £500 for the part, while rear anti-roll bar links are another wear point, which can lead to rattles and odd handling. The brakes were more than up to the job but, given the four-figure cost of a complete overhaul, it's wise to examine the discs and pads for wear or neglect.

ABS was another 911 first, so ensure the warning light illuminates and extinguishes correctly on start-up. Moisture can affect the control unit located in the front compartment – a replacement is more than £2,000 on an exchange basis, although companies such as BBA Reman can repair them. There's also a common problem with the aluminium calipers which have a steel insert and the ensuing corrosion can cause the pads to stick, resulting in binding or pulling to one side under braking, and it makes changing the pads difficult. Stripping them down and removing the oxidation is time-consuming and costly, but the alternative is replacing the caliper at £630.

Also new was the appearance of hydraulically-assisted steering, and it's a case of checking the pump for leaks, along with corroded pipework. The C2 wore 16-inch Design 90 wheels, with 17-inch Cup 1 items appearing in 1992 – scuffs and corrosion points to careless ownership. Oily stuff out of the way, attention should turn to the cabin. It's reasonable to expect some signs of wear, especially on seat bolsters, but anything

too scruffy signals neglect and is best avoided. One area for particular scrutiny is the heating and ventilation system, which was thoroughly upgraded for the new model. It can prove troublesome and costly, though, with control motors seizing and failure of the electronic control unit. Check that every setting works correctly and don't assume a re-gas will revive the air-conditioning, whatever the vendor might say. The condenser and evaporator are both prone to failure and replacements are eye-wateringly expensive. Electrics aren't a particular issue, but it is common sense to ensure that powered seats, sunroofs and the like all operate properly, as 1990 saw the introduction of Cabriolet and Targa variants.

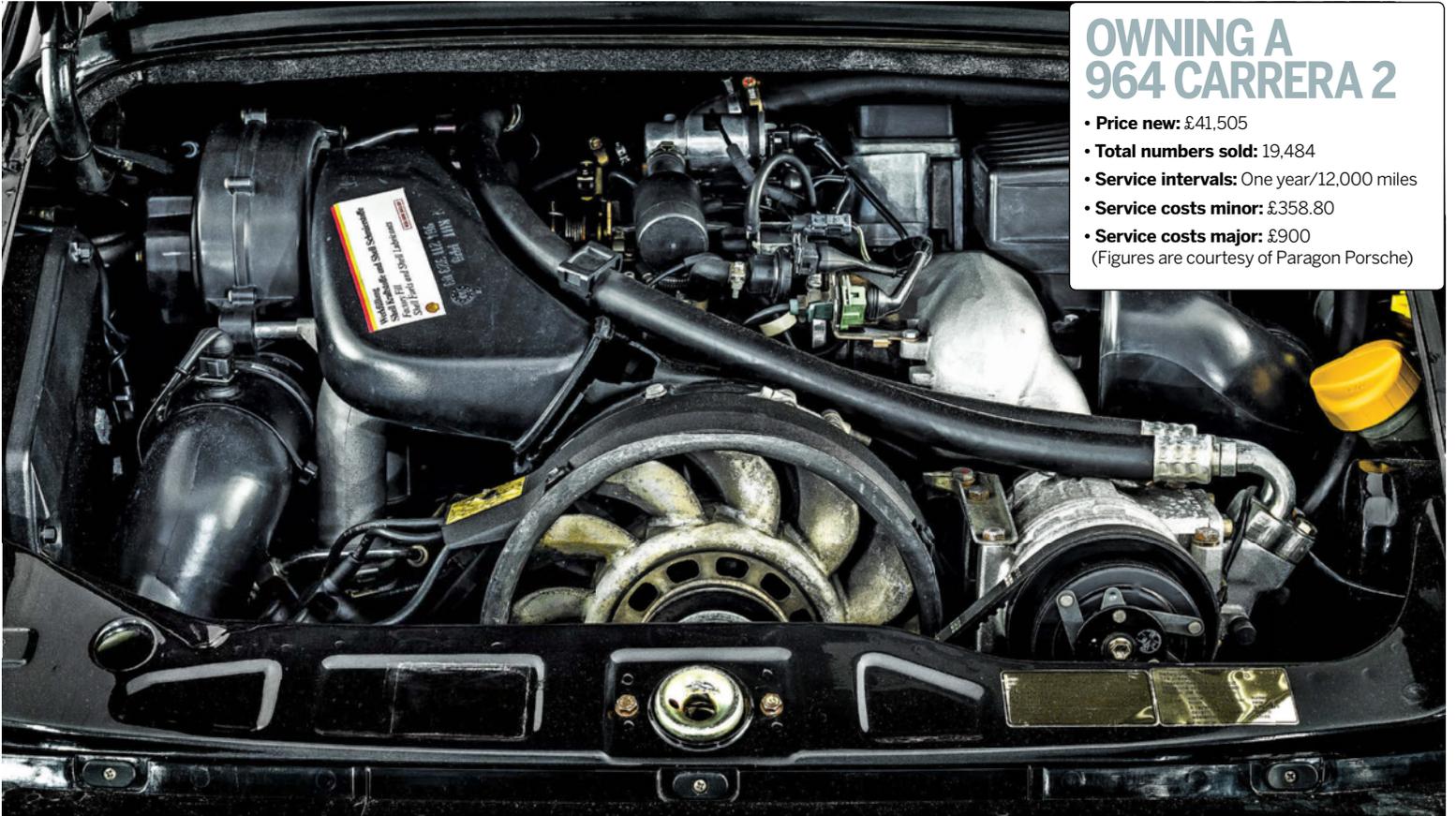
If open-air motoring tempts you, pay close attention to the condition of the roof panel and the associated seals. Ensure the mechanism for the former operates smoothly and be sure that water leaks haven't led to damp carpets or mouldy trim. If all that seems like a litany of woes, don't be put off, as the 964 is well understood by specialists. Clearly, with the earliest examples a more than a quarter of a century old, caution is needed, but this model brought the 911 into the modern age and buyers are beginning to appreciate this. Opinion continues to be divided over exactly where values may head, but given they will only be upwards, now seems a good time to grab a slice of this game-changing generation. **911**

SPECIALIST VIEW

"The 964's turnaround in fortunes in the last five years has been nothing short of spectacular: once the unloved 911, this generation is now many people's favourite as it provides more of a modern driving experience over a G-series car while retaining classic looks. Any 964 with a good service history is extremely sought after and if it's been restored, make sure it's had good money spent on a proper restoration. Find the right car and it's likely you'll want to hold on to it for a very long time indeed."

Jonathan Franklin, Hexagon





OWNING A 964 CARRERA 2

- **Price new:** £41,505
- **Total numbers sold:** 19,484
- **Service intervals:** One year/12,000 miles
- **Service costs minor:** £358.80
- **Service costs major:** £900
(Figures are courtesy of Paragon Porsche)



Thanks

This 964 Carrera 2 is available for immediate inspection at Hexagon Modern Classics. For more information call +44(0)7522 911 911 or visit hexagonclassics.com.

Norbert Singer

Norbert Singer must rank as one of the most successful race engineers in Zuffenhausen's history. Total 911 talks Porsche, race cars and Le Mans with the convivial genius himself

Written by **Glen Smale** Photography by **Porsche AG**



For many, growing up in the 1950s and 1960s was the most exciting time ever. It was the start of the Space Race, while jet air travel literally took off and anything transport related was usually described in terms of power and speed.

On the racetrack it was no different, as race car technology embraced the science of aerodynamics, while engine power seemed to increase rapidly. For a young boy with engineering nous, this was the stuff of dreams.

Norbert Singer was born in 1939 in Eger, a town in the former Czechoslovakia on the eastern border with Germany. The young Singer showed an early affinity for the world of space exploration and it was when he began his studies at the Technical University of Munich that he considered a career in this field. However, one of Singer's tutors suggested that he consider motor racing as an outlet for his engineering skills and, fortunately for the world of motorsport, an opportunity would later open up in this field. The rest, as they say, is history, and who better than the man himself to look back on his distinguished career of more than 40 years?

Your career kick-started after a successful spell at university...

Yes, I studied Mechanical Engineering at the Technical University of Munich, Germany – they called it Diplom-Ingenieur (Graduate Engineer). At the start, though, I was more interested in space science. This was before they really started with

ESSENTIAL FACTS

- One of Singer's university tutors suggested he consider motor racing as an outlet for his engineering skills and, fortunately for the world of motorsport, an opportunity would open up in this field
- Singer became project leader of the Carrera RSR project at the end of 1972, a model that would boost the 911's racing pedigree more than any other
- In 1988 he was reassigned from the racing department to the suspension department, a 'dry spell' in racing terms that would last for five years. Singer returned to the racing department when the Dauer GT project got the green light
- On 7 June 1998, Porsche scored its 16th victory at Le Mans with the GT1/98, and Singer had a hand in all of them, right from their first win in 1970
- In June 2003 Singer was awarded the 'Spirit of Le Mans' by the president of the ACO, Michel Cosson
- Norbert Singer left Porsche in 2004 but remained a consultant until 2010 when he fully retired, at which point he took on a consulting role with the ACO

the first satellites, for me this was very interesting. During my degree, I studied under a lecturer who worked in the Institut für Fahrzeugtechnik (Institute for Vehicle Technology), which was part of the university. While at university, I attended the Monaco Grand Prix and Nürburgring where I saw drivers such as Jim Clark, and so I could say that racing was a second interest.

How did your involvement with Porsche and motorsport come about?

When I had finished my studies, I already had some work opportunities to consider with various companies, and I must admit the favoured one was Opel. This was because when I talked with some people there, they said: 'After one or two years we send our young engineers to General Motors in America'. This was at the end of the 1960s and in those days this was a great attraction, and so this opportunity was my favourite.

I was interested in motorsport but at that point I saw no chance of working in racing. When I finished my studies, however, Porsche was looking for a young engineer and they approached the Institute to ask if they could recommend anyone, and they asked me if I was interested. When this request came my way I changed my mind and decided to go for the racing position, and so I started my first job with Porsche as an engineer at the beginning of 1970, aged 30 years old.

What was your involvement with the 917 then?

1969 was the 917's first year of competition and when I started in March 1970, Porsche was preparing for Le Mans. I began with some small details like the pickup for the 120-litre fuel tank – this had been a big problem in the beginning.

Then I worked on the gearbox cooling system because they did not want to have a radiator in order to cool the gearbox oil, as that was extra weight and it would require an extra pump, which was a further drain on engine power. They wanted a very efficient air cooling system for the gearbox, and I had to find a solution, somehow, to get enough air to it. There was very little room, but I managed to ➔





The 1982 Silverstone 6-Hour saw the debut of the Porsche 956. Singer is seen here next to the car in headphones (left). Norbert Singer also helped engineer the RS Spyder for LMP2 (right)



run the ducting from the tail section, routing it down through all the spaceframe tubes, brake lines and pipes, to the gearbox. Everybody was focused on winning the 1970 Le Mans because in 1969 they lost the race by three seconds against Jacky Ickx in that famous finish, so everybody was under extreme pressure. As a result, I could not find anybody to help me make up the pieces, but eventually the guys in the carbon fibre department agreed to help me. They said that I had to make the model first, and then they would fabricate the moulds and make up the pieces. And it worked.

Explain how the Carrera RSR came into being...

The idea of homologating the ducktail on the roadgoing 2.7RS was ultimately with a view to motorsport. It was a first step and was quite a revolution for a road car. One of my tasks was to take this car to the wind tunnel and show the downforce, the downforce balance and drag.

I took over the Carrera RSR project at the end of 1972, and the first competition car we had was a rally car. After the 1972 Corsica Rally, we took this car to the Paul Ricard circuit for the RSR's first big track test. There, the car was modified and we converted it into a race car by removing the air filters and mufflers. In 1973, the first big race was Daytona and there we had two RSRs for Peter Gregg and Roger Penske. The Gregg/Haywood car won the race overall, which was a great start for the RSRs, and with that background we entered the World Championship of Makes in 1973.

We reclassified the works RSRs as prototypes so that we didn't compete against our customers but, as a Group 4 car, any modifications would have necessitated re-homologation, requiring another 50 cars to be made. This change, however, meant that we raced against the Matras and Ferraris in the prototype class. On a race car, you want to have even more downforce, and this was also one of the

reasons why we changed to the prototype class because I could immediately increase the size of the rear spoiler. After Monza, we fitted a wider rear spoiler, which we integrated into the fenders, and they called it the Mary Stuart collar.

Can you elaborate on Porsche's victory in the 1973 Targa Florio then?

Because it is an open road and not a racetrack, I asked Gerard Ducarouge, the chief engineer at Matra, if he was coming to the Targa Florio. He said, "No, our Matras would break in half if we went to the Targa Florio," and for that reason the Targa Florio was a very important race for us. The Targa Florio was run over 11 laps of the 72-kilometer course of normal roads through the mountains, and the cars just used normal racing slicks.

The Ferrari of Ickx crashed, but Stommelen in the Alfa Romeo started strongly and led for some time, although later his partner de Adamich was knocked off the course. The other prototypes also had problems, and in the end Herbert Müller and Gijs van Lennep won the race overall in the RSR because we had no problems, and so that was the second big victory of the year after the Daytona win.

There was also a trophy for us, it was the Challenge Mondial de Vitesse et d'Endurance. Only four races counted towards this trophy and these were the Spa-Francorchamps 1,000km, Targa Florio, Nürburgring 1,000km, and the Le Mans 24-Hours. We won the Targa Florio, Ferrari won the Nürburgring race, and Matra also won one of the races, but we had the maximum points in those four races, so we won the trophy. We didn't win the championship that year because Matra was so superior, but 1973 was an amazing year.

Shortly after, Porsche began looking at turbocharging with the 935...

The FIA published the Group 5 regulations for the

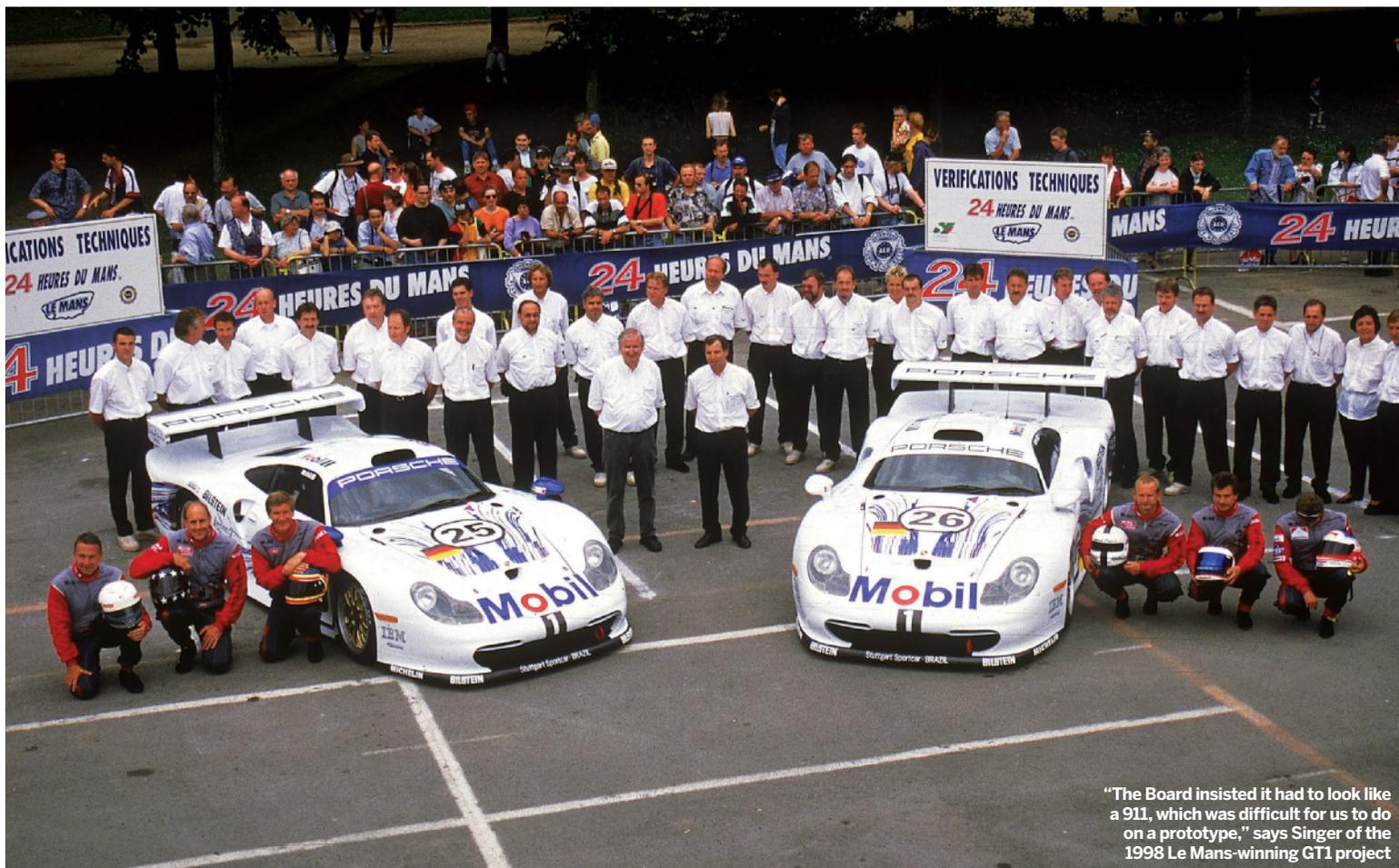
1976 season, and this allowed us considerable freedom with which to come up with some favourable interpretations that the FIA hadn't really intended. My favourite was the regulation for the fenders. Normally, you can run wider tyres, and for this you needed a fender extension of 50mm. They wanted to avoid these ugly extensions around the wheel arches, and so luckily – or unfortunately depending on who you were working for – they said the shape of the extensions would be free. The fender of the 935 is very wide because at the front you have the headlights and so with the sentence 'the fenders are free' we could then modify the 935 completely. So, we removed the headlights and put them down in the bumper.

In 1977, we found that the airflow could be improved on the 935 if we raised the rear deck but the regulations required us to keep the production car windows. We then made a double window, with an outer window on top of the standard production window inside, which could still be easily seen from the outside, but the airflow was much better.

This gave us the idea for the Moby Dick. At a meeting late in 1977 in Paris, Ford and BMW said that Porsche had a big advantage with its rear engine, and rear-exiting exhausts. The front engine cars had to route their exhausts under the car, causing a higher ride height. The FIA agreed and luckily for us, or again unfortunately for them, the FIA amended the regulations to say that the side panel could be modified. This meant we could also modify the side panel of the 935 and we cut the bodywork along the bottom, so the car was 8cm lower, and this was the baseline for the Moby Dick. Because we had wide fenders on the front and

Above: Test weekend for the 1971 Le Mans race with the Porsche 917/20. Norbert is holding the clipboard
Right: Hans-Joachim Stuck, Derek Bell and Al Holbert won the 1986 Le Mans in the Rothmans Porsche 962





“The Board insisted it had to look like a 911, which was difficult for us to do on a prototype,” says Singer of the 1998 Le Mans-winning GT1 project

rear, the next step was to also cover the side where the door is, and here we made a big NACA duct in front of the rear wheels to cool the radiator. The FIA technical committee said ‘no’ to this modification, as it was not in the spirit of the regulations, and so we had to find a solution because it would have had a significant influence on the aerodynamics. For this reason, the front fender extends just beyond the door pillar of the 935, ensuring a better airflow to the rear wing. Actually, with these smaller panels, we achieved nearly the same aerodynamic effect as with the complete door covered.

And how did the 936 project evolve?

Porsche developed a 2.65-litre engine with a four-valve water-cooled head, which was to run in the Interscope car at Indianapolis in 1980

for the Hawaiian driver Danny Ongais. The engine was well developed and reliable and they did some successful tests but unfortunately the Indy car project was shelved. In order to get more cars on the grid in 1981, the ACO relaxed the regulations for Le Mans because the following year the Group C regulations would kick in. This meant we could take the 2.65-litre Indy engine and put it into the 936, which had already won Le Mans twice (1976 & 1977), and race it again at Le Mans in 1981 and

win (with Ickx/Bell). The 936 was the last Porsche space frame race car.

By then, Porsche had turned to the iconic 956/962...

This was a completely different story. We started from scratch with everything new including a new gearbox, but the engine was the same reliable, and successful engine as used (in the 936 in 1981) at Le

windscreen, so the windscreen was much smaller. With the aerodynamics, we also entered the area of ground effects, but Formula One ground effects were not suitable for sports cars. We tried a similar system on our car and it didn’t work at all.

On the 956 air was, instead, drawn in along the sides of the car around the mid-point of the wheelbase, and then channelled out between the wheels at the back. When we created the 956, I

“Group 5 regulations were published for the 1976 season, and this allowed us to come up with some favourable interpretations that the FIA hadn’t really intended”

think altogether we only had about 50 people, so there was not a separate test team and race team. We did the 956 in just nine months, from beginning up to the first race, and we were successful immediately at Le Mans. The 956/962 was the most successful race car in the world, scoring 232 major international victories.

Mans, and this was the baseline for the 956. We had never made an aluminium monocoque at Porsche before, so I went to Dornier in Friedrichshafen to ask them what materials and what tools to use, because we had absolutely no idea.

The windscreen was completely different from the Group C cars because we had to have a maximum width of 95cm. This measurement described a band which had to be 10cm high, 95cm wide and 30cm below the highest point of the

Then, of course, we must come to the GT1. How did Porsche go about developing a car that, until a year ago, was Weissach’s last Le Mans winner?

We actually had three years of GT cars (Dauer GT 1994, GT1 1996, GT1 1998), because we started with the 962 Dauer as a GT car. Dauer had spent all his money making a road car, which was shown at the Frankfurt Motor Show, so I looked at it, and it was really nicely done. We knew there was some



Here, Singer's work appears on Porsche racecars at Le Mans in 1996, 1997 and 1998, with the WSC Spydery and GT1



strong competition coming from McLaren, but we finished first and third at Le Mans in 1994 with the Dauer Porsches. The Le Mans people didn't really like this car (laughs), but it was again to the letter of the regulations.

Out of this, we developed the GT1 car, and the initial idea was to have it closer to the road car. It was clear with all of our 911 experience that the rear-engined cars were very good on traction and braking, but in all other aspects such as cornering, we had problems. We knew, though, that if we did it correctly and the regulations allowed it, then we could make a mid-engined car. So, for 1996, we took the steel body shell of the 911 and cut it behind the driver's seat and made a frame for the rear section. We turned the engine and gearbox around, and this gave us a mid-engined car. The regulations required at least one road car for homologation, but we actually made 20 road cars and sold them all.

Moving on to 1998, we realised that we needed to have a lighter car, so we dropped the steel chassis and made a kind of 911 with a carbon chassis, which was actually a prototype. The Porsche Board said it had to look like a 911, but it was not easy to get the face of the 911 on a prototype car. We were lucky to win Le Mans in 1998, but this was very important for us because it was our 50th anniversary year. By this stage, we were a much bigger team, probably between 80 to 100 people.

You've had many great moments at Le Mans, Norbert, but which is your favourite?

For me, my favourite memory is still 1982 with the 956 because we had so many new developments. I remember when we saw the qualifying times on the Wednesday and Thursday and we were the quickest, and everybody came up to us and said that we could easily win.

But when you talk about winning Le Mans this was, for me, so far away; it was like talking today about what might happen in five years' time. First of all, bearing in mind all these new components that we had of course tested, but testing is not like real racing because a small problem at Le Mans can take you out of the race for good. So I thought: well, let us see if we are still running after 12 hours or after 18 hours and after that we could then start thinking about where we are in the field, and what we should do about winning.

Which was your favourite race car that you worked on and developed?

It is hard to say because that would depend on which period you are looking at. For instance, the 935 was, in its time, the most interesting racer, it was the best you could have. When you talk about the 1980s, it was of course the 956, and later there were the GTs, but in the end you could make the choice easier and just ask with which car we had the most success, and that would have to be the 956. But I think the 935 was also a lot fun. It was a different time though, a different era.

The answer is also, of course, linked to the situation the company was in at any point in time,

because Porsche did not have a lot of money. When you look at our sales, through the 1970s and 1980s Porsche sold between 8,000 to 18,000 cars per year and running a race car project with that level of sales takes quite some courage, which Dr Fuhrmann had. He said we had to stay in racing because Porsche is racing, but we only had a small budget, and so we could only take on small racing projects.

You left Porsche in 2010, so what has life been like for Norbert Singer since?

I left in 2004, but I was contracted to support them with their customer teams. I was actually already doing this from as early as 2001 because I provided support to our Customer Department! In this way, I helped the Freisinger team with the 911 when they won the 24 hours of Spa with Stéphane Ortelli, Marc Lieb and Romain Dumas. Dumas was a completely unknown driver in those days!

Then I changed to Felbermayr Racing because they had Porsche factory drivers Richard Lietz and Marc Lieb driving for them. I could see how this team was building up their experience, and in 2010 they won the GT class in the inaugural season of the Intercontinental Le Mans Cup – they won Le Mans even beating their fellow Porsche factory teams. It was a very successful year for them.

I eventually retired from Porsche in 2010 after 40 years. After I left Porsche, I became a consultant for the ACO but that has slowed down because there have been some changes at the ACO, and so now I have taken a further step back. **911**

SHIPPING YOUR 911

Increasing competition and an expanding network of global buyers means the distance between you and the car of your dreams isn't as big, or as expensive, as you might think...

Written by **Kyle Fortune** Photography by **West Coast Shipping & others**



Temptation, it's a terrible thing. It's everywhere too, from the magazine you're reading now, to the internet and social media. As someone who bought their 911 after seeing it pop up on Twitter, I know only too well how these things can escalate. It's only getting worse, too: at least my car was just down the road!

The world is now seemingly smaller than it's ever been, the internet shrinking it to the point where browsing classifieds in California is an easy mouse click or screen tap away. For the Porsche afflicted, there's help with getting that 911 you have always wanted from the other side of the world, and it comes via shipping companies.

'Buy it, it's not that difficult', urged one Craig Savage on a recent social media post. It was in response to a Porsche that somebody was looking at on one of the numerous 'Porsche or Porsche parts for sale' posts that make up my Facebook news feed. Located in the USA, I was tempted myself but, like the person Savage was addressing,

the idea of importing a car from the USA to the UK is enough to suppress any real action.

Savage has good understanding though, having brought over a 912 at the end of the 1990s. Admittedly, his particular purchase was helped by the fact he had friends and family in the USA, as well his job as a baseball coach giving another reason for him to visit the car Stateside first.

As it turned out, the whole process of shipping this 912 to the UK cost Savage very little indeed. And, though the rest of us might have missed the boat, pun intended, for the real Porsche bargains, Savage's assertion that shipping a Porsche is not actually that difficult is correct. Indeed, it is even more so today. Find a car, arrange to buy it and have it shipped. It really can be that simple. And, it's not as expensive as you might think, either.

"Shipping your vehicle by sea container to Europe starts at \$900 [approximately £600] per car in a consolidated container. That includes loading, shipping and clearing US customs," says Dmitry Shibarshin of US shipping firm West

Coast Shipping. That price obviously varies depending on a number of factors including the distance from the collection point to the port in the US, whether it is shipped from the East or West coast, and even the condition of the car – whether it's drivable or not, if it's packed with spares, a pile of bits or somewhere in between.

Consolidated containers means it will be parked in a 40-foot shipping container with at least one, if not two other cars, with two on the floor and one on a custom frame suspending another above. That makes it the cheapest option. Shibarshin says: "Customers shipping high-value vehicles prefer either the 20-foot container for one vehicle or the 40-foot for just two vehicles. Both methods have the vehicles strapped down to the floor." He adds, "We understand that certain methods

Left: Two or three cars are usually placed inside a container, with the top car mounted on a secure frame

Right: All manner of ages, shapes and sizes are transported around the world by sea today







©Hummelhummel



Shipping your 911: Do's & don'ts

- Don't just pick based on price, choose the best firm for your needs
- Get photographs taken of the car you are transporting just before it is shipped
- Keep the fuel level as low as possible and top up the anti-freeze (on 996s onwards)
- Check, double check, and triple check all of the paperwork beforehand
- Speak to your insurance company directly and seek specialist advice from shippers
- Ask about how your car will be contained and secured and demand that it is on the floor
- Make sure you have evidence of its age and EU build for European-based customs

of loading work for classic cars while others do not. This is why we continually stress that hiring a car shipping company that specialises in classic cars makes a difference. Many shippers either outsource their loading to other companies or do not understand the specifics of properly loading classics to avoid damage during transport."

That expertise is something James Walker, sales manager at Classic Automotive Relocation Services (CARS) cannot stress enough. "Always use a reputable shipper," says Walker. "What can be a simple procedure can turn into a nightmare if it's not done correctly." When Josh Sadler from Autofarm wanted to take his factory prototype 911 to Rennsport Reunion V at Laguna Seca in 2015, CARS arranged everything. Choosing air freight for speed, Sadler said: "It was exceedingly painless: I dropped it off at Heathrow and flew to San Francisco and it was waiting for me on

Top left: Cars are typically anchored down in place to ensure that no damage occurs during transit over choppy seas

Top right: A great number of classic cars take to the oceans in order to attend events around the globe

a trailer when I arrived." That's an extreme example, but it underlines what can be achieved, even with short timescales.

Obviously, sea freight is significantly cheaper, but you'll need to be patient. Expect a wait of three to four weeks if you're shipping a car from the East coast of America, suggests Walker, and a further two weeks or so if it's coming from the West. If you absolutely have to take your car with you wherever you go, or just need it somewhere in a hurry, then almost anything is possible with air freight. Unsurprisingly, the cost rises accordingly – though it's not ridiculous. Walker admits there's been a growth in shipping in the last ten years or so, as more classics are delivered to various events, races and road rallies globally. Due to a bilateral agreement between the UK and the US, it's possible to transport a car either way for tourism purposes for up to six months in any 12-month period. If it's any longer, either way, the vehicle will need to be registered in the country it's being used in, with differing rules depending on where you're taking your car.

Whether you're buying or selling, the best shipping companies should be able to deal with the entire process, from picking it up from the seller's door to delivering it to yours. You must have a bill of sale and the original vehicle title from US buyers, as well as a copy of your passport and a completed Power of Attorney form to allow the shipping company to clear US customs on your behalf.

Typically, shipping a car to the UK will cost you import duty calculated at 10 per cent of its value, and 20 per cent VAT, though there are exceptions for older cars and those manufactured in the EU. Walker says the paperwork is relatively straightforward, but it's important to get it right, as if it's wrong your vehicle can be held up indefinitely in customs. A sizeable number

of classic cars are shipped daily to the UK and Holland. Walker puts the UK's popularity down to the historic interest ruling or Binding Tax Information 97.05 (sometimes referred to as 9705). It is a tariff relating to cars considered collectable or historically significant, and BTI 97.05 allows cars over 30 years old, that are unmodified and cost over £10,000, to qualify for a reduced import VAT cost of 5 per cent.

As with everything, there are exceptions, so it's advisable to apply early and if customs doesn't deem it to qualify, then duties may still be payable. Under BTI 97.05 the vehicle needs to possess a certain scarcity value, and be historically significant, be it racing success or in the overall development of the motor car, or of high value. That tariff heading 97.05 is particularly significant, as once the reduced VAT price it allows has been paid at the country of arrival – the UK – it is free to travel within the EU. Rates of VAT for imported vehicles at entry are higher in other European countries, which is why the UK sees so many classics arriving in its ports.

Where it gets interesting for those importing Porsches, or for any other EU manufacturer cars, is that cars built in the EU and originally exported are exempt from the standard 10 per cent import duty charge. However, don't simply assume that because it's an EU manufacturer, like Porsche, that customs will accept it as such. There has to be a paper trail to support the car's manufacture within the EU. That needs to be an export bill or invoice, or, should these be unavailable, an official letter from the manufacturer stating its year and place of manufacture.

Again, there are exceptions and potential loopholes. If you've lived in a country for at least a year, or for 185 consecutive days, and owned your car for over six months then it should be exempt from all import duty and VAT –





regardless of age. Therefore, if you're going to live abroad for work it might be well worth your while buying a newer Porsche and bringing it back with you. Vehicles imported must, of course, be fit for use on roads to the required standard of the receiving country, with Euro-bound cars requiring a European Certificate of Conformity if the car is right-hand-drive, or a European Certificate of Mutual Recognition if it is left-hand-drive, or an Individual Vehicle Approval if your car has no EU approval. An MOT will also be required in the UK when the car arrives.

Still tempted? It might sound confusing, but it's actually fairly simple and certainly not impossible to arrange yourself. Mike Hilton is one such person who enjoys the entire process.

It started out as a hobby, with Hilton buying a few Porsches, but now Hilton buys cars to bring over for sale at classclassiccars.com. The cars are predominantly US-derived but the occasional Porsche can be found there. Hilton says it's crucial to go and visit the car and take pictures of its condition for insurance purposes before shipping. "Many of the cars I've shipped I've actually driven to the port," says Hilton.

And what about shipping to and from other continents? Andrew Mearns, owner of UK-based Porsche specialists Gmund Cars, travels globally sourcing Porsches for his business. He's recently brought back a 993 RS from South Africa, a car

he shipped out there in the first place. Therefore, there's currently a nice Rennsport on the seas between Australia and the UK, a journey that will take 53 days and cost Mearns around £3,000. He admits that the process elsewhere isn't quite as simple as it can be between the US and UK: "While it's usually pretty straightforward, all countries have different rules and regulations and they can often change on a whim," says Mearns. "Should there be anything remiss with the

"A 911 is currently stuck in customs thanks to someone simply putting '222' on the paperwork for the VIN rather than the correct 'ZZZ'"

paperwork, customs immediately think there's something fraudulent going on," adds Mearns, who's suffering a long delay with a 911 which is currently stuck in customs thanks to someone simply putting '222' on the paperwork for the VIN rather than the correct 'ZZZ'.

Mearns also warns about insurance. While most shipping companies offer a one-stop shop insurance for cars in their care, if you're doing it yourself you need to check, and re-check the details. For a recent import Mearns required four different policies, as normal insurance didn't cover transit over water, needing special policies to cover transit, handling and sea. For higher

value cars, some policies stipulate trackers being fitted to the container, as they can get lost in ports, or, in the worst case scenario, even fall off ships at sea.

Preparing your car for shipping is essential. Again, it's all fairly straightforward stuff, but worth noting. The car should have no more than a quarter of a tank of fuel says Walker – and preferably less – while it's wise to make sure there's plenty of anti-freeze (obviously not a

problem with air-cooled cars), particularly if you're shipping in winter. Hilton says to remember to bring a jump pack if you're picking it up yourself, too, even if you've isolated the battery in transit.

So, what is the best advice? Do your research and, as all our

professionals here state, don't just pick your shipper on price. Choose the shipping company that best represents what you need. There's plenty of choice and plenty of space on the ships – which keeps prices sensible. We've deliberately kept the specific pricing details to a minimum here, as it is different for every car, but there are plenty of online calculators that will give you a good idea. Speaking directly to the shipping companies is best, as they'll be able to give you a direct quote for your specific needs. Temptation is a dangerous thing, and now there's no excuse not to succumb to it. All of a sudden, that classic in California doesn't seem so far away at all... **911**



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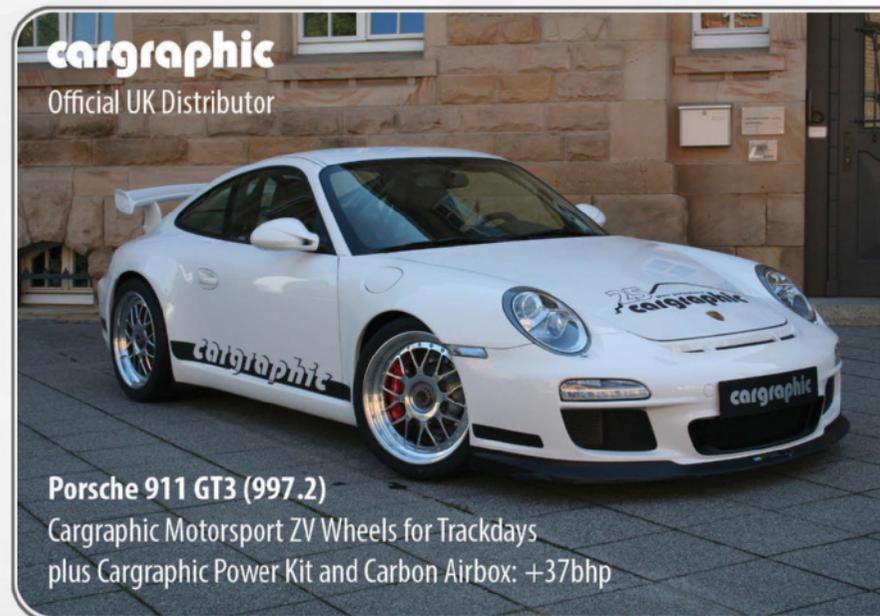
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60 | 996 Carrera Gen1 v Gen2



996.1
v 996.2

CLASH ^{OF} THE CARRERAS

They're the entry-level 911, but which is the best driver's car?

Written by Lee Sibley Photography by Dan Pullen



Oh, the 996 Carrera. It's been some journey for this rather controversial 911, right? The pitted history of Porsche's 996 is one that is well versed in the motoring press and beyond, so restating its apparent tribulations will be of little relevance here. However, 2015 witnessed something of an upturn in fortunes for the first water-cooled generation of 911, as values began to elevate. Sure, these rises were only incremental in comparison to those bestowed upon the 964 or 993 RS in similarly recent times, but whereas £10,000 once comfortably got you into a second-generation 996 Carrera (and a manual Coupé at that), today the same figure will get you into, well, nothing of any great repute.

Instead, first-generation 996s with a palatable condition and history currently begin from £12,000, with second-generation cars starting at around £14,000. So, the goalposts for an entry-

level Porsche have moved on in terms of cost but the fact remains that, should you want a seat in a coveted 911 for relatively elementary money, a 996 Carrera or Carrera 4 is still very much the answer. But with such muddying of the marketplace in terms of values between first and second-generation 996s, which is the better proposition? It's time to find out.

Walking around an example of both cars in the rear courtyard of Paul Stephens' eponymous business, I take my time to absorb their aesthetics and presence. It's been a while since I was last in the company of any 996 Carrera and already their reasonably small proportions have taken me aback. When did the 996 get so slender? Don't forget, this was the 911 that received criticism upon its release from some sectors for appearing too bulky, not helped by the fact it was nearly 200mm longer, from end to end, than its 993 predecessor, with a 78mm longer wheelbase, even if it was only marginally wider by 30mm. ➔



The Gen1 cabin's complete redesign brought the 911 into the modern age compared to the 993, though the choice of materials used penalises the overall experience. Note the basic seat adjustments



Inside the Gen2, it's the subtle changes that make all the difference. Note the addition of door speakers, a glove box, refined boot and decklid poppers, and a new, sportier steering wheel with coloured crest





Today though, any such accusations as to its cumbersome proportions are emphatically washed away. Park a 996 Carrera next to a comparatively barge-like 991 and the 996 will look delightfully petite, humble even. Just like a classic, air-cooled 911, dare I say.

The iconic silhouette is still very much evident across both cars in front of me and their rears are beautifully unfussy. Of course, there are deviances in appearance between these generations from the front, amounting to a change of headlight shape and bumper moulding for second-generation cars built from September 2001, and I find these bona-fide 911 looks much easier on the eye than the Boxster-oriented appearance of the earlier 996.

Inside, the only discernible difference appears to be an updated, three-spoke steering wheel in the later car compared to the four-spoke item sitting in the earlier example. Otherwise, both use the same layout and materials, the former of which was a great improvement over the 993, the latter not so much, with cheap, non-scratch resistant plastics in abundance.

I opt to drive the earlier 3.4-litre 996 first and remotely unlock its doors using the sole button on the key. I pull at the driver's door handle and with a muted 'clunk', it opens (the absence of the sharper 'clink' of the 993's inner handle door latch release is a notable observation). I take a seat inside, insert the key into the ignition – bizarrely

Above main: A huge amount of 996 charm lies in its characteristic 911 understeer, forcing the driver to weight up the nose for perfect corner entry

Bottom right: The remarkably peaky nature of the 3.4-litre 996 Gen1's engine makes for an exciting driving experience

mounted rather high up the dashboard – and turn it right. Behind me, the flat six turns over and fires into life. Its sound is unique, applicable only to cars from a ten-year window in the 911's history: it's not quite the high-pitched 'whirring' of its earlier, air-cooled predecessors, neither is it the throbbing 'purr' of its direct fuel injection successors. Naturally somewhere in between, this flat six's audio is a low-frequency hum as the 3.4-litre car settles comfortably to idle.

North Essex's rural B-roads make for a superb proving ground for a 911 and the first-generation 996 wastes little time in hammering home its credentials as a proper driver's car. Steering is wonderfully weighted at the wheel and provides stellar communication between the road and the palms of my hands. That characteristic 911 understeer is very much evident, and great fun is had in using weight transfer to help the 996's nose tuck in on corner entry, before getting hard on the gas to steamroller through the exit of each turn. Gear changes are a pleasant experience overall,

the short throw perhaps only stifled by a lack of any real mechanical feel through each gate, which I find surprising.

Any reservations over the first water-cooled Carrera's gearbox though are swiftly overpowered by the M96 engine's character. Its peaky nature is exactly the experience a 911 should offer, rewarding me with a real surge in power past 5,000rpm to the 7,000rpm redline as the flat six, otherwise a little too muted at times, fills the countryside with a beautiful, howling chorus. I'm having great fun in the midst of a quintessential 911 driving experience in a car that costs less than £15,000. What's not to like?

It's not until I climb into the second-generation 996 that faults can be picked with the earlier car. The signs are immediate and, by the end of my test drive, overwhelming: it simply appears that more thought has been applied to the construction of the 996.2. There's an extra button on the key to pop the boot bonnet (a welcome luxury for a 911 that many still use everyday) and inside the ↻

The 996: classic or modern?

Porsche Centres will tell you your 996 now falls under the newly formed Classic scheme, but can we really bestow such a term on a sports car built (largely) in the 21st century? Here's a few traits of the 996 that may help you decide...

Classic traits

- Boot and decklid poppers are still mechanical
- Carrera 4 shares same body dimensions as Carrera 2
- No PASM
- No multi-function steering wheel
- No centrelock wheels in entire line-up

Modern traits

- Boot and decklid poppers are now mounted on the driver's side according to each country specification (Air-cooled cars always have them on the left-hand side)
- Iconic five dials now fall within radius of steering wheel
- Multi-link rear suspension with coil springs (no torsion bar)
- PSM
- Water-cooled engine
- No upright headlights
- Porsche Carbon Ceramic Brakes now optional
- PCM



cabin there are nimble decklid and boot release buttons by the kick plate rather than the garish, odd-shaped handles on the Gen1 996.

In the Gen2, a speaker now fills the unsightly, gaping cubby hole in the door card of the Gen1 (its mouth is so large it reminds me of the air intake of a 991 Turbo) and the steering wheel, ever the staple of any vehicle interior from the view of the driver, appears sportier and seems smaller in diameter. The second-generation 996 Carrera is also lavished with the relative yet necessary luxury of a glove box, which rather unbelievably is entirely absent from the first-generation car.

Other interior gubbins are the same: there is no question that the 996 overall is not as refined as other eras of 911, thanks to the liberal use of that aforementioned cheap plastic, and the seats are narrow at the shoulders and offer little adjustment (gone are the multiple electric switches of even previous 993s).

On the road, the second-generation 996 offers a broadly similar experience to that of its predecessor, with identical grip levels assured by each car's matching 225 and 265-wide, 18-inch Michelin Pilot Sport shoes. Second-generation cars did, of course, get a 20bhp boost over earlier Carreras, with a noticeable pick-up in power from the bigger 3.6-litre M96 lower down the rev range. This more immediate turn of pace excites at first, though in truth, the peaky 3.4-litre engine actually makes for a more rewarding experience, the drama building nicely as the crescendo of crank revolutions reaches their climax before each gear change. The 3.6 does win back points with its acoustics, though this could be because our example on test is also fitted with an optional Sports exhaust, providing a gilt-edged bark with every dab of the throttle pedal. It is most welcome on the back roads around Colchester and makes up for the muffled note of the 3.4.

The verdict? Well first an appraisal of both generations of 996 Carrera. A car that undoubtedly saved the company from going bust, Porsche's first water-cooled 911 is finally coming of age as a true thoroughbred. In a time where turbocharging, electric-assisted steering and active rear steering is a staple of modern OPC showrooms, a 996 can be looked upon as providing a quintessential 911 experience that today's cars can't get near. Pure Porsche driving thrills are available in abundance, but the 996 is let down by poor build quality. That's not to detract from the overarching fact though, that not only are both these cars still incredible value for money, they are a relative steal.

If you are purely after cheap driving thrills then look no further than the first-generation 996. In terms of driving performance, there is simply no better value 911 out there. However if, like me, you demand a more polished overall Porsche experience, then the second-generation car is the comfortable winner and is worthy of parting with an extra thousand pounds or so. The archetypal upright front fenders may have gone and quips about 'fried egg' headlights will no doubt remain, but the 996 has matured into a striking modern classic that is fully worthy of the prancing horse emblem adorning its nose. Either way, choosing between either generation is now a matter of contentment, not compromise. **911**



Above: Speed comes more naturally to the Gen2's torquier 3.6-litre M96, though relatively soft damping follows over from Gen1

Left: Gen1's factory induction system has been replaced with an aftermarket unit for better breathing



996.1 Carrera 1998

3,387cc
11.3:1
300bhp @ 6,800rpm
350Nm @ 4,600rpm
Six-speed manual

Independent; MacPherson struts with coil springs; gas filled single tube shock absorbers; anti-roll bar

Independent; multi-wishbone; coil springs; gas filled single tube shock absorbers; anti-roll bar

8x18-inch; 225/40/18
9x18-inch; 265/35/18

4,430mm
1,765mm
1,320kg

5.2 secs
174mph

Model
Year
Engine
Capacity

Compression ratio
Maximum power
Maximum torque

Transmission
Suspension
Front

Rear

Wheels & tyres

Front

Rear

Dimensions

Length

Width

Weight

Performance

0-62mph

Top speed

996.2 Carrera 2003

3,596cc
11.3:1
320bhp @ 6,800rpm
370Nm @ 4,250rpm
Six-speed manual

MacPherson struts with coil springs; gas filled single tube shock absorbers; anti-roll bar

Independent; multi-wishbone; coil springs; gas filled single tube shock absorbers; anti-roll bar

8x18-inch; 225/40/18
9x18-inch; 265/35/18

4,430mm
1,770mm
1,370kg

5.0 secs
177mph



Thanks

Thanks to Paul Stephens for collaborating on our feature. Paul Stephens have a wide variety of Porsche 911s currently for sale. For more information on their stocklist and services visit www.paul-stephens.com or call (+44) 1440 714 884

“Porsche’s first water-cooled 911 is finally coming of age as a true thoroughbred”



PORSCHE'S

Unquestionably one of the most remarkable 911 racers ever built, we take a look at a championship-winning GT2 BPR in South Africa



ULTIMATE RACE CAR

Written by **Wilhelm Lutjeharms** Photography by **Kian Eriksen**

“I actually don't know what all the fuss is about,” remarked the owner when standing next to his 993 GT2 BPR championship contender. My jaw nearly dropped to the floor. He was referring to his beautiful black with orange 9971 GT3 RS. Fortunately, he continued to explain his opinion: “Once you've driven a 911 race car, even the good road cars simply don't feel that special. They are less eager to turn in, you can't brake that late.” He does have a point, but this is coming from a collector that

fully enjoys his 993 GT2 Clubsport (see issue 121) on the road and the track – and why not? The other reason is that part of his collection is a very special 993 GT2 race car. He has owned it for the past 13 years and in his own words describes it as “as good as it gets”. The main reason for his opinion is the fact that since the 993 GT2 race cars, Porsche has never again developed a turbocharged 911 race car.

This specific car was built in 1994. A year later, it started its long racing life and participated in the BPR Global GT Endurance Series, which included races in Europe, China, and Japan. The BPR Series of the mid-1990s (1994 to 1996) was surely one of the racing world's highlights. To witness cars, which today are valuable beyond belief, race against one another was an event that is almost difficult



993 GT2 Clubsport v BPR

From a distance, both the GT2 Clubsport and race car might look similar, and both also weigh around 1,150kg. However, there are significant differences. Whereas the gearbox and engine use solid mounts in the race car, the Clubsport features rubber mounts. The race car's roll cage has more bars at the front of the cabin, while the brake system is also upgraded. In terms of aerodynamics, the race car is also lower to the ground. The result is that on a circuit like Kyalami in South Africa, where the owner has driven both, the difference is a notable six seconds.





“Once you’ve driven a 911 race car, even the good road cars simply don’t feel that special”



to comprehend. Think of it as almost the same league as Porsche 918s racing against McLaren P1s and LaFerraris. Fortunately, there are hours of YouTube videos that allow us to relive these races of some two decades ago.

The race series was founded in 1993 by Porsche’s Jürgen Barth, Patrick Peter and Stéphane Ratel. The first year of racing officially started in 1994 and included cars such as McLaren’s F1, Ferrari’s F40 and Callaway Corvettes to name a few. The aim of the BPR Series was to use production cars as a starting point that could be developed into racing cars. The cars that were eligible for this GT series were also allowed to compete at the 24-Hours of Le Mans in two classes: GT1 and GT2. During the first season of 1994, Porsche did well with its 964-based RSR. However, during the European winter of 1994/95, Porsche developed the wide-arched GT2, now based on the 993 Turbo. The M64/81, 3.6-litre, twin-turbo engine was almost identical to the 993 Turbo, but featured turbos that ran a higher boost pressure of up to 2.1 bar. In 1996, with the addition of ‘Evolution’ M64/83 camshafts, power is said to have increased to 465bhp at 5,700rpm (up from 450bhp), producing torque of 670Nm at 5,000rpm.

In the 1995 season the GT2 Group was ruled by 911 GT2s entered by privateers. At that year’s Le Mans race they took a very respectable sixth, seventh and eighth place. But, as an overall winner, the 911s could not beat the very expensive McLaren F1 GTRs and Ferrari F40s. The result was that Porsche offered a further development of the GT2 to actually compete in the GT1 class. The GT2 came equipped with larger 40.4mm air restrictors, the catalyst was removed, the exhaust system was completely unrestricted, and larger turbos were also fitted. To feed the engine, the fuel system was also unique to these upgraded cars, which featured no less than five fuel pumps. To put all this power down, wider tyres were used, while the car also had a few upgraded visual elements and was decreased in weight to 1,100kg. Overall, the new GT2 Evolution was a faster car, developing over 600bhp at 7,000rpm, with the redline at 8,000rpm.

Even the pace of these early BPR race cars, but more specifically this GT2, takes some explaining to appreciate. Take for instance the qualifying times at the Silverstone 4-Hours race in 1995.

This car qualified in an overall fifth place with a time of 1:57.637 (raced by Lilian Bryner and Enzo Calderari), the first of no less than ten GT2s. However, what really shows its strength is the fact that it was only five seconds slower than a McLaren F1 GTR raced by Andy Wallace and Olivier Grouillard.

But 1995 was only the start of this particular car’s impressive racing CV. In 1995, 1996 and 1997 it qualified and raced at Le Mans. However, racing is a cruel game and a mechanical problem and an accident kept the car from finishing this iconic endurance race. This car’s ultimate victory came in 1995 when it won the Porsche Cup with the same race duo behind the wheel. Needless to say, this car has seen several of the most notable racetracks around the world.

Originally covered in black paint, the car’s colours evolved over the years to its current yellow hue, which has been in place since 1999. ➔

BPR GT series: 10 quick facts

- The BPR series was founded in 1993 by Porsche’s Jürgen Barth, Patrick Peter and Stéphane Ratel, which resulted in the abbreviation ‘BPR’.
- The season kicked off in 1994 with eight races, starting at the Paul Ricard circuit in France.
- The Series ended in 1996 with a four-hour race in Zhuhai, China.
- Most races were four hours in length, with the exception of a few three-hour and 1,000km races.
- The 1995 season boasted 12 races, followed by the 1996 season with 11 races.
- Initially the cars were divided into four classes (GT1 to GT4), but from 1996 there were only two classes, GT1 and GT2.
- The race series also featured a female driver, Lilian Bryner, who actually raced the very GT2 featured on these pages.
- Each team was required to have two drivers per car.
- In the UK this race series visited Silverstone in 1995 and 1996, and Brands Hatch once in 1996.
- Visit racingsportscars.com for more information and race results, including some pictures and programme scans from the racing series.

But this was not the only aspect of the car that evolved over the years. Originally, it also had the smaller rear wing, but that changed through the car's racing life to include the EVO race car specification 'banana' wing – with the end tips bending towards the front. I might be wrong, but if my memory serves me correctly it is the largest official Porsche wing to ever grace a 911!

As mentioned, this GT2 originally featured the standard restrictors, but once it ended its class-specific racing career, they were removed. As I walk around the car, I also notice the wheels and tyres are similar to the EVO specification cars. There are three-piece, centre-lock BBS wheels wrapped in 285/645 tyres at the front and massive 325/705 tyres at the rear. Not to my surprise it says "Competition use only. Full slick" on each tyre's side wall. Peek through these multi-spoke 18-inch wheels and you will note the perforated and ventilated discs at the front and rear.

At the rear, once the engine lid has been opened there is a huge intercooler below the teatray wing, while the owner has added specific air filters in those triangular air intakes, which form part of the rear deck. The Perspex windows (side and rear) scream race car, while the rear unit features two exterior carbon-fibre straps to keep the window in place at high speeds as the pressure lowers outside the cabin. As I kneel

down, I can barely run my hand between the tyre and the wheel arch, that is how hunkered down this GT2 is. An interesting fact is that the front, extended wheel arches are actually a single unit and not bolted on as is the case with the road car.

Open the very light door and the interior features a full roll cage, three fire extinguishers, switches for the fuel pump, ignition and a start button to name a few. A further lure is the open gearshift mechanism. The only feature in the cabin that reminds you of the road car is the dashboard, the rest is all purposely added or stripped out for race purposes. Move to the front, and the compartment lid can be removed in its entirety within seconds. Below this lid rests a large, 100-litre competition fuel tank.

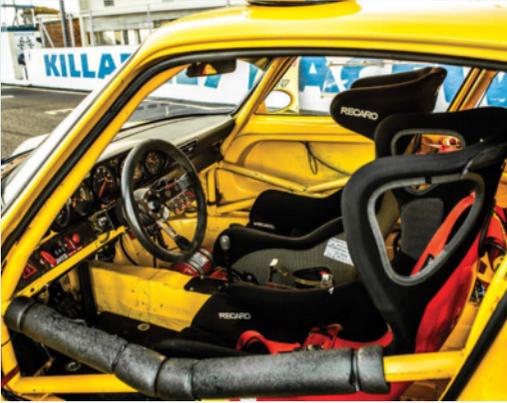
At Cape Town's Killarney Raceway circuit, where we did this shoot, the owner has managed a 1:14 lap time with this car – without it being properly set up. To put this time into perspective, a new McLaren 650S supercar manages around 1:17.9. He has also driven the car on international circuits such as Circuit de Nevers Magny-Cours as well as Spa-Francorchamps. It is on the latter where our owner has a particular favourite corner: "Eau Rouge is probably one of the most memorable corners I've taken with this car. In a car such as this GT2 you can't go flat-out through there, so at the bottom, close to the river, you tap

off, just ever so slightly. Once you have turned, you put your foot down and hope the laws of physics stay on your side." In South Africa he has also participated in the African 2-Hour endurance race, winning twice.

Unfortunately, before I could head out on the track, the one turbo packed up, owing to a small stone that entered the 'charger and caused serious damage to the vane. That is the reality of owning such a car. Maintenance is a permanent challenge. But, after 13 years, the owner is in the best position to summarise its racing experience: "As long as you keep the wheels pointing in the correct direction and respect the fact that you have around 600bhp behind you, it won't throw you any surprises. The brakes are also extremely capable and the grip levels are high. In a nutshell, it is just an honest racing car and the ultimate racing car Porsche has built. I haven't driven the new 991 race cars yet, but up to and until those cars, I've driven several 911 race cars and this one remains the highlight for me."

To be in the presence of such a piece of 911 heritage is truly a privilege, and thankfully today this car is everything but a trailer queen. Even though values of these cars have skyrocketed in recent years, it is still used at selective track days, where there certainly is a level of fun to be had in beating modern Porsche machinery. **911**





Model 993 GT2 BPR

Year 1995

Engine

Capacity 3,600cc

Compression ratio 8.0:1

Maximum power 550bhp @ 6,000rpm

Maximum torque 637Nm @ 4,000rpm

Transmission G50, six-speed, straight-cut gears

Engine modifications Larger turbos than original race car

Suspension

Front MacPherson struts with coil springs; gas-filled double action shock absorbers; anti-roll bar

Rear Independent, multi-wishbone; coil springs; gas-filled double action shocks; anti-roll bar

Wheels & tyres

Front 10x18-inch; 265/645/18

Rear 11x18-inch; 305/645/18

Dimensions

Length 4,245mm

Width 1,855mm

Weight 1,112kg

Performance

0-62mph Not tested

Top speed Not tested

Above: Porsche's GT2 was designed specifically to race in the BPR series, which didn't support all-wheel-drive cars and is why the Turbo-based GT2 is rear-drive only. Fully equipped racers such as this sold for 335,000 Deutschmarks





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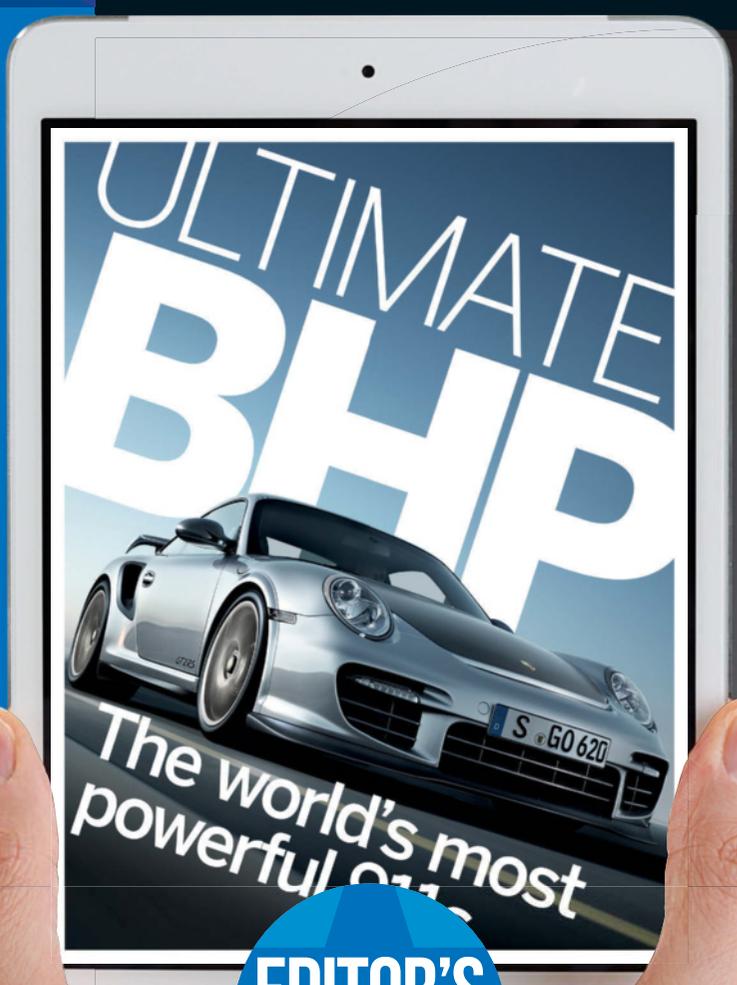


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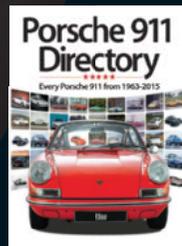
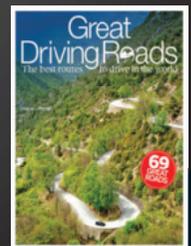
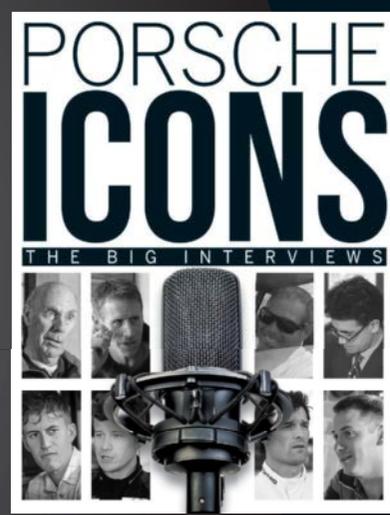
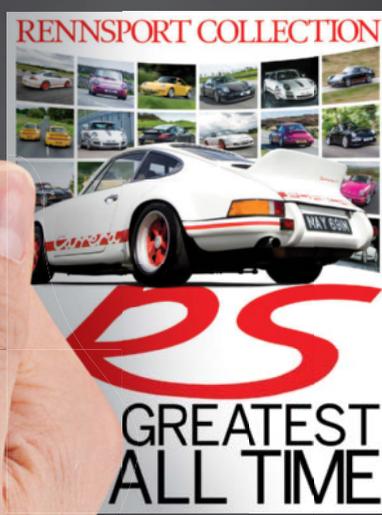
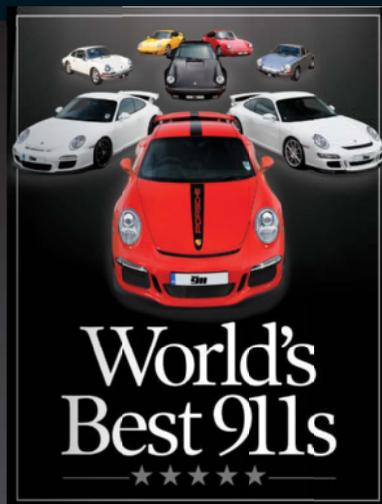


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Living the Legend

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



2007 997.1 GT3



Ben Przekop
Georgia, USA

Date acquired:
July 2012

When does a car become too valuable to take to the track? Recently, a friend of mine in the local Porsche Club told me that he has stopped taking his gorgeous Viper green 997.1 GT3 RS to the track because PCA track insurance will only insure cars up to \$150,000, and he has been offered over \$225,000 for his car in recent months. Then I saw a quote in **Total 911** from SharkWerks founder Alex Ross about this situation: “What were once fun track cars are starting to get parked back in the garage.” While I know that RS values have been escalating faster than base GT3 values (like my 997.1 GT3), I figured it was still a good idea to check what is happening with my own car.

In the classified section of the most recent issue of “Panorama”, our PCA Club magazine, there are six 997.1 GT3s listed with prices from \$82,000 to \$110,000 with an average price of \$94,000, all with similar mileage to mine. A broader internet search validated that the average price for similar mileage cars is around \$95,000 to \$100,000, but there are even some low mileage cars listed for as much as \$145,000! My GT3’s original MSRP was \$115,000 back in 2007 and I purchased it for \$90,000 three and a half years ago, so it appears that it has at least held its value or even experienced a value increase, but will it appreciate even more in the future?

I have always believed in the marketing maxim of “a rising tide lifts all boats”, and it appears that there are two symbiotic forces

behind this GT3 tsunami. The first is the significant increase in the MSRP for new 991 GT3s: the base price for a GT3 is now \$130,000 in the US, but most sell for closer to \$160,000 with options; the base price for an RS is \$176,000 but you are not likely to find one for less than \$200,000.

The second factor is the appreciation for used GT3s, which is mainly due to the limited production runs of these cars, as well as what appears to be a virtually insatiable market demand. The prime example up to now has been the limited 997 GT3 RS 4.0 model, the last “Mezger engine” GT3 which sold for around \$200,000 new, and typically trades nowadays in the \$400,000 to \$500,000 range, but I was shocked to hear that the latest 991 GT3 RS has already become another

1982 SC & 1989 964 Carrera 4



Gina Purcell
Oxford, UK

Date acquired:
September 2004 &
April 2014

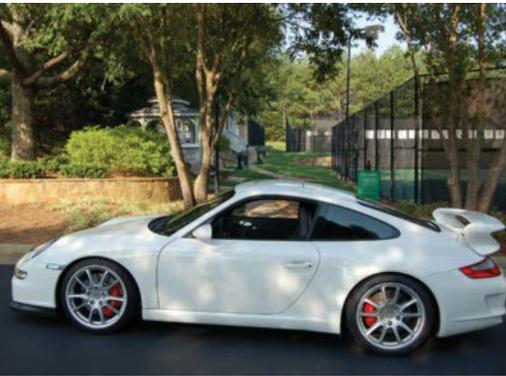


I had the road to myself – 130... 135... 140... and a bit. Steffi had given her all on the Autobahn in summer for a very unscientific test and suddenly there was a polite queue of German über-saloons tapping me on the shoulder. A box was 'ticked' and I pulled over quickly to let them pass by.

The test was to feel how the car handled at maximum speed with only the front spoiler in place and I can report that, in a straight line, she felt secure, planted, didn't implode, or turn into a pumpkin. That happened later in Sweden, and Steffi's solo return journey

on the backs of an unknown number of trucks resulted in damage to the fourth and fifth gearshift linkage (quite how, I don't know) and the partial tearing-off of the now performance-approved front chin spoiler.

The front valance now requires painting before a new spoiler is fitted, but I'm having second thoughts. I doubt I'm ever going to push Steffi that hard again on the Autobahn, and I'm favouring the spoiler-less, 'pure' 911 look more and more. She also needs her bumpers repainted, plus new front bellows (and excess screws removed). Looks like this winter's next 911 project has planned itself.



1978 911 SC



Wilhelm Lutjeharms
Cape Town,
South Africa

Date acquired:
January 2015



This month I allowed a friend, and serious petrol head, to drive my car. There were several reasons for this decision. First of all, he loves and enjoys every facet of cars, has a deep knowledge of most things motoring, and he has never driven a 911.

I drove for the first few minutes, just to warm everything up, and to leave the area for some quieter and twistier roads. But the expression and surprise from him the first time I put my foot to the floor and let the engine rev to 6,000rpm was quite interesting.

He could simply not believe that such an old car could be so quick! Having said that,

he is an owner of a very neat Citroën DS, so he is quite content with driving at a sedate pace and appreciates the fine art of a quality soft suspension – the latter of which my SC is obviously not able to replicate.

Needless to say, it was a privilege to open another motoring enthusiast's eyes into the appreciative world of classic 911s and make him understand, in the process, why they are such special cars.

With the South African summer in full swing, early morning or evening is currently the best time to enjoy the SC, especially with the window open for fresh air but also for that delicious engine sound.

"investment-grade" Porsche. A local Porsche OPC is advertising a slightly used 991 GT3 RS with 1,000 miles on the odometer (original MSRP \$215,000) at the stratospheric price of \$355,000! The good news for me is that 'base' GT3s like mine (unlike RS models) have not yet appreciated beyond current insurance limits, so I can still enjoy my car on the track and feel financially secure.

However, it will definitely be interesting to see what happens to my GT3's market value over the next couple of years. Will it, one day, become too valuable to enjoy on the track where it should be driven? And when, if ever, will I feel that I can sell it without kicking myself a couple of years later? "Good problems to have", says my son Geoff, and that is a very accurate appraisal indeed.

1972 911T Targa;
1972 911E;
1977 930 3.3;
1977 930 3.3;
1981 SC;
1986 3.2 Carrera;
1988 3.2 Carrera



NEW COLUMNIST

James McArthur
Houston, Texas

Dates acquired:
(in same order as above) 2013; 2014; 2014; 2015; 2015; 2015; 2015

I used to be your typical new Porsche 911 enthusiast. I was fortunate to have the latest and greatest version of the 911 in the garage to be enjoyed at weekends and during the occasional fair-weather weekday drive.

My love of the 911 was inspired by my grandfather. He, too, was a passionate Porsche owner through the 1960s to 1980s, owning a string of Porsches including the 356, 912, 911T and the 911SC.

The arrival of my last water-cooled 911, the 997 GTS, was my first experience of PDK transmission. I'd been resisting the switch but caved in after wave upon wave of positive reviews. Rather unexpectedly, this was the nail in the coffin for the modern 911 and me; I can't quite put my finger on it but something was lost for me and it was time to seek something new. After six months of hunting and a great deal of research I found my next Porsche, a Tangerine 1972 911T Targa. It may sound melodramatic, but the first drive of this basic, raw and uncivilised early 911 was a revelation.

Ever since that first drive in 2013, I've been obsessed with the classic 911, obsessively reading, researching and meeting folks from the air-cooled 911 community. The compulsion applies to all areas of the classic 911, whether it be the perfect, 100 per cent correct cars with original paint, or a modified outlaw Porsche 911. Initially, my passion began with the early 1969-1973 'Longhood' 911 but soon spread to all air-cooled 911 generations, and now I'm the proud owner of seven 911s from 1972 up to 1988.

In the coming months I'll introduce the cars in more detail, as well as some of the things I've learned about classic 911 ownership.



1967 912 & 1979 911 SC



Sean Parr
Harpenden, UK

Dates acquired:
November 2014 & May 2015

After almost 50 years, I have given my little 912 another treat, some delicious new seats – Cobra Classic RSs with super cool Porsche green tweed inserts, which I have now fitted in the car after a staggering amount of trouble with mountings (pre-1974 911 bodies have wider spacing between the seat sliders than post 1974 cars – for which my Cobra seats were built for... whoops!), and they look and feel amazing. Although the original seats from the car are Recaros, they are very tired and really need restoration, which I will now be able to get stuck into as they are out of the car. Fortunately, the covers are perfect, but all the bits under the skin are a bit of a mess – another ton of money to throw at the lovely little thing!

An interesting point about the Recaro seats is that they come from Reutter – the original builder of the 356. When Porsche brought the 911 and 912 in-house, Reutter needed to fall back on their other area of expertise, namely making seats for Porsche

cars, so, in fact, all early cars have Recaro seats. I love that about Porsche: they stop using Reutter to build the car bodies but use them to build seats for the cars that they are now building in house for years after. Not like some modern retailers who kick suppliers into touch over price every year and send those suppliers to the wall.

So, this 912 is just getting better and better, the seats are now comfortable and grippy in all the right places. They have headrests so that the lovely Julia is happier driving in it. If anyone needs a set of post 1974 Cobra seat mountings, give me a

shout, I'm your guy for those! And, after five years of living in a house that looks like all its missing is an upturned shopping trolley for the full picture of Urban Decay, I've had the front garden and driveway done.

That wasn't without a car-related incident, though. The builders, God love them, didn't think they needed to do anything protective when they used the six-inch concrete cutter a foot from the garage door, which has an inch gap – they produce a lot of concrete dust... A lot! I wish they had given my 50-year-old Porsche a thought beforehand!



1994 993 Carrera 2



Kyle Fortune
Warwickshire, UK

Date acquired:
December 2014



The best part about our mild winter so far is the absence of gritters. No salt on the roads, which is a good thing indeed. It also means that I've been more inclined to get the 993 out this month, putting at least 300 miles on the odometer.

The best trip of the month was a visit to Silverstone's Porsche Experience Centre, where I had a meeting with the new UK head of PR. It nicely dovetailed with a media event where there was a place for me to drive, so a bit of a reminder of the GT3 RS was in order, as was a run in the Boxster Spyder and Cayman GT4. All fantastic in their different ways but, sacrilegious as it is to say it here, it wasn't the 911 GT3 RS that was my favourite around the tight, testing Silverstone Experience track. I'll leave you guessing. Saying that, the 993 didn't

disappoint on the way home. I took the long way just for the hell of it, and it underlined that age and lower speeds don't necessarily add up to a less exciting drive.

When checking my emails I spotted my insurance renewal arrived. Timely, and looking at what some people are asking for 993s, I'll need to have a look at what I've got it valued at. The market for Porsches has gone a bit nuts lately, which is a shame as the joy of such cars is well out of reach for all but a wealthy few. Short of a lottery win, my chances of owning anything with an RS or GTS badge are slim to nothing.

Still, I'm exceptionally lucky that I get to drive so many Porsches as part of my job. Which reminds me, look out for my thoughts on the 991 Gen2 Turbo in an upcoming issue. It'll be the only Porsche I drive next month!

2011 997.2 GT3 RS & 2015 991 GT3



Tony McGuinness
San Diego, USA

Dates acquired:
February 2011 &
December 2014



At this time of the year in the USA, many Porsche owners have started to put their 911s in hibernation until the spring. Luckily, in sunny San Diego, this is not something I have to worry about.

Because of our terrific climate, you can always be sure that one of the best Cars and Coffee events in Southern California takes place every Saturday morning at 7am in the city of Carlsbad. Since writing about this event previously in Living The Legend two years ago, the event has continued to grow, with 911s turning up from all over Southern California.

The number of Porsches on display every Saturday is staggering and each week offers up some very special 911s. Among the 911s that turned up recently was a new Lava orange 991 GT3 RS and a white 991 GT3 RS, wrapped to look 'Battleship satin grey'. Personally, I felt the car looked much better as white but wrapping

is big business in these parts and is a trend that seems to be growing. I suppose the good thing about wrapping the car is that you can always remove it and bring the car back to the original colour. Along with these latest offerings from Stuttgart was a very unique Ruf, a car that you certainly don't see very often.

In the past three weeks we have had four 918 Spyders turn up, three Carrera GTs, and three Gen1 997 GT3 RS models. I am still waiting for another Gen2 997 GT3 RS, similar to my GT3 RS, to show up. Even in car mad Southern California, where Porsches are highly favoured and in abundant supply, you will not often see many 997 Gen2 GT3 RS models. The fantastic thing about the weekly Cars and Coffee event is that it allows Porsche enthusiasts to learn about each other's 911s. You certainly can't leave without becoming more educated on the brand we all love so much.



2005 997.1 Carrera S

Chris Wallbank
Leeds, UK

Date acquired:
November 2012

The one chance I had to drive my 997 C2S this month was disrupted by a completely dead battery. I'd been meaning to buy a trickle charger ever since it failed to start last winter but never got round to it, despite being warned by friends!

I bought a charger and left it on charge overnight, but still nothing. Not even an attempt to start! So, I went to visit my local trusty auto spares located near me in Leeds. The staff clearly had much more knowledge than me and quickly informed me that the Halfords branded battery was completely the wrong Amp rating for my car: only 680 cranking amps instead of the correct 780!

Having never changed the battery myself, I can only assume that the previous owner had skimped a little when he bought a Halfords branded battery or the Halfords staff made an error. This would also explain why the 997 had always been slower to turn over when fully charged than my previous 987 Boxster – I just assumed it was one of the 911's larger engine quirks. So, after making this discovery, I was recommended the Varta silver range of batteries, which is particularly good in colder conditions and came with a respectable four year warranty.

Thankfully, the battery was in stock and I set about changing it, which is probably the most labour intensive job I've done on my 997 since I bought it – being a car photographer by trade, I guess I've never been that great with the mechanical side of things. Luckily, I managed to change it myself without blowing the car up and the car now turns over much faster and more easily!





**2003
996 Turbo**

Ray Chandler
Surrey, UK

Date acquired:
August 2011

Last month my 996 Turbo was at the local OPC getting an engine noise diagnosed and repaired. As reported, it was a build up on the idler and tensioner pulleys, which had to be cleaned off, and thankfully it was not a pulley bearing break-up.

The next job on the list, and one I have had issues with before, was seized brake bleed vents (nipples). When the car had been in for its annual service, I added several other service items to the list, one being the biannual change of brake fluid. It is a recommended job, as brake fluid slowly absorbs water (it's hygroscopic), which lowers its boiling point. Thus on heavy braking and with old brake fluid in the system, you could be trying to stop your beloved 911 on nothing more than bubbles of air in the brakes! Usually the fluid flush-through and re-fill is a straightforward job, but not if you have seized brake bleed vents. Each caliper on my Turbo has two bleed vents, one for each piston. I had a few seized ones and the worry is that, if they break off as they are being removed, your OPC will likely be unwilling to repair it, favouring a replacement caliper instead at a cost of £500, excluding tax – plus new bolts and the labour charges, too. So, it was with some trepidation that I parted company with the Turbo that morning whilst we went to test-drive a new Jaguar at a dealership.

Question: why might you need to provide your National Insurance number as well as your driving licence to test drive a car? The answer is, as many will know already, with your licence's paper slip now defunct, our Jaguar dealer had bluntly required our NI numbers and driving licences to check our driving records online. I've no issue at all with verifying current, clean and in-force driving licences – quite the reverse, actually. But in this day of identity theft and scamming, handing your personal details to an unfamiliar person and IT system is not a good idea. If you just did the checks yourself at home and took the printed results along it'd be better and, when challenged on these very points, the dealer agreed that we did have a point.

On our return to the OPC we were handed our Turbo back with its brake fluid now changed... as well as three very rusty bleed vents screws.

**1985 3.2
Carrera**



NEW COLUMNIST

Greg James
Mercer Island,
Washington

Date acquired:
2008



I've owned eight 911s over the years. All were purchased slightly used, and all were air-cooled. Starting with a brown/tan 1976 911S purchased in 1982, and ending with my current car, a 1985 triple black Cab. I've loved them all (except maybe a 1980 black/lobster red SC Targa that leaked like a sieve). All were reliable, and all provided me with many hours of driving enjoyment.

The trick to getting a good car, as I'm sure most Total 911 readers already know, is to find a well maintained one, and to have a good car shop do a buyer inspection. I'd be hard pressed to name a favourite, but the three 993s I owned at various times in the late 1990s and early 2000s were superb machines that exhibited driving and handling manners that were a quantum leap ahead of the 1980s Carrera. Which gets me to my current 911, as I said, a triple black 1985 Carrera Cab. I purchased it on a whim about seven years ago.



It was sitting at a used car dealer in downtown Seattle and had 48,000 miles on the odometer and looked flawless. When I inquired about previous ownership, the dealer showed me receipts going back to the early 1990s, as well as maintenance that was performed by a local Porsche speciality shop, Squire's Autowerk. I knew Squire Tomasie quite well, and called him about the car. He knew it and said that it had recently been serviced and told me to buy it. I did. On the spot.

Since then, I've put about 12,000 miles on it and the car just went over 60,000. The only visible flaw is some wear in the roof liner. Two small wear holes have grown over the past few years and, even though they're small and barely noticeable, I know they are there. I called a specialist shop and they can replace the liner for \$650. It seems like a lot for two holes, but when you have a car that is close to perfect, two small wear holes can become an irritation.



**1999 996
Carrera 4**



Rob Clarke
Bristol, UK

Date acquired:
February 2014

This was a significant month in Porsche history as Porsche officially launched the new all-Turbo 911s. As we are on the waiting list for a new Macan, Bristol OPC invited us to the launch event.

Walking into the dealership, there were plenty of cars on display in the showroom and workshops, with some covered 911s waiting patiently for the main event. Everyone at the event was a Porsche enthusiast – it was a great leveller, we all came from

different backgrounds and locations but we all had one passion: Porsche! So the big question is, did we like it? A big yes from us. It's a fantastic car and sitting in the driver's seat felt special. Are we getting one? No, not yet, but I think a test drive will be on the cards soon.



1979 930 3.3



Richard Klevenhusen
Rio de Janeiro, Brazil

Date acquired:
May 2012

I am not in the habit of using my car regularly. I drive it about once a month; as you can imagine, I have found myself in the situation where my car battery is completely discharged, which often spoils the day's driving schedule.

Seeing a solution to this problem, I decided to install a cut-off switch. In Brazil it costs the equivalent of \$10.00 – a low cost for an important solution. It should be switched on whenever you store your car for a long

period of time, thus preventing the battery from draining. This procedure will not increase the battery life, which on average does not exceed two years, but will provide me with greater peace of mind, as I know that I will find the battery charged when I come to use my car.

997 Cup



David Grover
Harpenden, UK

Date acquired:
July 2015

The year 2016 is already upon us and Autosport International kicks things off, allowing for a bit of personal shopping. This may include a new race suit and helmet, high on the agenda, along with the wider seat I mentioned last month.

For those who have never been, it's a great car show of race-related products, racing cars and wider display, making it by far my favourite car show of the year, and it takes over a large part of the NEC in Birmingham. There is everything there from karting to circuit racing and rallying, along with some good aftermarket tuning and engineering products, all perfect for the 911.

Talking of 2016, the new race licence has already arrived and I am in full swing with my sponsorship plans, which need some clarity between now and February. The GT Cup race dates have been released and most have gone quickly into my diary, so I plan to do 12 rounds as a minimum, which is four full weekends, maybe more. Track and test day dates are also now coming out, so getting a few practice and coaching days in during March and April will be important before the real racing gets underway. Following that, a client summer day will go into the annual calendar at Silverstone and a team entry into the Birkett, a well-known mixed class endurance race, which is also planned for the



autumn. By that time it will be Christmas 2016 and heading into the New Year of 2017!

Meanwhile, there are plenty of other things Porsche related to keep me interested throughout the year. This week we are attending the launch of the new 3.4-litre 991 Gen2 Turbo, which will be good to see in the flesh. We are still on the lookout for a 911 Cabriolet for next spring but are unsure whether that should be a late 997 or early 991. That, in itself, always creates plenty of time for research and debate, and there is also a slight chance that a last minute 991 RS opportunity might come along via our dealer – if not the

current model then almost certainly the one we all expect in 2017, which I guess might be called the Gen2 if past history is anything to go by. That is very exciting. Mexico blue colour-to-sample would be perfect!

With winter wheels and tyres now fitted and poor weather forecast in the UK over winter, hopefully our 2014 Cayenne, which is nearly two years old already but, of course, still feels new, will come into its own and continue to keep us moving safely until the roads become dry again. Fingers crossed for loads of snow and ice, a somewhat unusual request for a Porsche enthusiast.



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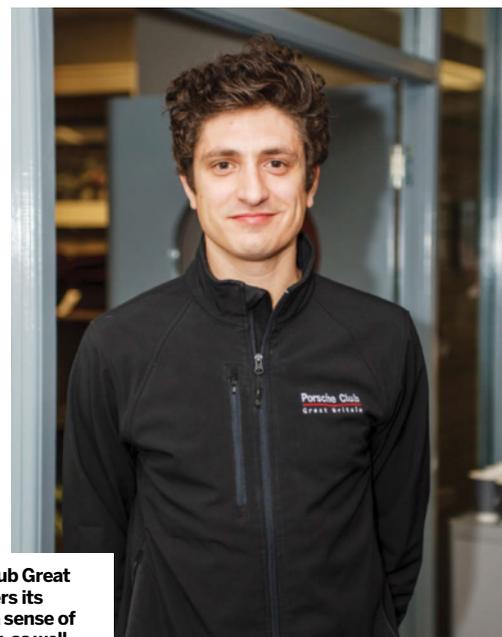


PORSCHE CLUB GREAT BRITAIN

Formed in a hotel room 55 years ago, today the Porsche Club Great Britain boasts more than 13,600 members. Here's what makes the Club so popular...

Written & Photographed by **Glen Smale**





Porsche Club Great Britain offers its members a sense of community, as well as camaraderie and friendship, says its general manager Chris Seaward (top right)



Britain has forever been important to Porsche. Right from those early days of the 356 being sold at AFN in Isleworth, the British marketplace has grown to become the fourth biggest in the world for Porsche, with perennially strong sales and more than 60 years of heritage ensuring a loyal fan base is forever present in the United Kingdom. But while the Club is officially recognised by Porsche AG, its thesis – along with its very beginnings – were entirely independent of any Zuffenhausen involvement.

Back in 1961, a small gathering of Porsche 356 owners met up in a Birmingham hotel to share ideas with the view to creating a structure that catered for the group's common Porsche needs. A short while later, the Porsche Club Great Britain (PCGB) had its first meeting at the Chateau Impney Hotel in the English Midlands, and 55 years later Club membership figures have grown to more than 13,600 all around the UK. Thanks to the advent of social media, getting the Club's message across is easier than ever before, and in the last 12 months the Club has added around 100 new members each calendar month.

But what can a club that has grown to this size offer the individual member? PCGB general manager, Chris Seaward, offers his thoughts: "It is the sense of community, camaraderie and friendship. If you buy a Porsche, that is quite a

significant moment in your life, and what the Club offers you is a support network of people either in a technical or social context, which furthers the ownership experience of your car."

There are a lot of clubs around the UK catering for just about every make of car, but very few enjoy the active support of the UK national distributor or the manufacturer. Here, Porsche AG is very different, realising that with a claimed 70 per cent of all Porsches manufactured still running today, the enthusiast's network is extremely valuable.

In having such a large membership, the challenge facing the Porsche Club Great Britain is to continually offer a range of activities to satisfy a wide spectrum of interests for its members. The PCGB is the largest officially recognised Porsche Club in Europe, and covers every corner of the UK. To do this, the Club is divided into 31 regions from North Scotland to the South West of England, and from Northern Ireland to the Channel Islands. The membership is further broken into 36 registers covering everything from the early 356 to the most current 991 GT3 RS road cars, with a register for race cars and for Porsche tractors, too.

Following the Club's early and swift growth, meetings outgrew the Chateau Impney Hotel and the homes of various members, and so a small shop in the High Street of Northleach was acquired. This served adequately until it proved too small, and in 1995, under the chairmanship of Terry Davison, the

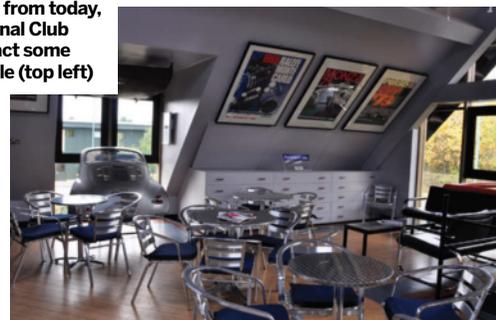
Club moved into its present location in Cornbury House in the Cotswolds. It is here in the PCGB's permanent home that members can meet, and it is also where the Club's nine staff work. The Club has a large, well-stocked shop for merchandise, and it is where the PCGB's substantial archive – consisting of information on the Club's activities, workshop manuals and handbooks, as well as 150,000 photos – is also housed.

With much of Porsche's heritage being based around motor racing, it will be no surprise to learn that the Club has a very active motorsports division, managed quite separately by a dedicated team. Steve Kevlin is the motorsport manager: "The Club has had a motorsport division in one form or another since 1984. That was the first time I got involved and the first time the Club organised a series of events, as opposed to just holding the odd individual event," he tells us. Kevlin, who worked at Porsche Cars GB at the time, was himself a competitor in the Porsche Production Championship from 1984 to 1990. It was at that point he swapped the steering wheel for the clipboard and helped to run the event, joining PCGB permanently as motorsport manager a few years later.

To many Porsche enthusiasts, the Supercup race series will be familiar in that, today, it is run as a curtain raiser to each round of the Formula One Championship. Few will, however, know that



PCGB's official, humble beginnings in a small shop on Northleach High Street (top right) are a far cry from today, where national Club events attract some 6,000 people (top left)



“What the Club offers is a support network of people either in a technical or social context, which furthers the ownership experience of your car”

this series was started by RMA as part of the PCGB motorsport calendar – until, that is, Porsche AG bought rights to the name and applied it to their now famous international one-make race series.

The annual exodus to the legendary 24 Hours of Le Mans is a highlight on the Club's calendar. Outsourced initially to an external travel agent, this annual event is now handled by PCGB members Stephen and Joy Fowell. After six years of arranging the PCGB encampment at Le Mans, Stephen and Joy have this down to a fine art.

Around 680 Porsche enthusiasts are booked in each year, with 390 being PCGB members, the others being made up of friends, as well as Porsche Club members from Holland, Denmark, USA, Australia and Malta. A total of 33 paid staff are drafted in to help with the logistics, while the catering, housed in a huge marquee, is provided by subcontractors arranged by Stephen and Joy. Interestingly, many of the provisions required

for the six-day adventure are brought over from the UK. It's not all about motor racing, though, as many members will belong to the Club simply to enjoy their Porsche experience with others, and to participate in the numerous drives or concours events. PCGB chairman and events director, Peter Bull, agrees: “A lot of people are not interested in motorsport at all but they do have the opportunity to dip into the sport through our track days. We offer different levels of participation such as the hill climb, the speed championship, or they can go into the full race championship.”

Club membership is about total Porsche ownership, and so the PCGB management, together with the Club's board of nine directors, must address a broad spectrum of members' needs. Some Porsche owners will join the Club in order to have access to specific model knowledge and experience of other owners, while for others it is the thrill of entering the Club's concours events. For those

Company profile

- **Founder:** Roger Holliday – Porsche's publicist at the time – is widely cited as having the original idea.
- **First opened:** 1961
- **Location:** Cornbury House, Cotswold Business Village, London Road, Moreton-in-Marsh, Gloucestershire, GL56 0JJ
- **Number of members:** 13,600
- **Rarest car in the Club:** 918 Spyder, 904 Carrera GTS, or a 959S.
- **Interesting fact about the Club:** The PCGB is the only Porsche Club in Great Britain approved by Porsche AG. The PCGB was the 22nd such Club to be approved by Porsche.

Contact

- **Website:** www.porscheclubgb.com
- **Telephone:** (+44) 1608 652 911



members who enjoy the social benefits, a visit to the factory in Stuttgart or simply driving a thoroughbred sports car on regular Club drives is what Porsche ownership is all about. It is this variety in both social events and technical support that allows members to get the very best experience from their cherished Porsche, which is why the Porsche Club Great Britain continues to appeal to so many. **911**



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Data file

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



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

General valuations: ▲▼—

This reflects the general market trend for a model's used value compared to the previous financial quarter. The next review will be 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) —

911 2.0-litre 1964-67



The 911 that started it all off when the prototype appeared in 1963, this is the car that set the style for all 911s to follow. Developed to replace the 356, a four-pot 912 was also made.

Production numbers:	9,250
Issue featured:	123
Engine capacity:	1.99lcc
Compression ratio:	9.0:1
Maximum power:	130bhp @ 6,100rpm
Maximum torque:	149Nm @ 5,200rpm
0-62mph:	8.3sec
Top speed:	131mph
Length:	4.163mm
Width:	1.610mm
Weight:	1,075kg
Brakes:	
Front:	282mm discs
Rear:	285mm discs
Wheels & tyres:	
Front:	4.5x15-inch; 165/80/R15
Rear:	4.5x15-inch; 165/80/R15

★★★★★

(O & A series) —

911S 1967-68



Porsche soon produced more powerful variants. The first of these was the 911S – for Super – which had a higher compression engine and twin Weber 40IDS carburettors.

Production numbers:	4,015
Issue featured:	114
Engine capacity:	1.99lcc
Compression ratio:	9.8:1
Maximum power:	160bhp @ 6,600rpm
Maximum torque:	179Nm @ 5,200rpm
0-62mph:	8.0sec
Top speed:	137mph
Length:	4.163mm
Width:	1.610mm
Weight:	1,030kg
Brakes:	
Front:	282mm discs
Rear:	285mm discs
Wheels & tyres:	
Front:	4.5x15-inch; 165/80/R15
Rear:	4.5x15-inch; 165/80/R15

★★★★★

(A series) —

911L 1967-68



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

Production numbers:	1,603
Issue featured:	n/a
Engine capacity:	1.99lcc
Compression ratio:	9.0:1
Maximum power:	130bhp @ 6,100rpm
Maximum torque:	173Nm @ 4,600rpm
0-62mph:	8.4sec
Top speed:	132mph
Length:	4.163mm
Width:	1.610mm
Weight:	1,080kg
Brakes:	
Front:	282mm discs
Rear:	285mm discs
Wheels & tyres:	
Front:	5.5x15-inch; 185HR
Rear:	5.5x15-inch; 185HR

★★★★★

(A & B series) —

911T 1967-69



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

Production numbers:	6,318
Issue featured:	127
Engine capacity:	1.99lcc
Compression ratio:	8.6:1
Maximum power:	110bhp @ 5,800rpm
Maximum torque:	156Nm @ 4,200rpm
0-62mph:	8.8sec (est)
Top speed:	124mph
Length:	4.163mm
Width:	1.610mm
Weight:	1,020kg
Brakes:	
Front:	282mm discs
Rear:	285mm discs
Wheels & tyres:	
Front:	5.5x15-inch; 185HR
Rear:	5.5x15-inch; 185HR

★★★★★

(E series) —

911T 1972



A lower compression ratio and the inclusion of Zenith 40 TIN triple-choke carburettors led to the relatively lower power output of 130bhp despite the new 2.34lcc engine size.

Production numbers:	16,933 (including F series)
Issue featured:	n/a
Engine capacity:	2.34lcc
Compression ratio:	7.5:1
Maximum power:	130bhp @ 5,600rpm
Maximum torque:	197Nm @ 4,000rpm
0-62mph:	7.6sec
Top speed:	128mph
Length:	4.163mm
Width:	1.610mm
Weight:	1,077kg
Brakes:	
Front:	282mm discs
Rear:	290mm discs
Wheels & tyres:	
Front:	5.5x15-inch; 165HR
Rear:	5.5x15-inch; 165HR

★★★★★

(E series) —

911S 1972



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

Production numbers:	5,054 (including 1973)
Issue featured:	120
Engine capacity:	2.34lcc
Compression ratio:	8.5:1
Maximum power:	190bhp @ 6,500rpm
Maximum torque:	211Nm @ 5,200rpm
0-62mph:	5.6sec
Top speed:	140mph
Length:	4.163mm
Width:	1.610mm
Weight:	1,077kg
Brakes:	
Front:	282mm discs
Rear:	290mm discs
Wheels & tyres:	
Front:	6x15-inch; 185/70/R15
Rear:	6x15-inch; 185/70/R15

★★★★★

(F series) —

Carrera 2.7 RS 1973



The RS had a 2.687cc engine that developed 210bhp. The body was lightened and fitted with flared rear arches and an optional ducktail spoiler. Sport and Touring versions available.

Production numbers:	1,590
Issue featured:	106
Engine capacity:	2.687cc
Compression ratio:	8.5:1
Maximum power:	210bhp @ 6,300rpm
Maximum torque:	255Nm @ 5,100rpm
0-62mph:	5.6sec
Top speed:	152mph
Length:	4.163mm
Width:	1.610mm
Weight:	975kg (Sport)
Brakes:	
Front:	282mm discs
Rear:	290mm discs
Wheels & tyres:	
Front:	6x15-inch; 185/70/R15
Rear:	7x15-inch; 215/60/R15

★★★★★

(F series) —

911E 1973



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

Production numbers:	4,406 (including E series)
Issue featured:	117
Engine capacity:	2.34lcc
Compression ratio:	8.0:1
Maximum power:	165bhp @ 6,200rpm
Maximum torque:	206Nm @ 4,500rpm
0-62mph:	7.5sec
Top speed:	137mph
Length:	4.163mm
Width:	1.610mm
Weight:	1,077kg
Brakes:	
Front:	282mm discs
Rear:	290mm discs
Wheels & tyres:	
Front:	6x15-inch ATS; 185HR
Rear:	6x15-inch ATS; 185HR

★★★★★

(I & J series) ▲

911 Carrera 3.0 1976-77



Not sold in the US, the Carrera 3.0 was basically the same model as the previous Carrera, only fitted with a new 2.994cc engine, essentially from the 911 Turbo.

Production numbers:	3,687
Issue featured:	125
Engine capacity:	2.994cc
Compression ratio:	8.5:1
Maximum power:	197bhp @ 6,000rpm
Maximum torque:	255Nm @ 4,200rpm
0-62mph:	6.3sec
Top speed:	145mph
Length:	4.291mm
Width:	1.610mm
Weight:	1,093kg
Brakes:	
Front:	282mm discs
Rear:	290mm discs
Wheels & tyres:	
Front:	6x15-inch; 185/70/VR15
Rear:	7x15-inch; 215/60/VR15

★★★★★

—

930 3.0 1975-77



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

Production numbers:	2,850
Issue featured:	116
Engine capacity:	2.994cc
Compression ratio:	6.5:1
Maximum power:	260bhp @ 5,500rpm
Maximum torque:	343Nm @ 4,000rpm
0-62mph:	5.5sec
Top speed:	155mph
Length:	4.291mm
Width:	1.775mm
Weight:	1,140kg (1,195kg from '76)
Brakes:	
Front:	282mm discs
Rear:	290mm discs
Wheels & tyres:	
Front:	7x15-inch; 185/70/VR15
Rear:	8x15-inch; 215/60/VR15

★★★★★

▲

930 3.3 1978-83



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

Production numbers:	5,807 (plus 78-'79 Call cars)
Issue featured:	116
Engine capacity:	3.299cc
Compression ratio:	7.0:1
Maximum power:	300bhp @ 5,500rpm
Maximum torque:	412Nm @ 4,000rpm
0-62mph:	5.4sec
Top speed:	160mph
Length:	4.291mm
Width:	1.775mm
Weight:	1,300kg
Brakes:	
Front:	304mm discs
Rear:	309mm discs
Wheels & tyres:	
Front:	7x16-inch; 205/55/VR16
Rear:	8x16-inch; 225/50/VR16

★★★★★

▲

911 SC 1978-83



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

Production numbers:	60,740
Issue featured:	127
Engine capacity:	2.994cc
Compression ratio:	8.5/8.6/9.8:1
Maximum power:	180/188/204bhp @ 5,500rpm
Maximum torque:	265/265/267Nm @ 5,500rpm
0-62mph:	6.5sec
Top speed:	141/146mph
Length:	4.291mm
Width:	1.626mm
Weight:	1,160kg (1978)
Brakes:	
Front:	287mm discs
Rear:	295mm discs
Wheels & tyres:	
Front:	6x15-inch; 185/70/VR15
Rear:	7x15-inch; 215/60

★★★★★

TO VIEW CALL: 07522 911 911

TO VIEW CALL: 07522 911 911

(B series)
911E
1968-69



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

Production numbers:	2,826
Issue featured:	n/a
Engine capacity:	1,991cc
Compression ratio:	9.11
Maximum power:	140bhp @ 6,500rpm
Maximum torque:	175Nm @ 4,500rpm
0-62mph:	7.6sec
Top speed:	130mph
Length:	4.163mm
Width:	1.610mm
Weight:	1,020kg
Brakes:	
Front:	282mm discs
Rear:	290mm discs
Wheels & tyres:	
Front:	5.5x15-inch; 185HR
Rear:	5.5x15-inch; 185HR



(B series)
911S
1968-69



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

Production numbers:	2,106
Issue featured:	n/a
Engine capacity:	1,991cc
Compression ratio:	9.91
Maximum power:	170bhp @ 6,800rpm
Maximum torque:	183Nm @ 5,500rpm
0-62mph:	7.0sec (est)
Top speed:	140mph
Length:	4.163mm
Width:	1.610mm
Weight:	995kg
Brakes:	
Front:	282mm discs
Rear:	290mm discs
Wheels & tyres:	
Front:	6x15-inch; 185/70/R15
Rear:	6x15-inch; 185/70/R15



(C & D series)
911E
1969-71



Engine improvements included revised cylinder heads, larger valves and stronger con rods. 1970 'D' series cars had hot-zinc coated undersides.

Production numbers:	4,927
Issue featured:	107
Engine capacity:	2,195cc
Compression ratio:	9.11
Maximum power:	155bhp @ 6,200rpm
Maximum torque:	196Nm @ 4,500rpm
0-62mph:	7.0sec
Top speed:	137mph
Length:	4.163mm
Width:	1.610mm
Weight:	1,020kg
Brakes:	
Front:	282mm discs
Rear:	290mm discs
Wheels & tyres:	
Front:	6x15-inch; 185HR
Rear:	6x15-inch; 185HR



(C & D series)
911S
1969-71



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

Production numbers:	4,691
Issue featured:	120
Engine capacity:	2,195cc
Compression ratio:	9.81
Maximum power:	180bhp @ 6,500rpm
Maximum torque:	199Nm @ 5,200rpm
0-62mph:	6.6sec
Top speed:	145mph
Length:	4.163mm
Width:	1.610mm
Weight:	1,020kg
Brakes:	
Front:	282mm discs
Rear:	290mm discs
Wheels & tyres:	
Front:	6x15-inch; 185HR
Rear:	6x15-inch; 185HR



(C & D series)
911T
1969-71



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

Production numbers:	15,082
Issue featured:	107
Engine capacity:	2,195cc
Compression ratio:	8.6:1
Maximum power:	125bhp @ 5,800rpm
Maximum torque:	169Nm @ 4,200rpm
0-62mph:	7.0sec (est)
Top speed:	127mph
Length:	4.163mm
Width:	1.610mm
Weight:	1,020kg
Brakes:	
Front:	282mm discs
Rear:	290mm discs
Wheels & tyres:	
Front:	5.5x15-inch; 165HR
Rear:	5.5x15-inch; 165HR



(E series)
911E
1972



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

Production numbers:	4,406
(including F series)	
Issue featured:	117
Engine capacity:	2,341cc
Compression ratio:	8.0:1
Maximum power:	165bhp @ 6,200rpm
Maximum torque:	206Nm @ 4,500rpm
0-62mph:	7.5sec
Top speed:	137mph
Length:	4.163mm
Width:	1.610mm
Weight:	1,077kg
Brakes:	
Front:	282mm discs
Rear:	290mm discs
Wheels & tyres:	
Front:	6x15-inch; 185HR
Rear:	6x15-inch; 185HR



(F series)
911S
1973



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

Production numbers:	5,054
Issue featured:	56
Engine capacity:	2,341cc
Compression ratio:	8.5:1
Maximum power:	190bhp @ 6,500rpm
Maximum torque:	211Nm @ 5,200rpm
0-62mph:	6.6sec
Top speed:	140mph
Length:	4.163mm
Width:	1.610mm
Weight:	1,075kg
Brakes:	
Front:	282mm discs
Rear:	290mm discs
Wheels & tyres:	
Front:	6x15-inch; 185/70/R15
Rear:	6x15-inch; 185/70/R15



(F series)
911T
1973



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

Production numbers:	16,933
(including E series)	
Issue featured:	127
Engine capacity:	2,341cc
Compression ratio:	7.5:1
Maximum power:	130bhp @ 5,600rpm
Maximum torque:	197Nm @ 4,000rpm
0-62mph:	7.6sec
Top speed:	128mph
Length:	4.163mm
Width:	1.610mm
Weight:	1,077kg
Brakes:	
Front:	282mm discs
Rear:	290mm discs
Wheels & tyres:	
Front:	5.5x15-inch; 165HR
Rear:	5.5x15-inch; 165HR



(G, H, I, J series)
Carrera 3.0 RS
1974



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

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



(G, H, I, J series)
911
1974-77



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

Production numbers:	9,320
Issue featured:	121
Engine capacity:	2,687cc
Compression ratio:	8.0:1
Max power:	148bhp @ 5,700rpm
(165bhp from 76)	
Max torque:	235Nm @ 3,800rpm
(4,000 from 76)	
0-62mph:	8.5sec
Top speed:	130mph
Length:	4.291mm
Width:	1.610mm
Weight:	1,075kg
Brakes:	
Front:	282mm discs
Rear:	290mm discs
Wheels & tyres:	
Front & rear:	6x15-inch; 185VR



(G, H, I, J series)
911S
1974-77



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

Production numbers:	17,124
Issue featured:	n/a
Engine capacity:	2,687cc
Compression ratio:	8.5:1
Maximum power:	173bhp @ 5,800rpm
Maximum torque:	235Nm @ 4,000rpm
0-60mph:	7.0sec
Top speed:	142mph
Length:	4.291mm
Width:	1.610mm
Weight:	1,080kg
Brakes:	
Front:	282mm discs
Rear:	290mm discs
Wheels & tyres:	
Front:	6x15-inch; 185VR
Rear:	6x15-inch; 185VR



(G & H series)
911 Carrera 2.7
1974-76



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

Production numbers:	1,667
Issue featured:	104,134
Engine capacity:	2,687cc
Compression ratio:	8.5:1
Maximum power:	210bhp @ 6,300rpm
Maximum torque:	255Nm @ 5,100rpm
0-62mph:	6.3sec
Top speed:	148mph
Length:	4.291mm
Width:	1.610mm
Weight:	1,075kg
Brakes:	
Front:	282mm discs
Rear:	290mm discs
Wheels & tyres:	
Front:	6x15-inch; 185VR
Rear:	7x15-inch; 205VR



SC RS
1984



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

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



930 3.3
1984-89



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

Production numbers:	11,335
Issue featured:	116
Engine capacity:	3,299cc
Compression ratio:	7.0:1
Maximum power:	300bhp @ 5,500rpm
Maximum torque:	432Nm @ 4,000rpm
0-62mph:	5.4sec
Top speed:	161mph
Length:	4.291mm
Width:	1.775mm
Weight:	1,300kg (1,335kg from '86)
Brakes:	
Front:	304mm discs
Rear:	309mm discs
Wheels & tyres:	
Front:	7x16-inch; 205/55/VR16
Rear:	8x16-inch; 225/50/VR16



Carrera 3.2
1984-89



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

Production numbers:	70,044
Issue featured:	114
Engine capacity:	3,164cc
Compression ratio:	10.3:1
Maximum power:	231bhp @ 5,900rpm
Maximum torque:	284Nm @ 4,800rpm
0-62mph:	5.6sec
Top speed:	152mph
Length:	4.291mm
Width:	1.662mm
Weight:	1,210kg
Brakes:	
Front:	286mm discs
Rear:	294mm discs
Wheels & tyres:	
Front:	7x16-inch; 195/65/VR15
Rear:	8x15-inch; 215/60/VR15
(16 inches for 89)	



930 SE
1986-89



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

Production numbers:	50 (UK only)
Issue featured:	99
Engine capacity:	3,299cc
Compression ratio:	7.0:1
Maximum power:	330bhp @ 5,500rpm
Maximum torque:	432Nm @ 4,000rpm
0-62mph:	4.6sec
Top speed:	173mph
Length:	4.291mm
Width:	1.775mm
Weight:	1,335kg
Brakes:	
Front:	304mm discs
Rear:	309mm discs
Wheels & tyres:	
Front:	7x16-inch; 205/55/VR16
Rear:	9x16-inch; 245/45/VR16



959
1986-1988



Had tech later used on 911s including 4WD, ABS and twin turbos. A 959S was also available, featuring lighter cloth Sport seats, five-point harnesses and a roll cage.

Production numbers:	337
Issue featured:	108
Engine capacity:	2,850cc
Compression ratio:	8.3:1
Maximum power:	450bhp @ 6,500rpm
Maximum torque:	500Nm @ 5,000rpm
0-60mph:	3.9sec
Top speed:	196mph
Length:	4.260mm
Width:	1,840mm
Weight:	1,450kg
Brakes:	
Front and rear:	Ventilated drilled discs;
4-piston aluminium calipers	
Wheels & tyres:	
Front:	8x17-inch; 235/45/ZR17
Rear:	9x17-inch; 255/40/ZR17



Speedster
1989



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

Production numbers:	2,274
(for both wide and narrow-bodied)	
Issue featured:	128
Engine capacity:	3,164cc
Compression ratio:	10.3:1
Maximum power:	231bhp @ 5,900rpm
Maximum torque:	284Nm @ 4,800rpm
0-60mph:	6.0sec
Top speed:	148mph
Length:	4.291mm
Width:	1.775mm
Weight:	1,220kg
Brakes:	
Front:	286mm discs
Rear:	294mm discs
Wheels & tyres:	
Front:	6x16-inch; 205/45/VR16
Rear:	8x16-inch; 245/60/VR16



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930 LE 1989



Essentially an SE without a slantnose front, the LE had the same engine, front spoiler, sill extensions and rear air intakes. One made for every OPC of the time.

Production numbers:	50
Issue featured:	110
Engine capacity:	3,299cc
Compression ratio:	7.0:1
Maximum power:	330bhp @ 5,500rpm
Maximum torque:	432Nm @ 4,000rpm
0-62mph:	4.6sec
Top speed:	173mph
Length:	4,291mm
Width:	1,775mm
Weight:	1,335kg
Brakes:	
Front:	304mm discs
Rear:	309mm discs
Wheels & tyres:	
Front:	7x16-inch, 205/55/VR16
Rear:	9x16-inch, 245/45/VR16



3.2 Clubsport 1987-89



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

Production numbers:	340
Issue featured:	126
Engine capacity:	3,164cc
Compression ratio:	10.3:1
Maximum power:	231bhp @ 5,900rpm
Maximum torque:	284Nm @ 4,800rpm
0-60mph:	5.1sec
Top speed:	152mph
Length:	4,291mm
Width:	1,650mm
Weight:	1,160kg
Brakes:	
Front:	286mm discs
Rear:	294mm discs
Wheels & tyres:	
Front:	6x16-inch, 205/55/VR16
Rear:	7x16-inch, 225/55/VR16



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964 Carrera 4 1989-93



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

Production numbers:	13,353 (Coupe)
Issue featured:	111
Engine capacity:	3,600cc
Compression ratio:	11.3:1
Maximum power:	250bhp @ 6,100rpm
Maximum torque:	310Nm @ 4,800rpm
0-62mph:	5.7sec
Top speed:	162mph
Length:	4,250mm
Width:	1,652mm
Weight:	1,450kg
Brakes:	
Front:	298mm discs
Rear:	299mm discs
Wheels & tyres:	
Front:	6x16-inch, 205/55/ZR16
Rear:	8x16-inch, 225/50/ZR16



964 C2 Speedster 1993-94



Combined the 964 bodyshell with the hood and windscreen of the Carrera 3.2 Speedster, plus RS interior. It is thought Porsche planned to build 3,000, but demand fell.

Production numbers:	936
Issue featured:	128
Engine capacity:	3,600cc
Compression ratio:	11.3:1
Maximum power:	250bhp @ 6,100rpm
Maximum torque:	310Nm @ 4,800rpm
0-62mph:	5.5sec
Top speed:	161mph
Length:	4,250mm
Width:	1,652mm
Weight:	1,340kg
Brakes:	
Front:	320mm discs
Rear:	299mm discs
Wheels & tyres:	
Front:	7x17-inch, 205/50/ZR17
Rear:	9x17-inch, 255/40/ZR17



964 Turbo 3.6 1993-94



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

Production numbers:	1,437
Issue featured:	120
Engine capacity:	3,600cc
Compression ratio:	7.5:1
Maximum power:	360bhp @ 5,500rpm
Maximum torque:	520Nm @ 4,200rpm
0-62mph:	4.8sec
Top speed:	174mph
Length:	4,250mm
Width:	1,775mm
Weight:	1,470kg
Brakes:	
Front:	320mm discs
Rear:	299mm discs
Wheels & tyres:	
Front:	8x18-inch, 225/40/ZR18
Rear:	10x18-inch, 265/35/ZR18



964 Anniversary 1993-94



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

Production numbers:	911
Issue featured:	112
Engine capacity:	3,600cc
Compression ratio:	11.3:1
Maximum power:	250bhp @ 6,100rpm
Maximum torque:	310Nm @ 4,800rpm
0-62mph:	5.7sec
Top speed:	162mph
Length:	4,250mm
Width:	1,775mm
Weight:	1,470kg
Brakes:	
Front:	298mm discs
Rear:	299mm discs
Wheels & tyres:	
Front:	7x17-inch, 205/50/17
Rear:	9x17-inch, 255/40/17



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993 Turbo 1996-98



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

Production numbers:	5,937
Issue featured:	112
Engine capacity:	3,600cc
Compression ratio:	8.0:1
Maximum power:	408bhp @ 5,750rpm
Maximum torque:	540Nm @ 4,500rpm
0-62mph:	4.3sec
Top speed:	180mph
Length:	4,245mm
Width:	1,795mm
Weight:	1,500kg
Brakes:	
Front:	322mm discs
Rear:	322mm discs
Wheels & tyres:	
Front:	8x18-inch, 225/40/ZR18
Rear:	10x18-inch, 285/30/ZR18



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993 Carrera S 1997-98



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

Production numbers:	3,714
Issue featured:	118
Engine capacity:	3,600cc
Compression ratio:	11.3:1
Maximum power:	285bhp @ 6,100rpm
Maximum torque:	340Nm @ 5,250rpm
0-62mph:	5.4sec
Top speed:	168mph
Length:	4,245mm
Width:	1,795mm
Weight:	1,450kg
Brakes:	
Front:	322mm discs
Rear:	322mm discs
Wheels & tyres:	
Front:	8x18-inch, 225/40/ZR18
Rear:	10x18-inch, 285/30/ZR18



993 Turbo S 1998



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

Production numbers:	345
Issue featured:	115
Engine capacity:	3,600cc
Compression ratio:	8.0:1
Maximum power:	450bhp @ 5,750rpm
Maximum torque:	585Nm @ 4,500rpm
0-62mph:	4.1sec
Top speed:	186mph
Length:	4,245mm
Width:	1,795mm
Weight:	1,583kg
Brakes:	
Front:	320mm discs
Rear:	322mm discs
Wheels & tyres:	
Front:	8x18-inch, 225/40/18
Rear:	10x18-inch, 285/30/18



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964 Carrera 2 1990-93



Rear-drive Carrera 2 offered an emphatically more traditional 911 experience, and was 100kg lighter, but looked identical to the Carrera 4. Tiptronic was a new option.

Production numbers:	19,484
Issue featured:	119
Engine capacity:	3,600cc
Compression ratio:	11.3:1
Maximum power:	250bhp @ 6,100rpm
Maximum torque:	310Nm @ 4,800rpm
0-62mph:	5.6sec
Top speed:	162mph
Length:	4,250mm
Width:	1,653mm
Weight:	1,350kg

Brakes:
Front: 298mm discs
Rear: 299mm discs

Wheels & tyres:
Front: 6x16-inch; 205/55/ZR16
Rear: 8x16-inch; 255/40/ZR16

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964 Turbo 1991-92



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

Production numbers:	3,660
Issue featured:	116
Engine capacity:	3,299cc
Compression ratio:	7.0:1
Maximum power:	320bhp @ 5,750rpm
Maximum torque:	450Nm @ 4,500rpm
0-62mph:	5.4sec
Top speed:	168mph
Length:	4,250mm
Width:	1,775mm
Weight:	1,470kg

Brakes:
Front: 320mm discs
Rear: 299mm discs

Wheels & tyres:
Front: 7x17-inch; 205/50/ZR17
Rear: 9x17-inch; 255/40/ZR17

★★★★★

964 C4 Lightweight 1991



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

Production numbers:	22
Issue featured:	131
Engine capacity:	3,600cc
Compression ratio:	11.3:1
Maximum power:	265bhp @ 6,720rpm
Maximum torque:	304Nm @ 6,720rpm
0-62mph:	4.5sec
Top speed:	125mph
Length:	4,275mm
Width:	1,652mm
Weight:	1,100kg

Brakes:
Front: 322mm discs
Rear: 299mm discs

Wheels & tyres:
Front: 7x16-inch; 205/55/ZR16
Rear: 9x16-inch; 245/55/ZR16

★★★★★

964 RS 1991-92



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

Production numbers:	2,405
Issue featured:	131
Engine capacity:	3,600cc
Compression ratio:	11.3:1
Maximum power:	260bhp @ 6,100rpm
Maximum torque:	310Nm @ 4,800rpm
0-62mph:	5.4sec
Top speed:	162mph
Length:	4,250mm
Width:	1,650mm
Weight:	1,230kg (Sport)

Brakes:
Front: 320mm discs
Rear: 299mm discs

Wheels & tyres:
Front: 7x17-inch; 205/50/ZR17
Rear: 9x17-inch; 255/40/ZR17

★★★★★

964 Turbo S 1992-93



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

Production numbers:	81
Issue featured:	108
Engine capacity:	3,299cc
Compression ratio:	7.0:1
Maximum power:	381bhp @ 6,000rpm
Maximum torque:	490Nm @ 4,800rpm
0-62mph:	4.6sec
Top speed:	180mph
Length:	4,250mm
Width:	1,775mm
Weight:	1,290kg

Brakes:
Front: 320mm discs
Rear: 299mm discs

Wheels & tyres:
Front: 8x18-inch; 225/40/ZR18
Rear: 10x18-inch; 265/35/ZR18

★★★★★

964 3.8 RS 1993



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

Production numbers:	55
Issue featured:	n/a
Engine capacity:	3,746cc
Compression ratio:	11.6:1
Maximum power:	300bhp @ 6,500rpm
Maximum torque:	359Nm @ 5,250rpm
0-62mph:	4.9sec
Top speed:	169mph
Length:	4,250mm
Width:	1,775mm
Weight:	1,210kg

Brakes:
Front: 322mm discs
Rear: 290mm discs

Wheels & tyres:
Front: 9x18-inch; 235/40/ZR18
Rear: 11x18-inch; 285/35/ZR18

★★★★★

964 RS America 1993-94



Offered in five colours, fixed whaletail wing and two cloth sports seats, with just four options: air-con, sunroof, 90 per cent locking rear differential and stereo.

Production numbers:	701
Issue featured:	102
Engine capacity:	3,600cc
Compression ratio:	11.3:1
Maximum power:	250bhp @ 6,100rpm
Maximum torque:	310Nm @ 4,800rpm
0-62mph:	5.5sec
Top speed:	164mph
Length:	4,250mm
Width:	1,650mm
Weight:	1,340kg

Brakes:
Front: 298mm discs
Rear: 299mm discs

Wheels & tyres:
Front: 7x17-inch; 205/50/ZR17
Rear: 8x17-inch; 255/40/ZR17

★★★★★

993 Carrera 1993-97



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

Production numbers:	38,626
Issue featured:	110
Engine capacity:	3,600cc
Compression ratio:	11.3:1
Maximum power:	272bhp @ 6,000rpm
Maximum torque:	330Nm @ 5,000rpm
0-62mph:	5.3sec
Top speed:	168mph
Length:	4,245mm
Width:	1,735mm
Weight:	1,370kg

Brakes:
Front: 304mm discs
Rear: 299mm discs

Wheels & tyres:
Front: 7x16-inch; 205/55/ZR16
Rear: 9x17-inch; 245/45/ZR16

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993 Carrera 4 1994-97



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

Production numbers:	2,884 (Coupe)
Issue featured:	111
Engine capacity:	3,600cc
Compression ratio:	11.3:1
Maximum power:	272bhp @ 6,000rpm
Maximum torque:	330Nm @ 5,000rpm
0-62mph:	5.8sec
Top speed:	166mph
Length:	4,245mm
Width:	1,735mm
Weight:	1,420kg

Brakes:
Front: 304mm discs
Rear: 299mm discs

Wheels & tyres:
Front: 7x16-inch; 205/55/ZR16
Rear: 9x16-inch; 245/45/ZR16

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993 Carrera 4S 1995-96



The 4S was effectively a C4 with a Turbo wide bodysell, albeit lacking a fixed rear wing. Also boasted Turbo suspension, brakes and Turbo-look wheels.

Production numbers:	6,948
Issue featured:	109
Engine capacity:	3,600cc
Compression ratio:	11.3:1
Maximum power:	285bhp @ 6,100rpm
Maximum torque:	340Nm @ 5,250rpm
0-62mph:	5.3sec
Top speed:	168mph
Length:	4,245mm
Width:	1,795mm
Weight:	1,520kg

Brakes:
Front: 322mm discs
Rear: 322mm discs

Wheels & tyres:
Front: 8x18-inch; 225/40/ZR18
Rear: 10x18-inch; 285/30/ZR18

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993 Carrera RS 1995-96



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

Production numbers:	1,014
Issue featured:	119
Engine capacity:	3,746cc
Compression ratio:	11.5:1
Maximum power:	300bhp @ 6,000rpm
Maximum torque:	355Nm @ 5,400rpm
0-62mph:	5.0sec
Top speed:	172mph
Length:	4,245mm
Width:	1,735mm
Weight:	1,279kg

Brakes:
Front: 322mm discs
Rear: 299mm discs

Wheels & tyres:
Front: 18x18; 225/40ZR18;
Rear: 18x10.1; 265/35ZR18

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993 GT2 1995-96



911 Turbo, but with reduced equipment. Also included rear-wheel-drive, making it a better track car. Fitted with huge front and rear wings and bolt-on arch extensions.

Production numbers:	173
Issue featured:	131
Engine capacity:	3,600cc
Compression ratio:	8.0:1
Maximum power:	430bhp @ 5,750rpm
Maximum torque:	540Nm @ 4,500rpm
0-62mph:	3.9sec
Top speed:	189mph
Length:	4,245mm
Width:	1,855mm
Weight:	1,290kg

Brakes:
Front: 322mm discs; ==
Rear: 322mm discs

Wheels & tyres:
Front: 9x18-inch; 235/40/ZR18
Rear: 11x18-inch; 285/35/ZR18

★★★★★

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996 Carrera 1998-2001



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

Production numbers:	56,733
Issue featured:	117
Engine capacity:	3,387cc
Compression ratio:	11.3:1
Maximum power:	300bhp @ 6,800rpm
Maximum torque:	350Nm @ 4,600rpm
0-62mph:	5.2sec
Top speed:	174mph
Length:	4,430mm
Width:	1,765mm
Weight:	1,320kg

Brakes:
Front: 318mm discs
Rear: 299mm discs

Wheels & tyres:
Front: 7x17-inch; 205/50/R17
Rear: 9x17-inch; 255/40/R17

★★★★★

996 Carrera 4 1998-2001



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

Production numbers:	22,054
Issue featured:	111
Engine capacity:	3,387cc
Compression ratio:	11.3:1
Maximum power:	300bhp @ 6,800rpm
Maximum torque:	350Nm @ 4,600rpm
0-62mph:	5.2sec
Top speed:	174mph
Length:	4,430mm
Width:	1,765mm
Weight:	1,375kg

Brakes:
Front: 318mm discs
Rear: 299mm discs

Wheels & tyres:
Front: 7x17-inch; 205/50/R17
Rear: 9x17-inch; 255/40/R17

★★★★★

996 GT3 1998-2000



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

Production numbers:	1,858
Issue featured:	117
Engine capacity:	3,600cc
Compression ratio:	11.7:1
Maximum power:	360bhp @ 7,200rpm
Maximum torque:	370Nm @ 5,000rpm
0-62mph:	4.8sec
Top speed:	188mph
Length:	4,430mm
Width:	1,765mm
Weight:	1,350kg

Brakes:
Front: 330mm discs
Rear: 300mm discs

Wheels & tyres:
Front: 8x18-inch; 225/40/R18
Rear: 10x18-inch; 285/30/R18

★★★★★

996 Turbo 2001-05



Distinguished by wide rear arches, air intakes and deep front wing, plus part-fixed, part-retractable rear wing. Different engine to naturally aspirated 3.6-litre 996 unit.

Production numbers:	20,499
Issue featured:	114
Engine capacity:	3,600cc
Compression ratio:	11.3:1
Maximum power:	420bhp @ 6,000rpm
Maximum torque:	560Nm @ 2,700-4,600rpm
0-62mph:	4.2sec
Top speed:	189mph
Length:	4,435mm
Width:	1,830mm
Weight:	1,540kg

Brakes:
Front: 330mm discs
Rear: 330mm discs

Wheels & tyres:
Front: 8x18-inch; 225/40/R18
Rear: 11x18-inch; 295/30R18

★★★★★

996 Carrera 4S 2001-05



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

Production numbers:	23,055
Issue featured:	124
Engine capacity:	3,596cc
Compression ratio:	11.3:1
Maximum power:	320bhp @ 6,800rpm
Maximum torque:	370Nm @ 4,250rpm
0-62mph:	5.1sec
Top speed:	174mph
Length:	4,435mm
Width:	1,830mm
Weight:	1,495kg

Brakes:
Front: 330mm discs
Rear: 330mm discs

Wheels & tyres:
Front: 8x18-inch; 225/40/R18
Rear: 11x18-inch; 295/30/R18

★★★★★

996 GT2 2001-03



A lightweight, Turbo-bodied 996 with updated turbocharged engine and suspension. PCCB was standard. Revised ECU later gave an extra 21bhp.

Production numbers:	1,287
Issue featured:	127
Engine capacity:	3,600cc
Compression ratio:	9.4:1
Maximum power:	462bhp @ 5,700rpm
Maximum torque:	620Nm @ 3,500-4,500rpm
0-62mph:	4.1sec
Top speed:	196mph
Length:	4,450mm
Width:	1,830mm
Weight:	1,440kg

Brakes:
Front: 350mm discs
Rear: 350mm discs

Wheels & tyres:
Front: 8x18-inch; 235/40/R18
Rear: 12x18-inch; 315/30/R18

★★★★★

Sales debate:

Is a 997.1 worth the risk over a 996 with IMS upgrade?



In recent months, 996 Carrera values have spiked upwards to the point where a good 996 sits at a similar price to the newer first generation 997. The former's IMS problems have been serially discussed by owners, specialists and internet experts alike, yet the 997.1's M97 engine is not without its own problems. Is the newer 911 worth the risk over an 996 with an improved IMS, though?

Charles Navarro, co-owner of IMS bearing specialist, LN Engineering, has "always advised potential purchasers to buy as new a car as possible with as low mileage as possible." His ideal car would be a "2005 997 with the single row 6204 series bearing that could be retrofitted with the IMS solution." This is due to the larger diameter 6305 series bearing on 2006 to 2008 model year cars that removes the possibility of safely replacing the bearing. Navarro points out though that, in lieu of an IMS retrofit, it is possible to "remove the grease seal" from these later 997s' bearings. "If the bearing hasn't begun to fail this should be enough to ensure it lives," he explains.

IMS is not the only problem for the 997, though, as Navarro points out that on his "perfect candidate" 2005 997, a bearing replacement would also be complemented by the fitment of a "genuine Porsche water pump and a low temperature thermostat." The LN Engineering boss says, "Pulling the sump and inspecting the oil filter should be the bare minimum that is done to qualify a vehicle for purchase."

This is a view shared by UK specialists Autofarm (a firm that does its fair share of IMS work). "The problem with 997s revolves around piston damage and bore scoring," explains proprietor, Mikey Wastie. "We see more 997s here at Autofarm with cylinder issues than IMS problems," he continues. That's good news for those that are worried about IMS issues on the M97 engine but, according to Wastie, it's still not good news for your wallet.

"The issue is, a lot of the 997s we see at Autofarm have already had repairs but they've usually only had one cylinder repaired previously, not all six. We always propose fitting all six," Autofarm's manager explains. "Cutting corners always ends up costing more in the long run." It's for this reason that Wastie would rather "go for a repaired 996." The 997 is the better car in his eyes but "there is that risk of problems if it hasn't been sorted." Whichever route you decide to take, it's imperative that you carry out a proper pre-purchase inspection, and factor in some extra money in your budget for repairs and maintenance in the long run.

Gen2 996 C2 2002-04



Facelifted with Turbo-style headlamps and revised front and rear bumpers, fitted with more powerful 3.6-litre engine and VarioCam Plus. Manual and Tiptronic 'boxes updated.

Production numbers:	29,389
Issue featured:	n/a
Engine capacity:	3,596cc
Compression ratio:	11.31
Maximum power:	320bhp @ 6,800rpm
Maximum torque:	370Nm @ 4,250rpm
0-62mph:	5.0sec
Top speed:	177mph
Length:	4,430mm
Width:	1,770mm
Weight:	1,370kg
Brakes:	
Front:	318mm discs
Rear:	299mm discs
Wheels & tyres:	
Front:	7x17-inch; 205/50/R17
Rear:	9x17-inch; 255/40/R17



Gen2 996 C4 2002-04



Facelifted in line with rear-drive Carrera, though the all-wheel-drive version drives very much like its rear-driven brethren. Cabin received minor updates over Gen1.

Production numbers:	10,386
Issue featured:	107
Engine capacity:	3,596cc
Compression ratio:	11.31
Maximum power:	320bhp @ 6,800rpm
Maximum torque:	370Nm @ 4,250rpm
0-62mph:	5.0sec
Top speed:	177mph
Length:	4,430mm
Width:	1,770mm
Weight:	1,430kg
Brakes:	
Front:	318mm discs
Rear:	299mm discs
Wheels & tyres:	
Front:	7x17-inch; 205/50/R17
Rear:	9x17-inch; 255/40/R17



996 Anniversary 2003-04



Available in GT silver, and included a Turbo front bumper and chrome Carrera wheels. Powerkit, 10mm sports suspension and mechanical LSD standard.

Production numbers:	1,963
Issue featured:	112
Engine capacity:	3,596cc
Compression ratio:	11.31
Maximum power:	345bhp @ 6,800rpm
Maximum torque:	370Nm @ 4,800rpm
0-62mph:	4.9sec
Top speed:	175mph
Length:	4,430mm
Width:	1,770mm
Weight:	1,370kg
Brakes:	
Front:	330mm discs
Rear:	330mm discs
Wheels & tyres:	
Front:	8x18-inch; 225/40/R18
Rear:	10x18-inch; 285/30/R18



Gen2 996 GT3 2003-05



Based on facelifted 996 Carrera, but with new wings. S suspension lowered and updated, PCCB optional. Full-spec interior unless Clubsport option was ordered.

Production numbers:	2,313
Issue featured:	107
Engine capacity:	3,600cc
Compression ratio:	11.71
Maximum power:	381bhp @ 7,400rpm
Maximum torque:	385Nm @ 5,000rpm
0-62mph:	4.5sec
Top speed:	190mph
Length:	4,435mm
Width:	1,770mm
Weight:	1,380kg
Brakes:	
Front:	350mm discs
Rear:	330mm discs
Wheels & tyres:	
Front:	8.5x18-inch; 235/40/R18
Rear:	11x18-inch; 295/30/R18



997 Carrera S 2004-08



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

Production numbers:	41,059
Issue featured:	107
Engine capacity:	3,824cc
Compression ratio:	11.81
Maximum power:	355bhp @ 6,600rpm
Maximum torque:	400Nm @ 4,600rpm
0-62mph:	4.8sec
Top speed:	182mph
Length:	4,427mm
Width:	1,808mm
Weight:	1,420kg
Brakes:	
Front:	330mm discs
Rear:	330mm discs
Wheels & tyres:	
Front:	8x19-inch; 235/35/R19
Rear:	11x19-inch; 295/30/R19



997 Carrera 4 2005-08



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

Production numbers:	8,533
Issue featured:	3
Engine capacity:	3,596cc
Compression ratio:	11.31
Maximum power:	325bhp @ 6,800rpm
Maximum torque:	370Nm @ 4,250rpm
0-62mph:	5.1sec
Top speed:	174mph
Length:	4,427mm
Width:	1,852mm
Weight:	1,450kg
Brakes:	
Front:	318mm discs
Rear:	299mm discs
Wheels & tyres:	
Front:	8x18-inch; 235/40/R18
Rear:	10x18-inch; 295/35/R18



997 Carrera 4S 2005-08



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

Production numbers:	30,973
Issue featured:	111
Engine capacity:	3,824cc
Compression ratio:	11.81
Maximum power:	355bhp @ 6,600rpm
Maximum torque:	400Nm @ 4,600rpm
0-62mph:	4.8sec
Top speed:	179mph
Length:	4,427mm
Width:	1,808mm
Weight:	1,475kg
Brakes:	
Front:	330mm discs
Rear:	330mm discs
Wheels & tyres:	
Front:	8x19-inch; 235/35/R19
Rear:	11x19-inch; 295/30/R19



997 Turbo 2005-10



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

Production numbers:	19,201 (up to 2008)
Issue featured:	107
Engine capacity:	3,600cc
Compression ratio:	9.81
Maximum power:	480bhp @ 6,000rpm
Maximum torque:	620Nm @ 1,950-5,000rpm
0-62mph:	3.9sec
Top speed:	193mph
Length:	4,450mm
Width:	1,852mm
Weight:	1,585kg
Brakes:	
Front:	350mm discs
Rear:	350mm discs
Wheels & tyres:	
Front:	8.5x19-inch; 235/35/R19
Rear:	11x19-inch; 305/30/R19



Gen2 997 C2 2008-12



Revised with restyled LED rear lights and front driving lights. M97 engine replaced with a 91 DFI unit, using fewer parts - with no problematic Intermediate Shaft.

Production numbers:	10,500
Issue featured:	89
Engine capacity:	3,614cc
Compression ratio:	12.51
Maximum power:	345hp @ 6,500rpm
Maximum torque:	390Nm @ 4,400rpm
0-62mph:	4.9sec
Top speed:	179mph
Length:	4,435mm
Width:	1,808mm
Weight:	1,415kg
Brakes:	
Front:	330mm discs
Rear:	330mm discs
Wheels & tyres:	
Front:	8x18-inch; 235/40/ZR18
Rear:	10.5x18-inch; 265/40/ZR18



Gen2 997 C2 S 2008-12



Altered as per the Carrera, but with larger 3.8-litre engine - again using fewer components and Direct Fuel Injection. Had seven-speed PDK optional, like the Carrera.

Production numbers:	15,000
Issue featured:	61
Engine capacity:	3,800cc
Compression ratio:	12.51
Maximum power:	385hp @ 6,500rpm
Maximum torque:	420Nm @ 4,400rpm
0-62mph:	4.7sec
Top speed:	187mph
Length:	4,435mm
Width:	1,808mm
Weight:	1,425kg
Brakes:	
Front:	330mm discs
Rear:	330mm discs
Wheels & tyres:	
Front:	8x19-inch; 235/35/ZR19
Rear:	11x19-inch; 295/30/ZR19



Gen2 997 C4 2008-12



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

Production numbers:	1,384 (Coupe)
Issue featured:	41
Engine capacity:	3,614cc
Compression ratio:	12.51
Maximum power:	345hp @ 6,500rpm
Maximum torque:	390Nm @ 4,400rpm
0-62mph:	5.0sec
Top speed:	176mph
Length:	4,435mm
Width:	1,852mm
Weight:	1,470kg
Brakes:	
Front:	330mm discs
Rear:	330mm discs
Wheels & tyres:	
Front:	8x18-inch; 235/40/ZR18
Rear:	11x18-inch; 295/35/ZR18



Gen2 997 C4S 2008-12



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

Production numbers:	7,910 (Coupe)
Issue featured:	111
Engine capacity:	3,800cc
Compression ratio:	12.51
Maximum power:	385hp @ 6,500rpm
Maximum torque:	420Nm @ 4,400rpm
0-62mph:	4.7sec
Top speed:	185mph
Length:	4,435mm
Width:	1,852mm
Weight:	1,480kg
Brakes:	
Front:	330mm discs
Rear:	330mm discs
Wheels & tyres:	
Front:	8x19-inch; 235/35/ZR19
Rear:	11x19-inch; 305/30/ZR19



996 GT3 RS
2004-05



Same 3,600cc engine as in GT3, but with weight saving, offering 280bhp per ton – an improvement of four per cent over the 996 GT3 Clubsport. PCCB optional.

Production numbers: 682
Issue featured: 118
Engine capacity: 3,600cc
Compression ratio: 11.7:1
Maximum power: 381bhp @ 7,400rpm
Maximum torque: 385Nm @ 5,000rpm
0-62mph: 4.4sec
Top speed: 190mph
Length: 4,435mm
Width: 1,770mm
Weight: 1,360kg
Brakes:
Front: 350mm discs
Rear: 330mm discs
Wheels & tyres:
Front: 8.5x18-inch; 235/40/R18
Rear: 11x18-inch; 295/30/R18



996 Turbo S
2004-05



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

Production numbers: 1,563
Issue featured: 62
Engine capacity: 3,600cc
Compression ratio: 9.4:1
Maximum power: 450bhp @ 5,700rpm
Maximum torque: 620Nm @ 3,500-4,500rpm
0-62mph: 4.2sec
Top speed: 191mph
Length: 4,435mm
Width: 1,830mm
Weight: 1,590kg
Brakes:
Front: 350mm discs
Rear: 350mm discs
Wheels & tyres:
Front: 8x18-inch; 225/40/R18
Rear: 11x18-inch; 295/30/R18



997 Carrera
2004-08



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

Production numbers: 25,788
Issue featured: 112
Engine capacity: 3,596cc
Compression ratio: 11.3:1
Maximum power: 325bhp @ 6,800rpm
Maximum torque: 370Nm @ 4,250rpm
0-62mph: 5.0sec
Top speed: 177mph
Length: 4,427mm
Width: 1,808mm
Weight: 1,395kg
Brakes:
Front: 318mm discs
Rear: 299mm discs
Wheels & tyres:
Front: 8x18-inch; 235/40/R18
Rear: 10x18-inch; 265/40/R18



997 GT3
2006-07



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

Production numbers: 2,378
Issue featured: 117
Engine capacity: 3,600cc
Compression ratio: 12.0:1
Maximum power: 415bhp @ 7,600rpm
Maximum torque: 405Nm @ 5,500rpm
0-62mph: 4.3sec
Top speed: 192mph
Length: 4,445mm
Width: 1,808mm
Weight: 1,395kg
Brakes:
Front: 380mm discs
Rear: 350mm discs
Wheels & tyres:
Front: 8.5x19-inch; 235/35/R19
Rear: 12x19-inch; 305/30/R19



997 GT3 RS
2006-07



Similar to GT3, with inclusion of wider rear bodyshell of the Carrera S. 20kg of weight saved from GT3 thanks to carbon engine cover and rear wing, and plastic rear window.

Production numbers: 1,106
Issue featured: 110
Engine capacity: 3,600cc
Compression ratio: 12.0:1
Maximum power: 415bhp @ 7,600rpm
Maximum torque: 405Nm @ 5,500rpm
0-62mph: 4.2sec
Top speed: 194mph
Length: 4,460mm
Width: 1,808mm
Weight: 1,375kg
Brakes:
Front: 380mm discs
Rear: 350mm discs
Wheels & tyres:
Front: 8.5x19-inch; 235/35/R19
Rear: 12x19-inch; 305/30/R19



997 GT2
2007-09



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

Production numbers: 1,242
Issue featured: 127
Engine capacity: 3,600cc
Compression ratio: 9.0:1
Maximum power: 530bhp @ 6,500rpm
Maximum torque: 680Nm @ 2,200-4,500rpm
0-62mph: 3.7sec
Top speed: 204mph
Length: 4,469mm
Width: 1,852mm
Weight: 1,440kg
Brakes:
Front: 380mm discs
Rear: 350mm discs
Wheels & tyres:
Front: 8.5x19-inch; 235/35/ZR19
Rear: 12x19-inch; 325/30/ZR19



Gen2 997 GT3
2009-12



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

Production numbers: 2,200
Issue featured: 117
Engine capacity: 3,797cc
Compression ratio: 12.2:1
Maximum power: 435hp @ 7,900rpm
Maximum torque: 430Nm @ 6,250rpm
0-62mph: 4.1sec
Top speed: 194mph
Length: 4,460mm
Width: 1,808mm
Weight: 1,395kg
Brakes:
Front: 380mm discs
Rear: 350mm discs
Wheels & tyres:
Front: 8.5x19-inch; 235/35/ZR19
Rear: 12x19-inch; 305/30/ZR19



Gen2 997 Turbo
2009-13



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

Production numbers: 3,800
Issue featured: 116
Engine capacity: 3,800cc
Compression ratio: 9.8:1
Maximum power: 500hp @ 6,000rpm
Maximum torque: 650Nm @ 1,950-5,000rpm
0-62mph: 3.4sec
Top speed: 194mph
Length: 4,450mm
Width: 1,852mm
Weight: 1,570kg
Brakes:
Front: 350mm discs
Rear: 350mm discs
Wheels & tyres:
Front: 8.5x19-inch; 235/35/ZR19
Rear: 11x19-inch; 305/30/ZR19



Gen2 997 GT3 RS
2009-12



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

Production numbers: 1,500
Issue featured: 125
Engine capacity: 3,800cc
Compression ratio: 12.2:1
Maximum power: 450hp @ 7,900rpm
Maximum torque: 430Nm @ 6,750rpm
0-62mph: 4.0sec
Top speed: 192mph
Length: 4,460mm
Width: 1,852mm
Weight: 1,370kg
Brakes:
Front: 380mm discs
Rear: 380mm discs
Wheels & tyres:
Front: 9x19-inch; 245/35/ZR19
Rear: 12x19-inch; 325/30/ZR19



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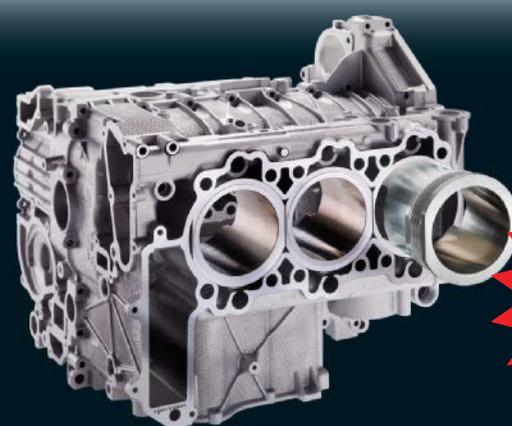
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997 Speedster 2010



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

Production numbers: 356
Issue featured: 128
Engine capacity: 3.800cc
Compression ratio: 12.5:1
Maximum power: 408hp @ 7,300rpm
Maximum torque: 420Nm @ 4,400-5,600rpm
0-62mph: 4.4sec
Top speed: 190mph
Length: 4.440mm
Width: 1.852mm
Weight: 1.540kg
Brakes: Front: 350mm discs
Rear: 350mm discs
Wheels & tyres: Front: 8.5x19-inch; 235/35/ZR19
Rear: 11x19-inch; 305/30/ZR19



997 Sport Classic 2010



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

Production numbers: 250
Issue featured: 57
Engine capacity: 3.800cc
Compression ratio: 12.5:1
Maximum power: 408hp @ 7,300rpm
Maximum torque: 420Nm @ 4,200-5,600rpm
0-62mph: 4.6sec
Top speed: 187mph
Length: 4.435mm
Width: 1.852mm
Weight: 1.425kg
Brakes: Front: 350mm discs
Rear: 350mm discs
Wheels & tyres: Front: 8.5x19-inch; 235/35/ZR19
Rear: 11x19-inch; 305/30/ZR19



997 GT3 RS 4.0 2010



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

Production numbers: 600
Issue featured: 125
Engine capacity: 3.996cc
Compression ratio: 12.6:1
Maximum power: 500hp @ 8,250rpm
Maximum torque: 460Nm @ 5,750rpm
0-62mph: 3.9sec
Top speed: 193mph
Length: 4.460mm
Width: 1.852mm
Weight: 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 S 2011-2015



Same as Carrera, including seven-speed manual 'box, but utilising bigger engine. Slightly larger front brakes than the standard Carrera. PASM as standard equipment.

Production numbers: Unknown
Issue featured: 114
Engine capacity: 3.800cc
Compression ratio: 12.5:1
Maximum power: 400hp @ 7,400rpm
Maximum torque: 440Nm @ 5,600rpm
0-62mph: 4.5sec
Top speed: 188.9mph
Length: 4.491mm
Width: 1.808mm
Weight: 1.395kg
Brakes: Front: 340mm discs
Rear: 330mm discs
Wheels & tyres: Front: 8.5x20-inch; 245/35/ZR20
Rear: 11x20-inch; 295/30/ZR20



991.1 Carrera 4 2012-2015



22mm wider body than C2, with 10mm wider tyres and connecting rear tail light as standard. Also features a torque distribution indicator on the digital dash clock.

Production numbers: Unknown
Issue featured: 98
Engine capacity: 3.436cc
Compression ratio: 12.5:1
Maximum power: 350hp @ 7,400rpm
Maximum torque: 390Nm @ 5,600rpm
0-62mph: 4.9sec
Top speed: 177mph
Length: 4.491mm
Width: 1.852mm
Weight: 1.430kg
Brakes: Front: 330mm discs
Rear: 330mm discs
Wheels & tyres: Front: 8.5x19-inch; 235/40/ZR19
Rear: 11x19-inch; 305/35/ZR19



991.1 Carrera 4S 2012-2015



Same wider body styling as Carrera 4, coupled to 3.8-litre 400bhp engine. Also features six-piston brake calipers at front, as opposed to four. PTV spread torque more evenly.

Production numbers: Unknown
Issue featured: 118
Engine capacity: 3.800cc
Compression ratio: 12.5:1
Maximum power: 400hp @ 7,400rpm
Maximum torque: 440Nm @ 5,600rpm
0-62mph: 4.5sec
Top speed: 185mph
Length: 4.491mm
Width: 1.852mm
Weight: 1.445kg
Brakes: Front: 340mm discs
Rear: 330mm discs
Wheels & tyres: Front: 8.5x20-inch; 245/35/ZR20
Rear: 11x20-inch; 305/30/ZR20



991 GT3 RS 2015-



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

Production numbers: 42 (UK)
Issue featured: 128
Engine capacity: 3.996cc
Compression ratio: 12.9:1
Maximum power: 500hp @ 8,250rpm
Maximum torque: 460Nm @ 6,250rpm
0-62mph: 3.3sec
Top speed: 193mph
Length: 4.545mm
Width: 1.880mm
Weight: 1.420kg
Brakes: Front: 380mm discs
Rear: 380mm discs
Wheels & tyres: Front: 9.5x20-inch; 265/35/ZR20
Rear: 12.5x21-inch; 325/30/ZR21



N/A 991.2 Carrera 2015-



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

Production numbers: Currently in production
Issue featured: 132
Engine capacity: 2.981cc
Compression ratio: 10:1
Maximum power: 370hp @ 6,500rpm
Maximum torque: 450Nm @ 1,700-5,000rpm
0-62mph: 4.2sec
Top speed: 183mph
Length: 4.499mm
Width: 1.808mm
Weight: 1.430kg
Brakes: Front & Rear: 330mm discs
Wheels & tyres: Front: 8.5x19-inch; 235/40/ZR19
Rear: 11.5x19-inch; 295/35/ZR19



N/A 991.2 Carrera S 2015-



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

Production numbers: Currently in production
Issue featured: 132
Engine capacity: 2.981cc
Compression ratio: 10:1
Maximum power: 420hp @ 6,500rpm
Maximum torque: 500Nm @ 1,700-5,000rpm
0-62mph: 3.9sec
Top speed: 191mph
Length: 4.499mm
Width: 1.808mm
Weight: 1.440kg
Brakes: Front: 350mm discs
Rear: 330mm discs
Wheels & tyres: Front: 8.5x20-inch; 245/35/ZR20
Rear: 11.5x20-inch; 305/30/ZR20



TO VIEW CALL: 07522 911 911

N/A
997 918 Edition
2010



These exclusive 997 Turbo S-spec 911s were only available to those who had paid a deposit for a 918 Spyder. Acid green badging and brake calipers.

Production numbers:	121
Issue featured:	74
Engine capacity:	3.800cc
Compression ratio:	9.8:1
Maximum power:	530hp @ 6,250-6,750rpm
Maximum torque:	700Nm @ 2,100-4,250rpm
0-62mph:	3.3sec
Top speed:	195mph
Length:	4.435mm
Width:	1.852mm
Weight:	1.585kg
Brakes:	
Front:	380mm discs
Rear:	350mm discs
Wheels & tyres:	
Front:	8.5x19-inch; 235/35/ZR19
Rear:	11x19-inch; 305/30/ZR19



997 GT2 RS
2010-11



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

Production numbers:	500
Issue featured:	114
Engine capacity:	3.600cc
Compression ratio:	9.0:1
Maximum power:	620hp @ 6,500rpm
Maximum torque:	700Nm @ 2,500-5,500rpm
0-62mph:	3.5sec
Top speed:	205mph
Length:	4.460mm
Width:	1.852mm
Weight:	1.370kg
Brakes:	
Front:	380mm discs
Rear:	350mm discs
Wheels & tyres:	
Front:	9x19-inch; 245/35/ZR19
Rear:	12x19-inch; 325/30/ZR19



997 C2 GTS
2010-12



Features the C4's wider rear body, and powered by the 3.8-litre Carrera S engine, with a Powerkit producing an extra 25hp. The GTS is laden with Porsche options.

Production numbers:	Unknown
Issue featured:	118
Engine capacity:	3.800cc
Compression ratio:	12.5:1
Maximum power:	408hp @ 7,300rpm
Maximum torque:	420Nm @ 4,200-5,600rpm
0-62mph:	4.6sec
Top speed:	190mph
Length:	4.435mm
Width:	1.852mm
Weight:	1.420kg
Brakes:	
Front:	330mm discs
Rear:	330mm discs
Wheels & tyres:	
Front:	8.5x19-inch; 235/35/ZR19
Rear:	11x19-inch; 305/30/ZR19



997 C4 GTS
2011-12



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

Production numbers:	Unknown
Issue featured:	125
Engine capacity:	3.800cc
Compression ratio:	12.5:1
Maximum power:	408hp @ 7,300rpm
Maximum torque:	420Nm @ 4,200-5,600rpm
0-62mph:	4.6sec
Top speed:	188mph
Length:	4.435mm
Width:	1.852mm
Weight:	1.480kg
Brakes:	
Front:	330mm discs
Rear:	330mm discs
Wheels & tyres:	
Front:	8.5x19-inch; 235/35/ZR19
Rear:	11x19-inch; 305/30/ZR19



997 Turbo S
2011-13



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

Production numbers:	2,000
Issue featured:	123
Engine capacity:	3.800cc
Compression ratio:	9.8:1
Maximum power:	530hp @ 6,250-6,750rpm
Maximum torque:	700Nm @ 2,100-4,250rpm
0-62mph:	3.3sec
Top speed:	195mph
Length:	4.435mm
Width:	1.852mm
Weight:	1.585kg
Brakes:	
Front:	380mm discs
Rear:	350mm discs
Wheels & tyres:	
Front:	8.5x19-inch; 235/35/ZR19
Rear:	11x19-inch; 305/30/ZR19



991.1 Carrera
2011-2015



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

Production numbers:	Unknown
Issue featured:	83
Engine capacity:	3.436cc
Compression ratio:	12.5:1
Maximum power:	350hp @ 7,400rpm
Maximum torque:	390Nm @ 5,600rpm
0-62mph:	4.8sec
Top speed:	179.6mph
Length:	4.491mm
Width:	1.808mm
Weight:	1.380kg
Brakes:	
Front:	330mm discs
Rear:	330mm discs
Wheels & tyres:	
Front:	8.5x19-inch; 235/40/ZR19
Rear:	11x19-inch; 285/35/ZR19



991 GT3
2013-



Widebody from 991 Carrera 4 was used for the first time. Mezger engine from previous GT3s replaced with revamped DFI version of Carrera S engine. PDK only.

Production numbers:	Currently in production
Issue featured:	124
Engine capacity:	3.800cc
Compression ratio:	12.9:1
Maximum power:	475hp @ 8,250rpm
Maximum torque:	440Nm @ 6,250rpm
0-62mph:	3.5sec
Top speed:	196mph
Length:	4.545mm
Width:	1.852mm
Weight:	1.430kg
Brakes:	
Front:	380mm discs
Rear:	380mm discs
Wheels & tyres:	
Front:	9x20-inch; 245/35/ZR20
Rear:	12x20-inch; 305/30/ZR20



991 Turbo
2013-2015



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

Production numbers:	Currently in production
Issue featured:	109
Engine capacity:	3.800cc
Compression ratio:	9.8:1
Maximum power:	520hp @ 6,000-6,500rpm
Maximum torque:	660Nm @ 1,950-5,000rpm
0-62mph:	3.4sec
Top speed:	195mph
Length:	4.506mm
Width:	1.880mm
Weight:	1.595kg
Brakes:	
Front & Rear:	380mm discs
Wheels & tyres:	
Front:	8.5x20-inch; 245/35/ZR20
Rear:	11x20-inch; 305/30/ZR20



991 Turbo S
2013-2015



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

Production numbers:	Currently in production
Issue featured:	115
Engine capacity:	3.800cc
Compression ratio:	9.8:1
Maximum power:	560hp @ 6,500-6,750rpm
Maximum torque:	700Nm @ 2,100-4,250
0-62mph:	3.1sec
Top speed:	197mph
Length:	4.506mm
Width:	1.880mm
Weight:	1.605kg
Brakes:	
Front:	410mm discs
Rear:	390mm discs
Wheels & tyres:	
Front:	9x20-inch; 245/35/ZR20
Rear:	11x20-inch; 305/30/ZR20



991 Anniversary
2013-14



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

Production numbers:	1,963
Issue featured:	112
Engine capacity:	3.800cc
Compression ratio:	12.5:1
Maximum power:	400hp @ 7,400rpm
Maximum torque:	440Nm @ 5,600rpm
0-62mph:	4.5sec
Top speed:	188mph
Length:	4.491mm
Width:	1.852mm
Weight:	1.420kg
Brakes:	
Front:	340mm discs
Rear:	330mm discs
Wheels & tyres:	
Front:	9x20-inch; 245/35/ZR20
Rear:	11.5x20-inch; 305/30/ZR20



991 Carrera GTS
2014-



Big-spec GTS utilises wide body and a host of good options including Powerkit, PASM, Sport chrono, Sport exhaust to name a few, all for £7,000 more than Carrera S.

Production numbers:	Unknown
Issue featured:	121
Engine capacity:	3.800cc
Compression ratio:	12.5:1
Maximum power:	430hp @ 7,500rpm
Maximum torque:	440Nm @ 5,750rpm
0-62mph:	4.0sec
Top speed:	190mph
Length:	4.491mm
Width:	1.852mm
Weight:	1.425kg
Brakes:	
Front:	340mm discs
Rear:	330mm discs
Wheels & tyres:	
Front:	9x20-inch; 245/35/ZR20
Rear:	11.5x20-inch; 305/30/ZR20



991 C4 GTS
2014-



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

Production numbers:	Unknown
Issue featured:	125
Engine capacity:	3.800cc
Compression ratio:	12.5:1
Maximum power:	430hp @ 7,500rpm
Maximum torque:	440Nm @ 5,750rpm
0-62mph:	4.4sec
Top speed:	188mph
Length:	4.491mm
Width:	1.852mm
Weight:	1.470kg
Brakes:	
Front:	340mm discs
Rear:	330mm discs
Wheels & tyres:	
Front:	9x20-inch; 245/35/ZR20
Rear:	11.5x20-inch; 305/30/ZR20



N/A
991.2 Carrera 4
2016-



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

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

Not yet tested

N/A
991.2 Carrera 4S
2016-



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

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

Not yet tested

N/A
991.2 Turbo
2016-



It features a revised 9A1 engine from 991.1 now producing 540hp thanks to modified inlet ports in the cylinder head, new injection nozzles and higher fuel pressure.

Production numbers:	Currently in production
Issue featured:	135
Engine capacity:	3.800cc
Compression ratio:	undisclosed
Maximum power:	540hp
Maximum torque:	undisclosed
0-62mph:	3.1sec
Top speed:	199mph
Length:	4.499mm
Width:	1.880mm
Weight:	undisclosed
Brakes:	
Front & Rear:	330mm discs
Wheels & tyres:	
Front:	9x20-inch; 245/35/ZR20
Rear:	11.5x20-inch; 305/30/ZR20

Not yet tested

N/A
991.2 Turbo S
2016-



As per 991.2 Turbo but with power boosted to 580hp thanks to new turbochargers with larger compressors. Fastest ever Porsche 911 from 0-62mph.

Production numbers:	Currently in production
Issue featured:	135
Engine capacity:	3.800cc
Compression ratio:	undisclosed
Maximum power:	580hp
Maximum torque:	undisclosed
0-62mph:	2.9sec
Top speed:	205mph
Length:	4.499mm
Width:	1.880mm
Weight:	undisclosed
Brakes:	
Front:	350mm discs
Rear:	330mm discs
Wheels & tyres:	
Front:	9x20-inch; 245/35/ZR20
Rear:	11.5x20-inch; 305/30/ZR20

Not yet tested

N/A
911R
2016-



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Jonathan Ostroff

M: +44(0)7801 629 270

T: +44 (0)208 348 5151

E: jono@hexagon.uk.net

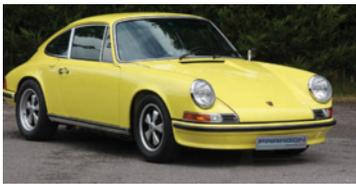
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Carrera White • Black Leather Sport Seats • PDK Gearbox • Sport Chrono Pack with Sport Plus • 18,019 miles 2012 (12)

£64,995**911 Carrera 4 S (997 GEN II)**

Meteor Grey • Black Leather Seats Manual Gearbox • 19" Carrera Sport Wheels • Touchscreen Satellite Navigation • 35,238 miles • 2011 (60)

£49,995**Boxster S (981)**

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

£44,995**911 Carrera 2 S (997 GEN II)**

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

2011 - 997 GT3 RS 4.0 GEN II (GRAND PRIX WHITE) 11,000 Miles
Black Interior With Red Sports Bucket Seats, PSM/PASM/PCM 3-Sat Nav, Chrono Pack, Red Seat Belts, Sports Exhaust, 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-Touchscreen Sat Nav, USB And 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, 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 Voice Control Touchscreen Sat Nav, 19" Porsche Sport Design Alloy Wheels, Full Official Porsche Centre Service History, Recently Serviced.

2010 - 997 C2 COUPE GEN II PDK (RUBY RED MET) 30,000 Miles
Cashmere Leather Interior, PSM/PASM/PCM-Touchscreen Sat Nav, Climate Control, BOSE Sound System, Xenon Headlights, 18" Alloy Wheels, Full Service History.

2009 - 997 C2S CAB PDK GEN II (ARCTIC SILVER) 58,000 Miles
Full Black Leather Interior, PSM/PASM/PCM-Touchscreen Sat Nav, 19" Porsche Sport Design Alloy Wheels, Xenon Headlights, Full Official Porsche Centre Service History, Just Been Serviced.

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, TARGA

2002 - 996 GT2 CLUBSPORT (POLAR SILVER) 55,000 Miles
Correct Carbon Fibre Interior, White Dials, PCCB Brakes, 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, Alcantara Headlining, 18" GT2 Turbo Alloy Wheels, Full Main Dealer And Specialist Service History.

2002 - 996 TURBO COUPE TIP 'S' (LAPIS BLUE MET) 86,000 Miles
Grey Leather Interior, PSM/PCM-Sat Nav, BOSE Sound System, White Dials, Red Seat Belts, Alcantara Headlining, 18" Turbo Alloy Wheels, Full Service History.

2003 - 996 TARGA TIP 'S' (ARCTIC SILVER) 69,000 Miles
Black Leather Interior, PSM/PCM-Sat Nav, BOSE Sound System, 18" Carrera Alloy Wheels, Full Service History (Just Been Serviced).

PORSCHE BOXSTER

2011 - 987 GEN II PDK (ARCTIC SILVER) 35,000 Miles
Black Leather Interior, PSM/PCM-2 Touchscreen Sat Nav, iPod And USB Connector, 18" GEN II Alloy Wheels, One Former Keeper Only, Full Main Dealer Service History.

PORSCHE 993 - TURBO, C2, C4S, CARRERA

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

1996 - 993 TURBO COUPE (BLACK MET) 61,000 Miles
Black Leather Interior, Tracker System, PA1000 Remote Control, 18" Turbo Alloy Wheels, Fully Documented Service History, Just Been Serviced.

1997 - 993 TURBO COUPE MAN (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 MAN (SILVER MET) 36,000 Miles
Concours Winner, Black Leather Interior, 18" Turbo Alloy Wheels, Fully Documented Service History, Just Been Serviced.

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

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

1987 - 993 CARRERA 3.2 CAB (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 (SLATE GREY) 271,000 Kilometers
Marble Grey Interior, Left Hand Drive, Manual, Pioneer Radio And CD Player, 16" Alloy Wheels, Five Former Keepers Only.

1992 - 964 CARRERA COUPE TIP (POLAR SILVER) 138,000 Miles
Black Leather Interior, SONY CD/Radio Player, Climate Control, Rear Wiper, Fully Electric Seats, 17" Alloy Wheels, Full Service History.

FERRARI - MODELS FROM 1967 +

2005 - F430 F1 COUPE (NERO DAYTONA) 17,000 Miles
Black Leather Interior, F1 Pump Recently Fitted, Black Metallic, Scuderia Shields, Full Service History, Just Been Serviced With New Clutch Fitted.

1998 - 550 MARANELLO (GRIGIO SILVER) 55,000 Miles
Full Leather Interior, Left Hand Drive, Brass Steel Gated Gear Shifter, 18" Alloy Wheels, Full Service History, Recently Serviced.

1973 - DAYTONA 365 GTB/4 RHD (ROSSO RED) 38,000 Miles
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1971 - (SERIES E) DINO 246GT (ROSSO RED) 41,000 Miles

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

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330 GTC COUPE (GRIGIO SILVER) 86,000 Miles

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

1977 - 911 CARRERA COUPE (COPPER BROWN MET) 111,000 Miles
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1977 - PORSCHE 911 CARRERA COUPE 120,000 Miles
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1973 - JAGUAR E-TYPE ROADSTER SERIES III AUTO 25,000 Miles
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1963 - JAGUAR E-TYPE 3.8L FIXED HEAD COUPE (BLACK)
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1962 - JAGUAR 3.8 MARK II AUTO (BLACK) 16,000 Miles
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1936 - BENTLEY 4 1/4 PILLARLESS COUPE (MIDNIGHT BLUE)
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911 Turbo 3.6 Tip (2007 - 07)
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911 "2S" Gen 2 3.8 PDK (2010 - 09)
Atlas Grey with Black Leather, Sat Nav,
37k miles.....**£47,000**



911 "4S" Gen 2 3.8 PDK (2008 - 08)
Midnight Blue with Black Leather, Sat Nav,
37k miles.....**£46,000**



911 "4S" Gen 2 3.8 PDK (2009 - 09)
Basalt Black with Black Leather, Sat Nav,
48k miles.....**£45,000**



911 "2S" Gen 2 3.8 PDK (2009 - 09)
Silver with Black Leather, Sat Nav,
43k miles.....**£44,000**



911 "2S" Gen 2 3.8 PDK (2008 - 08)
Basalt Black with Terracotta Leather,
Sat Nav, 35k miles.....**£42,000**



911 "2S" Gen 2 3.8 PDK (2009 - 09)
Silver with Black Leather, Sat Nav,
51k miles.....**£42,000**



911 "2S" Gen 2 3.8 PDK (2008 - 08)
GT Silver with Black Leather, Sat Nav,
51k miles.....**£41,000**



911 "C2" Gen 2 3.6 PDK (2008 - 08)
Meteor Grey with Black Leather, Sat Nav,
50k miles.....**£37,000**



911 "4S" 3.8 Tip (2006 - 06)
Cobalt Blue with Grey Leather, Sat Nav,
21k miles.....**£36,000**



911 "4S" 3.8 (2007 - 07)
Basalt Black with Black Leather, Sat Nav,
36k miles.....**£36,000**



911 "4S" 3.8 Tip (2007 - 07)
Atlas Grey with Grey Leather, Sat Nav,
34k miles.....**£36,000**



911 "4S" 3.8 (2007 - 07)
Meteor Grey with Black Leather, Sat Nav,
41k miles.....**£36,000**



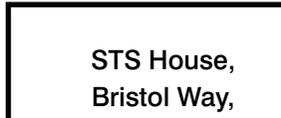
911 "4S" Targa 3.8 (2006 - 06)
Midnight Blue with Ocean Blue Leather,
Sat Nav, 52k miles.....**£36,000**



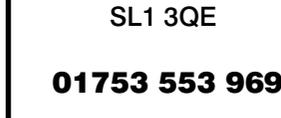
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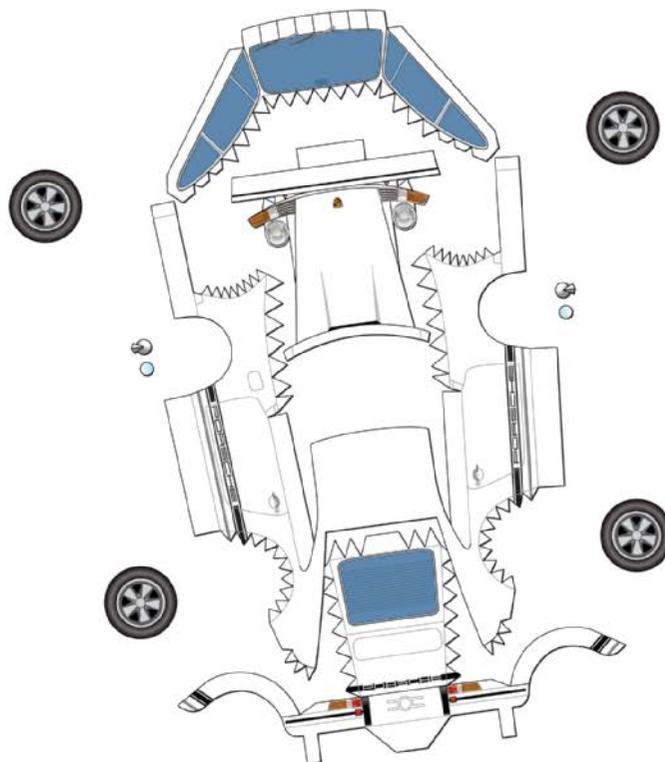
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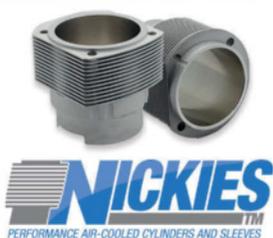
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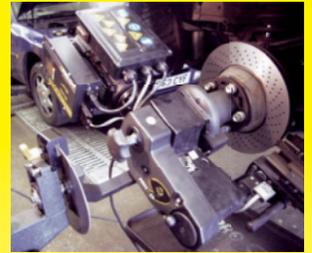
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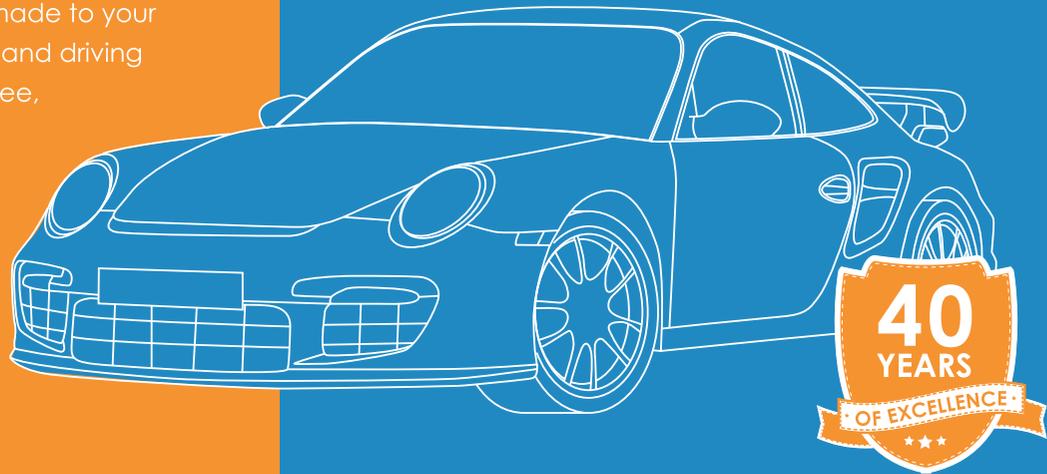
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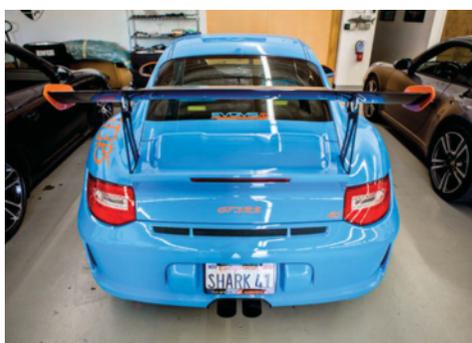


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Issue 137 in shops and available for download from 24th February

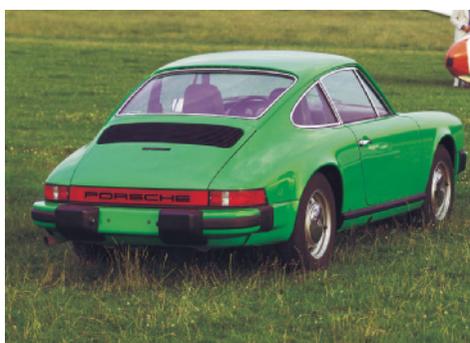
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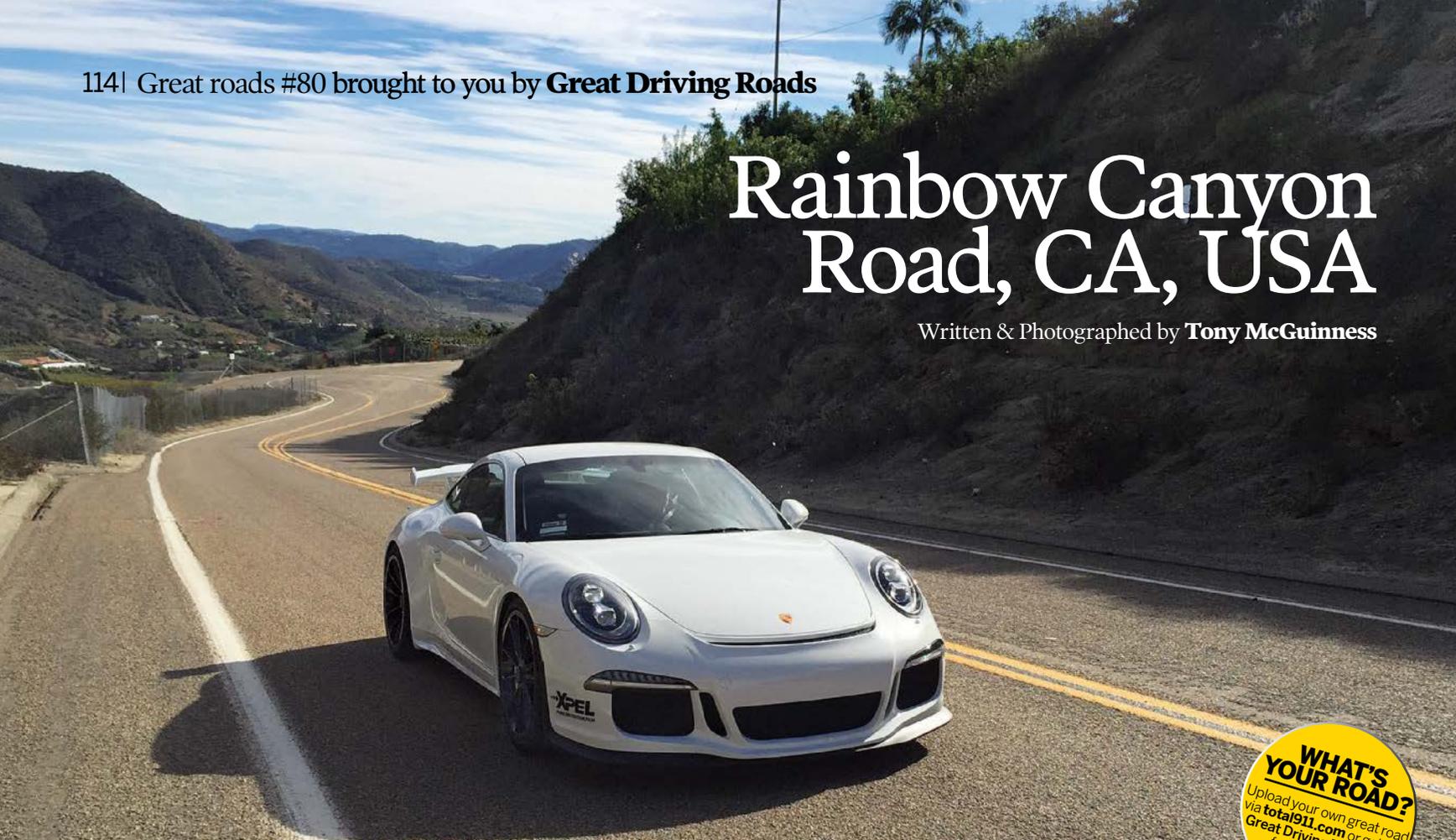


993 RS V REPLICA

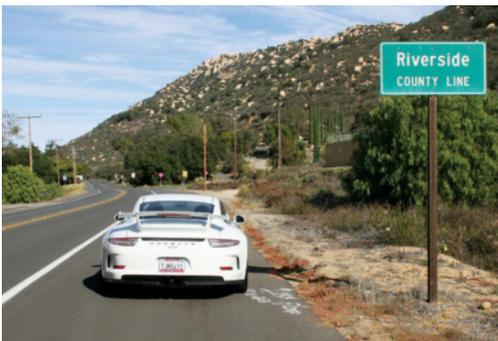
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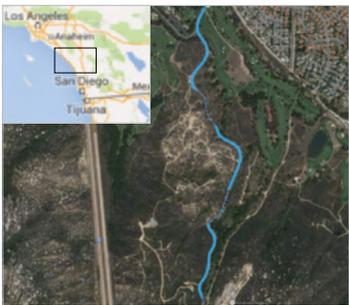


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Enjoying the phenomenal capabilities of our 911s on a variety of roads is one of the great joys in life. A thrilling road for 911 owners undulates for approximately 21 miles through the mountains and hills of San Diego and Riverside counties, delivering you down onto Rainbow Canyon Road in the sprawling Temecula Valley. Heading North from San Diego via the 15 Freeway, exit at Deer Springs Road. Turn right and then a quick left onto historic route "Old Highway 395". This route has been here long before the nearby freeway.

This entertaining drive runs mostly parallel with the busy 15 Freeway yet has very light traffic. The first 14 miles of the road rises, falls, and banks through the hills surrounding the freeway. Building up speed is

astonishingly easy as there are long straights in the early parts of the drive. Gaining speed, a little further up the road your 911 passes a US border patrol station nestled in the hills next to the freeway, as taking this course avoids having to stop for an inspection.

Bursting past avocado fields and a rustic cowboy country inn restaurant named Rainbow Oaks on your right, it isn't long before you find yourself crossing the San Diego County line and descending into the Temecula Valley in Riverside County. As the road starts to narrow, you quickly find the turns become dramatically tighter and the banking angle in the turns becomes significantly acute. Stay focussed as cars coming up the canyon at speed can easily cross over the centre dividing line. There are crash barriers to your right as you catch your first glimpse

of the spectacular urban landscape below. It's a wonderful mix of desert and suburbia and in the summer it isn't uncommon to see a rattlesnake slither across this serpent-like road.

Many of the approximately 18 rapid-fire corners you face during the last 6.9 miles are blind and will undoubtedly get your blood pumping. As you naturally gather pace due to the drop in elevation, the tighter corners may cause your 911's rear to twitch, testing your skills and the limit of your beloved Porsche.

The last eight corners are exhilarating as you rush past an area popular for mountain biking and hiking. The final right sweeping turn dispatches your 911 straight through a beautiful golf course. Make certain you quickly drop speed to ensure you don't collide with golf carts crossing Rainbow Canyon Road destined for the famed 19th hole. **911**

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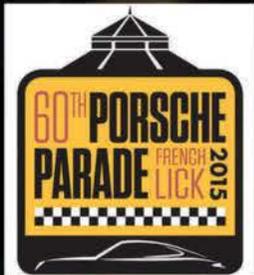
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