



PORSCHE 912 UNDERPOWERED COPY OR INDEPENDENT ICON?

# Total 911

## THE KING'S '73 RENNSPORT

Driving the Carrera 2.7 RS with a regal provenance



THE PORSCHE

www.total911.com

997 GEN2 C4S BUYERS' GUIDE



991 GEN2 SHOWDOWN

# NEW TURBO VS CARRERA 4S

Is the C4S now the best all-wheel-drive 911?

- PLUS**
- Inside SharkWerks
  - 993 RS: real v replica
  - GT3 recall history explained
  - Daniel Cammish guest column
  - John Spiller reunited with the SC RS





*Emmerling*

# THE ORIGINAL RETRO CONTINUED



Emmerling is proud to present his latest re-creation of his famous RSR.

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"EMMERLING Performance" is currently building a limited edition of FIVE cars, reflecting the first ever built retro-911 with Zuffenhausen-DNA.

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Get your hands on an ultimate driving machine and future classic, as seen in issue 135 of TOTAL911 magazine.

**Base price: 230.000 EURO** excluding VAT.

(50% up front upon order confirmation)

Price refers to basic conversion with 3.6l sport engine, single ignition coils, 300 HP, aerodynamics see above, adjustable sport suspension, Brembo brake system, weight 1,100 kg.



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# Welcome



**W**e've always been huge admirers of the all-wheel-drive Carrera variant of Porsche's esteemed sports car here at **Total 911**. By enhancing the everyday usability of a 911 without significantly impinging on its traditional driving character (particularly so in modern examples), what's not to like?

For some – purists, they're called – the idea of a front-driven axle is as sacrilegious as, say, ABS (if you remember the 964 launch), PDK transmission, or even a turbocharged Carrera. However, there's no doubt that the Carrera 4 continues to prove its cynics wrong and, at last, has the performance figures in hand to quell the opposition, with the turbocharged 4S now quicker than its rear-driven equivalent for the first time in Porsche history.

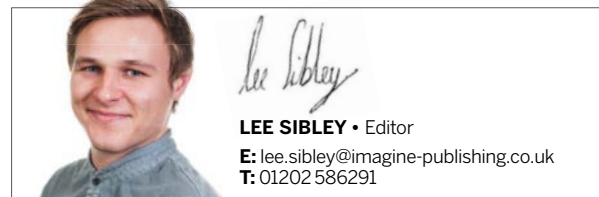
The bona fide Turbo opted for two driven axles more than 20 years ago, you'll remember, and Porsche's long-time 911 icon has since evolved at a mercurial rate into the most exquisite everyday supercar. However, that sheer infallibility has come at a cost: the influx of science-warping technology on the Turbo has been offset by a gradual decrease in driver

involvement, leading to some critics saying the Turbo may now be too polished for a driver to extract any organic fun from behind the wheel.

So, with the Turbo perhaps too accomplished for its own good and the turbocharged Carrera 4S more compelling than ever before, at last there's a genuine question to be answered for buyers looking to get the most from a modern all-wheel-drive Porsche 911. Therefore, if a Porsche package of modern thrills and genuine everyday usability is your bag, then this is a head-to-head you've likely been waiting for. That, or the subsequent 991.1 versus 991.2 Carrera face-off, of course, which can be found beginning on page 28.

Away from new Zuffenhausen metal, the rise of companies offering to clear over-rev data from the ECUs of used Porsches has hit headlines in recent months. This abhorrent practise is something we'll be investigating closer in future issues of **Total 911** but, in the meantime, I'd love to hear your thoughts on the subject. Would you consider using the service? Do you suspect your 911 has fallen foul of over-rev data clearing? Are you concerned by the rise in this practise? Contact me via the email address below.

**“At last, the Carrera 4 has the performance figures to quell the opposition”**



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# Shot <sup>911</sup>Opening

Separated at the Zuffenhausen production line by a matter of months, the beating heart of these two 991-generation Carreras couldn't be more different. Here, the **Total 911** team take a pit stop in the midst of the Yorkshire Dales to discuss the merits of the turbocharged Carrera against its naturally aspirated antecedent.

Photograph by **Alisdair Cusick**









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“The Carrera 4S is quicker than its rear-driven alternative, but is it now a genuine ‘lightweight turbo’ challenger to the mighty Turbo itself?”



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# Update

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



Pictures courtesy of Porsche SA and Kyalami race circuit

## Improved Kyalami could host WEC

*Revitalised circuit owned by Porsche South Africa CEO hints at ambition to host future competition*

Porsche's Kyalami Racing Circuit played host to the recent launch of the 991.2 Turbo and C4S (which you can read about beginning on page 20) and, after speaking with officials from the circuit, **Total 911** can reveal there are plans in place to return the venue to the very top of the motorsporting calendar.

Purchased at an auction in July 2014 by Porsche South Africa CEO and entrepreneur, Toby Venter, a total refurbishment of the facility and track commenced in May 2015, and is set to be finished by the end of May 2016, with a variety of new buildings and upgraded facilities already evident. The fully resurfaced track itself is wider in some areas, with a longer straight, and run-off areas have been greatly improved – all in line with FIA regulations.

The track has an illustrious history of races and drivers to its name, including 18 Formula One Grands Prix hosted between 1967 and 1985, while legends such as Jacky Ickx, Alain Prost, Jim Clark, Nigel Mansell and Jackie Stewart have also raced there.

Kyalami's general manager refused to be drawn on speculation linking the circuit with an appearance on the WEC calendar when questioned by **Total 911**, but did confirm that several manufacturers have already booked the track for days on end towards the latter part of 2016. This is partly the reason why the track won't be branded as 'Porsche', as it will be open for any manufacturer or brand to hire the facility. Once finished, there will also be a skid pan, a 1.1-kilometre handling circuit and an off-road training course.

Needless to say, there is a lot more planned for this new world-class facility. Mr Venter is an avid Porsche racer, so we won't be surprised if he plans to bring WEC and Formula One to South Africa, while journalists driving the circuit at the Turbo launch were impressed by the layout and on-track challenges.

It is also quite possible that Porsche AG will conduct hot weather track testing there in the future. Although the company won't be able to keep its cars away from prying eyes, perfect weather conditions will be present at the venue, which is also one of the highest altitude tracks in the world. Porsche AG has been conducting hot weather tests in South Africa for a number of years now, and having a track in the vicinity to add to its test schedule will be of considerable benefit.

### Liberty Walk 997 kit now available in Europe

A mainstay of the US and Japanese tuning scene for the last few years, Liberty Walk has recently made the move to Europe with a new importer. Among one of the first kits on offer in the UK (and elsewhere through the continent) is the company's flagship 'Works' wide-body range for Porsche 997s.

Available in fibreglass or carbon fibre, the kits provide a distinctive appearance for 997 Coupes, and include front and rear bumpers, the ubiquitous wide arches, side skirt and a choice of two wings: the



race-inspired 'big wing' or a ducktail. The fibreglass kit is priced at £12,000. Head to [libertywalk-eu.com](http://libertywalk-eu.com) for more information.

### AlcoSense launch Ultra breathalyser

AlcoSense, the number one name in personal breathalysers, has launched its new flagship model, the Ultra. Priced at £249.99, the top-of-the-range unit uses the same 200mm² 'Fuel Cell' sensor as many handheld devices used by UK police forces. This, combined with a new calibration technique that eradicates under-reading, provides the Ultra with an unrivalled level of accuracy of just +0.07 per cent BAC (Blood Alcohol Concentration).

The unique BlowCoach technology monitors the pressure and volume of your

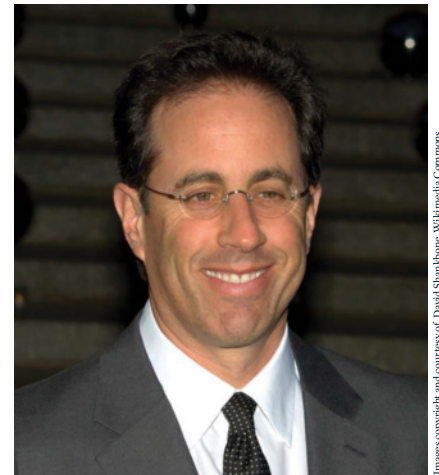
breath, providing tips to prevent reading errors and creating the easiest user experience of any personal breathalyser on the market. Each AlcoSense Ultra comes with a carry case, a pack of 100 mouthpieces (alone worth £40), and is programmed and calibrated for all major worldwide alcohol limits.







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Images copyright and courtesy of David Shankbone. Wikimedia Commons

# Seinfeld Porsches to auction at Amelia Island

*16 incredible cars from comedian Jerry Seinfeld's famous Porsche collection to go under the hammer*

Gooding & Co has pulled off something of a coup with the news the esteemed US auction house has been chosen to put 16 Porsches from the famous Jerry Seinfeld Collection under the hammer at the Amelia Island sale on 11 March. Comedian, Seinfeld is one of the most well known Porsche collectors in the world, however, the exact details regarding the cars in his collection (rumoured to be around 50-strong) have, until now, remained relatively secret.

Among the Zuffenhausen metal on offer from the Seinfeld Collection, which includes a 1955 550 Spyder (expected to realise £3.4-4.1 million), a 917/30 and a Carrera GT prototype, there are a number of significant Porsche 911s set for the sale at Amelia Island. From

Total 911's perspective, the most interesting of these from the comedian's consignment is the genuine 1974 911 3.0-litre IROC RSR, complete with a £830,000-£1 million estimate.

Chassis 911 460 0016 was the first RSR chassis built for the inaugural International Race of Champions and was driven to third place in the first race at the Riverside Raceway by American F1 star, Peter Revson. The Bright yellow 911, powered by a 3.0-litre version of Porsche's high butterfly RSR engine, was also driven by 1973 Indy 500 winner, Gordon Johncock, and 1972 Can-Am champion, George Follmer.

The incredible consignment also includes a 993 RSR Cup car and a 997 GT3 4.0 Cup Brumos Commemorative

Edition (a special collaboration between the esteemed dealer and Porsche Motorsport North America). On the road car front, three Porsche Speedsters catch the eye: a 1957 356A, a 3.2 Carrera and a 997 (the latter in Pure Blue), while a 964 Turbo S Flachbau will also be up for grabs.

"I've never bought a car as an investment," Seinfeld has explained. "I don't really even think of myself as a collector. I just love cars. And I still love these cars. But it's time to send some of them back into the world, for someone else to enjoy, as I have." The Seinfeld Collection will go under the hammer at Racquet Island during the Amelia Island Concours week on Friday 11 March. Check Total911.com for updates.



## Fifteen52 launch new Urban Outlaw wheel

*New collaboration with Magnus Walker to be launched in 2016*

to design a wheel that paid homage to the classic Outlaw 001 styling, but complements the modern details." Unlike the Outlaw 001 wheel, the new wheel uses Fifteen52's 'Monoblock' construction, similar to other high-end aftermarket and OEM alloys. Crooke claims that this forging method creates a wheel that is "strong and lightweight, and allows for high brake clearance with many of the new Porsches."

The ano-gold powder-coated wheels measure 9x19-inches and 12x19-inches for front and rear respectively and, according to Alex Ross, weigh in at 9.5kg and 10.4kg respectively. Other sizes will be available. "Because they are 100 per cent custom, we can work with each customer to suit their fitment needs," says Crooke.

Since our twin test in issue 134, you may have noticed via social media that SharkWerks' 997 GT2 is wearing a new set of alloy wheels. The gold-hued wheels are the latest collaboration between Fifteen52 and Magnus Walker and will go on sale to the public this year.

"We wanted to do something that was a good fit for modern cars," says Fifteen52 co-founder, Matt Crooke. "As Porsche has made sure the 911 is still the traditional shape, we wanted

## Under-drive pulley from EBS Racing

*New crankshaft pulley design increases power and component life of 996 and 997-generation Carreras*

EBS Racing – the US parts specialist with a combined 65 years of Porsche spares experience – has launched a new 'under-drive' crankshaft pulley for M96 and M97-engined Porsches. The revised design uses a smaller diameter pulley than the OEM item in order to reduce the strain placed on the engine by various accessories, such as the power steering pump and A/C compressor.

Offered in a black anodised finish and utilising a lightweight aluminium construction, EBS's under-drive pulley increases the horsepower at the wheels by reducing the above parasitic

losses. For Porsche 996 and 997 Carrera owners who do a lot of track work, the new pulley will help to protect engine accessories from being over-driven at high speeds, increasing component life.

The kit includes a drive belt for cars with air conditioning units and requires no modifications to fit. The under-drive pulley has an RRP of \$195 (approximately £135) and is available exclusively through EBS Racing. There is currently an introductory offer of \$155 (approximately £107). For more information, visit [ebsracing.com](http://ebsracing.com).



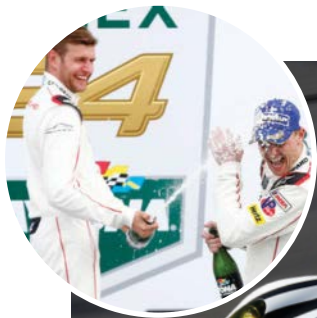
## What's on in 2016

- **Geneva Motor Show 3-13 March**  
Will the new 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 hosts the world famous Concours d'Elegance
- **Porsche Museum Long Night 2 April**  
Long opening hours will include trips to the Porsche archive and workshop



# Motorsport

THE LATEST NEWS AND RESULTS FROM RACING SERIES AROUND THE GLOBE



## Porsche North America Racing achieve podiums at Daytona

*No.912 car of Bamber, Makowiecki and Christensen take third as Tandy's no.911 car falters at the 54th Rolex 24 Hours of Daytona*

Porsche North America Racing started the 2016 WeatherTech United SportsCar Championship with a third place finish in the GTLM class at the 54th Rolex 24 Hours of Daytona. The no.912 Porsche 911 RSR of Earl Bamber, Frédéric Makowiecki and Michael Christensen battled through an unusually attritional race to take the final step on the podium, although it was nearly so much more for the factory Porsche squad.

A wet qualifying session on the Thursday, disrupted by torrential rain, saw the no.911 and no.912 Porsches lock out the front row of the grid in the hands of Nick Tandy and Makowiecki respectively. Such was the GTLM field's dominance in the wet, the two 911 RSRs actually set the fastest times overall but, thanks to IMSA's rules, would be forced to start behind the prototype machinery.

During the race's opening hour, Tandy (as is now becoming customary in the USCC) raced into an early lead as the no.912 dropped back into a dogfight with the works Corvettes and BMWs. By the six-hour mark, the two factory Porsches crossed the line one-two, with the no.911 still narrowly leading. However, through the night – heavily disrupted by multiple

full-course caution periods – the momentum swung toward the no. 912 RSR.

By dawn, the 54th Rolex 24 had boiled down to a battle between the two Porsches and the no.3 and no.4 Corvette duo. But, with Kévin Estre at the wheel, the no.911 slowed dramatically on the banking with around five hours to go, a broken driveshaft forcing a lengthy stop for repairs leaving the no.912 to battle on alone. Patrick Pilet would eventually re-emerge in the 2015 championship-winning entry to help it on its way to some useful points in eighth place.

After the final round of stops inside the last hour, Bamber found himself once again in the class lead. However, after being hunted down by Oliver Gavin in the no.4 Corvette, the Kiwi racer was nudged out of the lead at the turn five hairpin. With around 20 minutes remaining, the second Chevrolet – in the hands of Antonio Garcia – also found a way through, this time at the Bus Stop chicane, leaving Bamber to watch on as the two Corvettes fought it out for victory. Despite coming close, the two GM cars never came to blows, as Bamber brought the no.912 machine home in third for the crew's first podium since ViR last August.



## Successful Daytona debut for new 991 GT3 R

*Black Swan Racing take second in GTD class with Porsche's new GT3 racer*

The new Porsche 991 GT3 R took second place in the GTD class at the 24 Hours of Daytona as Black Swan Racing gave Weissach's new GT3-class competitor a successful customer debut in the WeatherTech USCC season opener. Nicky Catsburg, Tim Pappas, Andy Pilgrim and factory driver Patrick Long brought the no.540 entry – resplendent in a green chrome livery – home in second place, just three seconds behind the class-winning Magnus Racing Audi R8.

In the wet qualifying, the no.73 Park Place Motorsport 911 GT3 R took pole position but was waylaid during the night with mechanical gremlins. The no.22 Alex Job Racing entry was the star for much of the race thanks to outstanding performances from Leh Keen, Shane van Gisbergen, Cooper MacNeil and Gunnar Jeannette, who helped to bring the WeatherTech-sponsored 911 back from a lap down to challenge for victory in the final hour.

The quartet looked one of the favourites to take the win only for a rear wing problem to send van Gisbergen spinning down the order twice and require multiple stops to fix the problem. This left the no.540 machine, in the hands of Catsburg, to take the chequered flag in second after the leading Lamborghini ran out of fuel. The no.540 Black Swan Racing GT3 R nearly overcame the no.44 Audi that crossed the finish line in first place on fumes, as the GTD-class battle was ultimately decided by fuel saving and strategy.

### Motor racing in 2016

March					April
Pirelli World Challenge COTA 3-6 March	Official Blancpain GT series test days 8-10 March	Pirelli World Challenge St Petersburg 11-13 March	12 Hours of Sebring 16-19 March	FIA WEC Prologue test 25-26 March	Blancpain Spring GT series Sprint Cup Misano 8-10 April





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



**PORSCHE**



# Daniel Cammish

THE REIGNING CARRERA CUP GB CHAMPION WRITES EXCLUSIVELY FOR TOTAL 911 MAGAZINE



## Racing into the spotlight for 2016

*After claiming the Carrera Cup GB crown last year, 2016 is already presenting new challenges*



There are a number of people that don't realise I've actually been car racing since 2009. They seem to think I just appeared out of nowhere a couple of years ago. The truth is, in my first car race (a British Formula Ford meeting), I qualified second and finished on the podium. For my second race I started on pole complete with a 'novice' cross on the rear. You have to go back to 1980-something to find the last person in the record books to have a similar start to their car racing career in British Formula Ford. Despite this, there have been times in my career where I have thought about throwing the towel in; during those early days, my face didn't seem to fit, with the press seeming to overlook me when judging young drivers. I now know it's often about who you know, not what you know.

Unlike some drivers, I don't have personal wealth to help finance my racing and it has often been difficult to find the backing. However, I'm glad that I have persevered as the last few years have seen my career take a noticeable upturn. After winning the 2013 British Formula Ford title with JTR (Nick Tandy's team) in dominant fashion, I tried to break into the British Touring Car Championship for 2014. Funding was always going to be tricky and unfortunately our plans didn't come off. Fortunately, I was able to get a drive with Team Parker Racing in their Porsche 911 in the British GT Championship. We were severely hampered by the Balance of

Performance that year but it did at least give me the opportunity to get into the Carrera Cup GB guest car at Brands Hatch.

That one-off appearance gave me a lot of attention; I won the first race and would've added another victory in race two if I hadn't pitted for wets. One of the people who noticed me that weekend was ex-Carrera Cup GB champion, Tim Harvey. He mentioned that an old sponsor of his was looking to get back involved and he said he would put my name forward. It wasn't a done deal but, thankfully, at the start of last year it came through and with the support of Nationwide and PPG, I was able to contest the 2015 Carrera Cup GB with Redline Racing. Tim openly admits that if I hadn't performed as I did at Brands Hatch, the deal wouldn't have happened for me. My Dad (Peter) and I would spend hours talking motor racing when I lived at home and whenever times got tough he would always say, "you never know who is watching or what's around the corner." He always felt I needed that one opportunity to show what I could do, and for that reason he kept supporting me and I continued to keep my head up. That weekend at Brands Hatch turned out to be what I had been waiting for and I owe him a lot for believing in me and giving me the opportunity to continue.

Last year was probably my best season of racing yet. Performance-wise, I think I've been at that sort of level for a while but it's not every year that things come together as they did last season. With a

great team around me, I won 11 of the 16 races (and finished second in the other five) on my way to taking the title in my first full season of Carrera Cup. I was probably one of the least experienced Pro drivers on the grid, which was great because I felt like I finally got the recognition that I didn't get in 2013, so for me it was like a double win.

For 2016, once again, I'll be back in the Carrera Cup GB with Redline Racing and my sponsors, Nationwide, PPG and Brown Brothers Distribution. Obviously, going into the year as defending champion, I have a massive target on my back. I've never had a full season of racing confirmed so early – I signed the contract in the back of the truck at Brands Hatch last year – and it definitely has made for one of my least stressful winters. To better last year, I'm just going to have to aim to win all 16 races!

We're also going to be doing more Porsche Supercup appearances this year (I did a one-off at Silverstone in 2015). We've only got the budget for a partial campaign at the moment but it's more than likely that I'll be at the pre-season test and the first race in Barcelona. We can then, hopefully, build our season from there and gain some momentum. The competition in the Supercup is at a different level but I'd be disappointed if we weren't consistently running in the top five or six. It's Europe where I need to perform to continue moving up the ladder, and even though it's a long shot, I'm now a firm believer that you really never know who is watching.



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**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



**1977 Porsche 3.0 Euro Carrera**  
Bitter chocolate with black interior and velvet inserts. Four-speed manual transmission, power windows, Fuchs wheels, air conditioning. ....\$69,500



**1965 Porsche 911 SWB**  
Light ivory with gold script and black interior. Matching numbers and certificate of authenticity. Highly sought after early short-wheelbase 911. ....\$189,500



**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



**1979 Porsche 930 Turbo Coupe**  
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**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 Coupe**  
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



**1996 Porsche 993 Sunroof Coupe**  
Black with black interior. Automatic transmission, air conditioning, power windows. Very collectible. Mechanically sound. ....\$29,950

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# Lifestyle

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## Performance Friction replacement discs £503.24 plus VAT (each)

American company Performance Friction (more often known as PFC) may be a relative newcomer on the braking scene but they have been making a big impression, none more so than when Porsche announced them as the sole brake supplier for the latest 991 GT3 Cup car. They offer a range of replacement discs for water-cooled Porsche 911s, with the 350x34mm floating offerings on show here (including the bells, not pictured) suitable for 996 and 997.1 GT3s and RSs.  
[www.rpmtechnik.co.uk](http://www.rpmtechnik.co.uk)

## EuroCupGT 380mm front brake kit £1,370.41 plus VAT

EuroCupGT offer a range of Porsche 911 parts with a price tag that won't break the bank. Designed to work with the existing brake architecture on 997 Carrera models, this 380mm kit uses two-part aluminium calipers to reduce costs without compromising on performance. The kit also includes two floating discs, 'fast road' pads, hoses and all other hardware. The 380mm kit clears all 19-inch and 20-inch wheels, while a 355mm version is available for 18-inch alloys.  
[www.porscheshop.com](http://www.porscheshop.com)

## Performance Friction brake pads £352.81 plus VAT

Like most brake manufacturers, Performance Friction recommends using their own pads with PFC branded discs. While the American company's wares are more pricey than some of their competitors, PFC claims that the true cost of running their pads is lower thanks to the improved longevity and performance of their products, a result of the carbon metallic matrix used to create the friction material.  
[www.rpmtechnik.co.uk](http://www.rpmtechnik.co.uk)

## Brembo GT Big Brake front kit £2,761 plus VAT

Brembo are the number one name when it comes to high performance brake upgrades, having fitted their products to various championship-winning race cars since its foundation in 1961. The popular Gran Turismo range features billet aluminium, six-piston monoblock calipers for excellent rigidity and drilled or slotted vented discs. The 380mm kit shown is designed for 996 and 997.1 C4S and Turbos and comes with two calipers, discs, pads, brake hoses and fittings.  
[www.design911.co.uk](http://www.design911.co.uk)





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



## DS935 project in the making

Dear Sir,

Like many car magazine buffs, I occasionally wonder what became of the interesting and individual cars tested by the likes of *CAR*, *Performance Car*, *Top Car* magazines and others. One of the cars that I have often wondered about is the Dage Sport DS935, which was built for John Greasley, boss of Dage – better known as renowned UK Porsche specialist, G Force Motorsport.

When tested for the May 1988 issue of *Performance Car* magazine it proved to be the fastest road car they had ever tested, while exhibiting that most telling of 911 Turbo characteristics: total tractability under normal road conditions. A couple of months back, following

a conversation with Tony Wright at Wrightune in Wallingford (who had been involved in the build of Greasley's DS935 when he worked at G Force), I found myself in touch with the owner of the car.

To cut a long story short, I now own that car despite not having seen it in the metal. One massive advantage of the internet is that you can do long-range examination of a prospective purchase via high definition still images and videos, provided that you're happy that the guy at the other end is playing a straight game!

I also got the owner to put the car in for an MOT test before the purchase, in the happy knowledge that it wouldn't pass, but that a fail sheet would give me a reasonable idea of what I was letting myself

in for; the answer, a lot. It looks great, but let me assure you, it isn't!

Another Porsche 911 characteristic is the ability to look good from ten metres, and quite possibly from three metres. However, right up close and especially underneath, it can be a markedly different story. Pretty much everything attached to the underside of this 930's shell is heavily corroded, but fortunately not the shell itself, with the exception of the sills. I've taken it on as a project knowing that, even restored, it will never appeal to the purist but, as a believer in lost causes, I couldn't pass up the opportunity to prevent it being consigned to the knackers yard.

**D John Ward**

### Total911.com Poll Would you consider modifying your Porsche 911?

Have you left your 911 stock or are there plans for some personalisation? Here are the results:

No, I like it just the way it is 27%

I've already modified it 33%

Yes 40%

### @Total911

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



@BrotherBrick LEGO Technic 42056 Porsche Test Car revealed



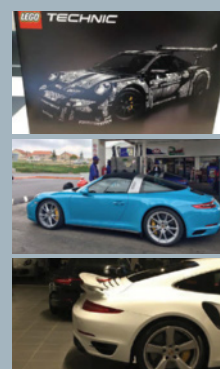
@PaulGeudon Expected to have the GTE livery when launched... this is a must-have!



@RichardAcock South African splash and dash #Porsche



@ClubMulholland Seems our members are getting ready for the driving season... Another member has just bought this 991 Turbo S!





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!



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## Family heirloom

Dear Sir,

My first Porsche was a Guards red 1982 911SC and, with over 170,000 kilometres on the clock, it was not the finest example. When I bought it there was a long list of outstanding maintenance needed, but since the work was carried out it has been a pleasure to drive. The total cost of repairs and ownership has been around £4,000 (R90,000) over the past eight years, including timing chain tensioners, front dampers, a gearbox rebuild, servicing, five tyres, light bulbs, and bonnet shocks. The engine has not been opened up but the compressions are good.

This is not a car I would sell, even though I have seen the prices double in South Africa over the past five years (and quadruple over 14 years). It's a great driving experience: fun, scary and exhilarating at times. My wife has also started driving it lately and more often. I wonder why? When the time comes, I am hoping to hand it over to my son someday.

**Soomeya Khan**

**With more than 70 per cent of all Porsches still running and on the road, we've no doubt that your son has a 911-filled future ahead of him.**

## Year of the 996

Dear Sir,

I have a 1999 996 C4 manual. It is a wonderful car. I have driven a lot of



Porsches and this is a serious car. Mine, at least, is completely reliable. A set of Bilsteins or Ohlins and good tyres appropriate for the season mean that you can very happily drive this car all year and for many years. It is 100 per cent a Porsche 911.

As far as I can tell, Porsche enthusiasts freaked at the demise of the air-cooled car, as well as the near death experience for the entire company that necessitated rethinking their flagship model in the first place. Maybe the air-cooled folks projected that state of mind on the revolutionary (at the time) 996 model at first. To my eye, it is elemental and beautiful; it's a very unadorned, mechanical experience driving it.

In other words, Pinky Lai's team did a really good job and it took a while for the inevitable to be accepted: 996 sales saved Porsche. Pretty interesting for such a "terrible" two-star car.

Rumour has it that the IMS bearing failure rate – the actual documentable rate, as determined by the class action lawsuit – was less than one per cent. The myth about the IMS issue usually overlooks that and the fact that the aftermarket repairs are easily available and totally effective. So that leaves the headlights that somebody doesn't like. I think they're just fine.

Anyway, it's hard to debate these mostly empty "facts" over my own driver's experience. I'd pump up the stars here if I could, but otherwise here's what I say: just buy one, do the IMS fix and drive it a couple 100,000 miles. You'll like it.

**Chris Barratt**

## 996 search

Dear Sir,

I'm after a quick bit of advice after reading one of your reviews. I've been looking to buy a 996 3.6, ideally on a



2002 plate (or thereabouts, it depends what comes up). Mileage for around £15,000 seems to be about 90,000. I read the feature where you spoke with two specialists who mentioned the various issues. Am I right in thinking these issues were more with the 3.4 and didn't cause problems with the later 3.4, or the 3.6?

I think my main concern really is the mileage and what I should actually be looking for is to see if it's been taken care of: should I just be looking for full service history? Is £15,000 even enough to buy a good one? Thanks for any help you can give.

**Nick Turner**

**Nice to hear you're after a 996. The good news is the 3.6 is considered more reliable than the 3.4, however, the 3.6 is still prone to issues – and there can be lots of them. Our advice is to pay more for a car that's**

### Join the debate

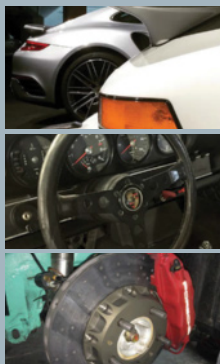
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@historika911 Having a bit of a re-brand here at Historika. We'll be rolling out a few bits and pieces in the coming months

@Kyle\_Fortune Old, old, old (etc.) boss, meet the new boss. #Porsche #911Turbo #whaletail #991

@canfordclassics Just fitted this original Prototipo with matching horn push to the ST! Came from a 908! #Porsche #restoration #911

@singervehicles Testing new things



### Total911.com:

## Which 911 modifications should be avoided?

Here are the best of your responses to our five Porsche 911 modifications to avoid:

You forgot the "don't fit the wrong exhaust." Make sure if you're going to change your exhaust it maintains that distinct flat six sound.  
**Daniel Gambba-Jones**

Wings that add enormous drag and little downforce; bodykits with Turbo-type inlets that are blanked off; spacers that cause tyres to rub on the wheel arches... "Be proud in your car's original styling." I couldn't agree more.  
**Patrick Andrews**

Agree with all of those but hands up and guilty of Alcantara steering wheel retrim! My excuse was that it was to get paddleshift onto a Tiptronic.  
**Nigel Jepson-Tog**

Nothing wrong with giving your car a face-lift. Agree, never try to make a 996 look like a 997 and so on, but giving a car a Gen2 look really makes it look fresh. Not everyone can afford the latest 911.  
**Terence**

I think one common mistake is to lower the car (996 to 991) by over 20mm. The first 10mm drops roll centre by about 27mm, the second 10mm even more. That is why the M030 sport suspension lowers the body by only 10mm. Porsche engineers know what they are doing.  
**Juha U Kivekäs**







had the IMS upgrade retrofitted for peace of mind. There's no tell-tale signs when it's about to go and the results could spell catastrophe, so getting in a car with the IMS upgrade will put your mind at ease a little more.

Obviously, a car with an impeccable service history is a must if you are parting with £15,000, though you shouldn't be put off high mileage cars. It's often the cars with

lower miles that can develop issues as they have been sat around. Porsches need to be driven, and regularly at that!

### 991 Speedster

Dear Sir,  
With the growing popularity of limited edition Porsche 911s, I'm surprised there haven't been any rumours of a 991-generation Speedster. Do you know if Porsche is planning to build

one? After all, Exclusive hasn't really had the chance to sink its teeth into the latest car yet.

Harry Lime

There has been no word on the grapevine so far. However, the lack of real Exclusive cars (the Turbo S GB Edition doesn't count!) means some should be in store on the face-lift cars. The last Speedster and Sport Classic were both Gen2 cars.

**WIN!**

## Win a SharkWerks clothing bundle



When it comes to Porsche 911 tuning, it doesn't get much cooler than the North Californian customisers, SharkWerks, creators of the famous 4.1-litre Porsche 997 GT3 RS. From rowdy aftermarket exhausts to engine modifications, the company – founded by Alex Ross, Joan Wood and James Hendry – is one of the go-to outlets for increasing the performance of your water-cooled Porsche 911.

Over the last few years, SharkWerks (based in the Bay Area of Fremont) have achieved most of their notoriety with their ever more extreme versions of Porsche's GT3 and GT3 RS track warriors, creating 3.9 and 4.1-litre incarnations

by developing their own bored-out versions of the famous Mezger engine, in-house at their Fremont workshop. Finished in Gulf blue and orange, the aforementioned 997 GT3 RS 4.1 is perhaps SharkWerks' most famous build, though this position is now being challenged by their equally insane 650hp Porsche 997 GT2.

Thanks to their incredible builds and eye-catching colour schemes, SharkWerks have been building up a strong cult following among 911 enthusiasts (with appearances on Jay Leno's Garage). And now, thanks to a tie-up with Total 911, you can join the club with our latest competition. We're offering three SharkWerks clothing bundles – each comprising a 4.1-litre hoodie, 3.9-litre t-shirt and a cap – worth \$120 each. To be in with a chance of winning this awesome prize, all you have to do is answer the following simple question:

### What are the names of SharkWerks' three founders?

- A) John, Joan and Dave
- B) Alex, Joan and James
- C) Bryan, Alex and Arthur

Email your answer, along with your preferred hoodie/t-shirt size, to [competitions@total911.com](mailto:competitions@total911.com) with 'SharkWerks' 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 22 March 2016. Good luck!

## Total 911

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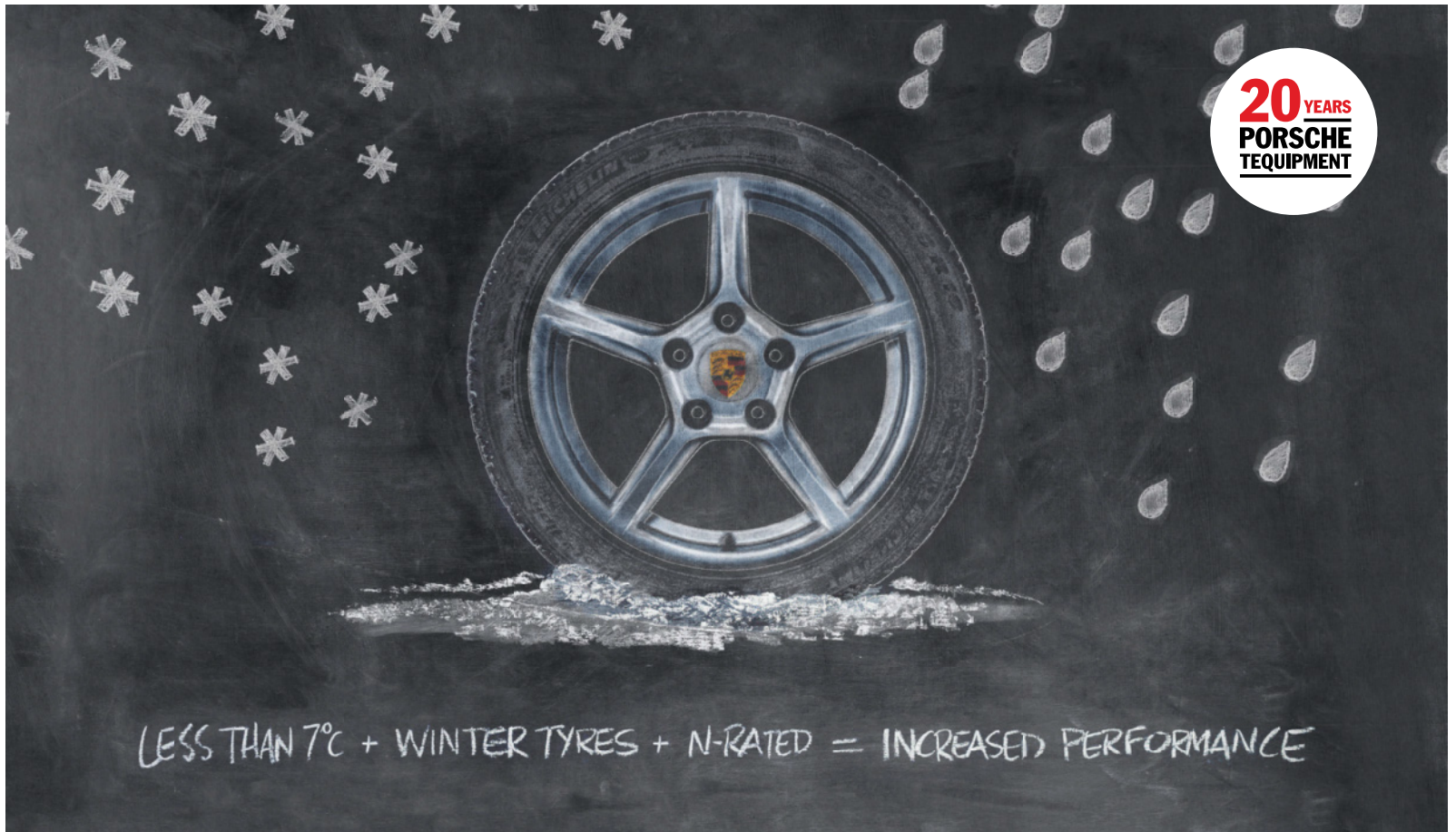
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**PORSCHE**









# TWIN NEW 991.2 TURBO V 991.2 C4S FIRST DRIVES TURBOS

Second-generation revisions see the Turbo remain as a mighty 911 icon but is its similarly revised Carrera 4S understudy the more entertaining blown driver's car?

Written by Kyle Fortune Photography by Porsche AG



**T**here is a 930 3.0-litre parked in the presentation room for the 911 Turbo and Carrera 4, 4S and Targa 4 launch. Immaculate, as you'd expect, the white, whaletailed monster is attracting huge interest from the assembled motoring press. Appealing as it is, its performance, however frightful back when it was the main event in the late 1970s, pales in comparison to even the standard Carreras of today. The 930 driver wouldn't see which way a 991 went, however hard they tried or skilled they were.

Progress is an inevitability, and the 930's 260bhp looks meagre today. Its 5.5-second 0-62mph time is merely quick, rather than outrageous. I'd still love a go, to see just how true the horror stories of all-or-nothing boost really are, and because, well, just, old Porsches... It would be the 993 that would tame the Turbo badge, civilise its performance with four-wheel drive and twin turbos, making for a more linear, predictable power delivery and better traction to make use of its prodigious output.

Looking at the specifications of the cars here today shows much the same march of time. The Turbo and Turbo S are the reason we're really here, the C4, C4S and Targa arguably making up the numbers. Only, the numbers they're making look particularly impressive. Read the specifications of the C4S and you could be mistaken for thinking it's a 997 Turbo. Wider hips, four-wheel drive and a 0-62mph time of 3.8 seconds with PDK and Sport Plus (4.0 seconds with PDK alone and 4.2 seconds with a good old manual). That time betters the 997 Gen1 Turbo to 62mph by 0.1 seconds, despite the C4S' 420bhp being 60bhp light in comparison to its older relation. This is a Carrera 4S that's faster than its rear-driven alternative, too, which finally gives customers more reason to buy it than the usual sure-footedness and styling arguments. But there could well be more to the story than that: is the C4S now a genuine 'lightweight turbo' challenger to the mighty Turbo icon itself?

The C4S is the car I'm in first, Porsche choosing Kyalami in South Africa to launch the latest in its expansive 911 product line-up. In front of me is a new Turbo, driven by Porsche works driver, Jörg Bergmeister, and it's clear he's in a hurry. The Carrera 4S is a manual Coupe with some choice options, including PDCC with 20mm lower sports suspension, rear-wheel steering, PCCB, Sport Chrono Package with Mode switch and a Sports exhaust. That's pretty much identical to the specification that showed the Gen2 Carrera S in its best light on its recent launch, and it's doing much the same around the expansive tarmac at the recently and extensively redeveloped Kyalami Circuit. It's been raining heavily, and it's clear the people at Kyalami might have some work to do on the drainage, with water crossing the track in places – typically mid-bend (or equally worryingly in braking areas) – even long after the rest of the circuit has dried. Still, if Porsche wanted a useful demonstration of the Carrera 4Ss traction and

<b>Model</b>	<b>991.2 C4S</b>
<b>Year</b>	<b>2016</b>
<b>Engine</b>	
<b>Capacity</b>	2,981cc
<b>Compression ratio</b>	10.0:1
<b>Maximum power</b>	420hp @ 6,500rpm
<b>Maximum torque</b>	500Nm @ 1,700-5,000rpm
<b>Transmission</b>	Seven-speed manual, PTM four-wheel drive
<b>Suspension</b>	
<b>Front</b>	MacPherson strut suspension (Porsche optimised) with wheels independently suspended by transverse links, longitudinal links and struts; cylindrical coil springs with internal dampers; electromechanical power steering; optional front axle lift system
<b>Rear</b>	Multi-link suspension with wheels independently suspended on five links; cylindrical coil springs with coaxial internal dampers; optional rear-wheel steering; PASM with electronically controlled dampers; two manually selectable damping programmes
<b>Wheels &amp; tyres</b>	
<b>Front</b>	8.5x20-inch; 245/35 ZR20
<b>Rear</b>	11.5x20-inch; 305/30 ZR20
<b>Dimensions</b>	
<b>Length</b>	4,499mm
<b>Width</b>	1,852
<b>Weight</b>	1,490kg (1,510kg PDK)
<b>Performance</b>	
<b>0-62mph</b>	4.2 secs (3.8 secs PDK with Sport Plus)
<b>Top speed</b>	189mph







“The engine’s more linear delivery changes the 911’s character slightly, but for the majority of drivers it’s a more usable, real-world sports car as a result”







stability advantage, then Kyalami is providing plenty of opportunities.

There's a shimmy of the Turbo's tail in front as Bergmeister catches a moment in one of those rivers, the Carrera 4S also requiring a bit of corrective lock to help keep it pointing the right way. There's plenty of electronics helping here, though prudence sees the PSM being left in its Sport mode – where it will allow larger yaw moments than in Standard mode, but will still give a helping hand when it's needed. Sport Plus on Sport Chrono is selected via the same Mode Select dial on the wheel as its rear-driven relative, also frustratingly bringing with it electronically managed throttle blip rev matching for downshifts in Sport and SportPlus modes, unless you've got the PSM off. While it works perfectly well, those determined enough to pick the manual are likely to want the full interactive experience and roll their foot onto the accelerator themselves, without necessarily having to switch off the electronic safety net to do so.

Like all its four-wheel drive water-cooled relations, the Carrera 4S is never obviously shuffling its drive to the front wheels. There's no loss of feel from the steering, the 4S retaining the improved feel that came with Gen2 revisions in the Carrera and Carrera S – along with the improved infotainment and subtly enhanced looks. There's no corruption from the additional drive, only the added reassurance that, should it be needed, drive can be apportioned to the front axle, and the Carrera 4's Porsche Traction Management all-

wheel drive system derived from the Turbo reacts more quickly and precisely than in the Gen1 C4.

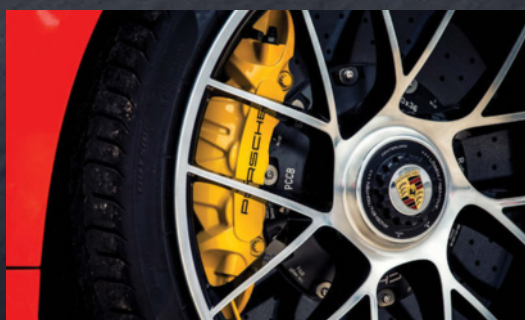
There's been some opposition to the turbocharged 3.0-litre engine elsewhere, but while there's an inevitability to it, it's not without benefits. Certainly, it needs the optional Sports exhaust to produce its best aurally, but the way it delivers its mightier low-rev urge yet still chases its redline with enthusiasm is something to be applauded. It's sensationally quick, the engine's more linear delivery changing the 911's character slightly, but for the majority of drivers it's a more usable, real-world sports car as a result. The seven-speed manual's shift is good enough now to not demand the PDK as a default choice. The revisions, implemented from the 991 Gen1 GTS, add precision through the gate, even if the accuracy and springing is still a bit awkward down the gearbox from sixth and seventh. It is telling, here, that Porsche is happier with the manual now, given the number on offer to drive in South Africa (Gen1 launch events were, sensibly, almost manual free).

Following that Turbo, at no point does the C4S feel massively outgunned. Obviously, the range-topper's prodigious additional power and torque advantage come into play, but it's a hard-driven Turbo that'll shake off a neatly driven Carrera 4S, even on a fast circuit like Kyalami. The C4S is an enjoyable car in these conditions, too, exhibiting the same chassis mobility of the Carrera 2 but with the promise of an easier catch thanks to its ability to pull itself out of trouble by diverting drive to the front axle. In the manual Carrera 4S there's a

mechanical locking differential on the rear with Porsche Torque Vectoring, PDK-equipped cars gaining an electronically controlled differential and the additional Torque Vectoring Plus. Trail brake it into a bend and you can, as ever, use the 911's unique engine location and weight shift to set it up perfectly, balancing it through the bends under power in a hugely entertaining four-wheel drift. That's a track-only experience, the C4Ss traction, grip and balance combining on road for the sort of cross-country pace and sure-footedness that only the big T-badged Turbo used to deliver. The optional PCCB brakes are never-ending in their force, while the C4S is at its best on the Sport Chassis, the ride remarkably supple and controlled, even on some of the rougher surfaces of South Africa's country roads.

Like two thirds of UK buyers, we ignore the Turbo and jump directly into the Turbo S. As previously, the S adds power, the Turbo S having 580bhp, up from the 540bhp from the regular Turbo. Its torque output of 750Nm is unchanged over its predecessor. The engine changes might not be as all-encompassing as the Carrera's switch in capacity and adoption of turbocharging, but that's not stopped Porsche finessing the Turbo and Turbo Ss powerplant and looks. For the latter, Porsche's images do better justice than I can, though if you're struggling, there are some new driving lights, rear lights and door handles. Both see an increase in the direct injection fuel system from 140 bar to 200 bar, though the S gains some actual mechanical changes over its regular Turbo sibling for the first ➔





## Model 991.2 Turbo S

Year 2016

Engine

Capacity 3,800cc

Compression ratio 9.8:1

Maximum power 580hp @ 6,750rpm

Maximum torque 750Nm @ 2,250-4,000rpm  
Transmission Seven-speed PDK, PTM four-wheel drive

### Suspension

**Front** MacPherson strut suspension (Porsche optimised) with wheels independently suspended by transverse links, longitudinal links and struts; cylindrical coil springs with internal dampers; electromechanical power steering; optional front axle lift system

**Rear** Multi-link suspension with wheels independently suspended on five links; cylindrical coil springs with coaxial internal dampers; active rear-wheel steering; PASM with electronically controlled dampers; two manually selectable damping programmes; roll stabilisation PDCC

### Wheels & tyres

**Front** 9x20-inch; 245/35/ZR20

**Rear** 11.5x20-inch; 305/30/ZR20

### Dimensions

**Length** 4,507mm

**Width** 1,880mm

**Weight** 1,600kg

### Performance

**0-62mph** 2.9 secs

**Top speed** 205mph



### ***New 991.2 Targa: the verdict***

Beautiful, of that there's no question, the 911 Targa is a visual treat and a guilty pleasure. It's here at Kyalami for its own first drive, too, Porsche's model onslaught so comprehensive it's piling many derivatives into this South African launch. However, for all its undeniable prettiness, the Targa doesn't really get a look in.

Sure, the Miami blue, Sports exhaust equipped, black interior car comes with a manual transmission to count in its favour, but it's a mere 4 here, which after the pace of the Carrera 4S Coupe and the monstrous Turbo S was always going to be a difficult sell.

That roof might offer stop and stare folding theatrics, but it's undoubtedly at the expense of the Targa's performance. Down the same road as the C4S Coupe it feels lethargic and soft, even if the performance figures associated with it are actually respectable – 62mph arrives in the same 4.7 seconds as the C4 Cabriolet. The engine's lower torque does improve things slightly, its delivery suiting the more laid back nature of the Targa. In isolation it's a good car – just not a great 911. The Targa is different, gloriously so, though with this company, and on this circuit, it isn't the best place to experience it.



“A quick glance at the end of the longest straight to see 155mph before the braking zone underlines the Turbo Ss ludicrous pace”





time. The variable vane turbochargers here gain a larger compressor wheel and modified housing, to allow it its greater output. The S retains the ultimate standard specification over the Turbo, too, featuring PDCC and PCCB as standard, with both capital T cars gaining the new, hugely improved infotainment of the standard Carrera line-up, as well as the Sport Chrono Package – with the Sport Response Button as standard.

That button gives a 20 second push-to-pass opportunity, Porsche saying it's for overtaking, though it's a bit gimmicky in reality; if you actually need it for an overtake then that's an overtake you shouldn't be making. There's a new dynamic boost function, too, as part of the revisions, preventing a loss in boost pressure when momentarily lifting, such as a moment of hesitancy entering a corner, or mid-bend. Depending on what driving mode you're in, it will hang onto that charge for up to 1.5 seconds by interrupting the fuel injection, leaving the throttle valves open. While that might sound limited, Porsche's vice president of the 911 Product Line, August Achleitner, says it's enough to get you quite far around a corner. Any more would impact emissions and economy.

All Porsche's revisions add up to a faster 911 Turbo S then, the performance figures quoted for it being fairly extraordinary. Achleitner says the quoted 2.9-second 0-62mph time is, in typical Porsche fashion, 'conservative', for 'repeatability', admitting that in perfect conditions it'll shave around half a second off that time. Top speed is quoted at 205mph, Porsche's amusing inter-departmental rivalry seeing the Turbo's engineers quote a Nurburgring lap time around two seconds quicker than that of the GT department's GT3 RS.

That will need verification, as that time relies on some simulated sections due to the track's current limits (there are plans to do so this during the spring, apparently).

Even the GT department would have to concede the 911 Turbo S's performance falls firmly in the mighty category. That's never been in question, the Turbo's evolution from bang-and-hang-on waywardness to warp-speed ease is now firmly established, while the Turbo S's civility is difficult to comprehend given its 580bhp output. Impossible to get anywhere approaching its limits on the road (where it rides with remarkable composure), Kyalami's wide tarmac gives the Turbo S a better opportunity to reveal more about what it is truly capable of.

The memory of the Gen1 991 Turbo launch is still fresh, given the throughput of Porsche models these days, its Bilster Berg location narrower and trickier than the more open, faster South African track. That does something to numb the sensation of speed, though a quick glance at the end of the longest straight to see 155mph before the braking zone underlines the Turbo S's ludicrous pace. Quick everywhere, flattening the gradients, going ever-harder into braking zones – those PCCB brakes are just incredible – before getting back on the power, the Turbo S has the ability to seemingly bend time.

It's not a delicate car though. There's some initial understeer to work through, balanced by a judicious lift and turn before getting back on the throttle. The adjustability of the chassis is much like its Carrera relations, only at higher again speeds. Standard rear-wheel steer helps, and so does the torque vectoring and that improved PTM four-wheel drive system, but for all the Turbo S's

eye-widening pace, it's a bit aloof and remote. Not a blunt tool, just one that's lacking in the precision and charisma of the best exotics it competes against. The steering doesn't share the feel Porsche has liberated with the transition from Gen1 to Gen2 with its 'lesser' Carrera relations, while the engine's might isn't backed with a rousing aural accompaniment, either.

What's never in question is its roundedness. No other car is as everywhere fast, or as genuinely usable every day as a Porsche 911 Turbo S. Absolutely nothing; it really is a unique proposition in the world of supercars and a fitting head to the 911 family. The performance is near hypercar when you look at the numbers, which is absolutely extraordinary. The Turbo's undoing is that progress. While it's inevitably become ever faster and easier to drive, the thrills are more difficult to enjoy, leaving that space to now be filled by the standard Carrera line-up.

Given the choice of a Carrera 4S or a Turbo S to drive around the track again or over the country roads in South Africa, I would be reaching for the keys to the C4S. It's the more engaging, more interesting car here. Real-world it is no less quick, and on track the chassis is more revealing, more playful – when optioned as ours was – while the availability of a manual transmission also swings it for an old-fashioned three-pedal fan like myself. For the first time then, the C4S is a genuine lightweight alternative to the halo Turbo, for those whose purchase isn't driven by the need to flaunt a certain badge on the decklid. It's also the first Carrera 4 I'd seriously consider over its rear-wheel drive Carrera relations, though that shoot-out is for another issue. **911**



991.1 V 991.2 CARRERA

# A WORTHY SUCCESSOR?

The new Carrera comes face to face with its Gen1 predecessor, but has turbocharging proved a bridge too far for Porsche's everyday icon?

Written by **Lee Sibley** Photography by **Ali Cusick**





**L**et's face it: the 911 Carrera has never been far away from a controversy or two. Right from launch as a non-Rennsport model in 1974, the Carrera headlined a sizeable shake-up for Porsche's darling 911, as the adoption of impact bumpers changed the car's silhouette for the first time after more than a decade of design perpetuance. It was an episode that would go on to become something of a trend for the model.

Fifteen years later, it was the Carrera that introduced all-wheel drive to the 911 legend, a full year before Porsche's traditional sports car setup was then revealed in 964 C2 form. Then, just before the turn of the century, the 996 Carrera heralded a change from air-cooled to water-cooled flat six engines in the biggest and most disputed change to the 911's DNA ever seen before. That is, until now. This is because the Carrera has once

again significantly moved the goalposts, scrapping the naturally aspirated flat six engine that the 911 has been known for since its very beginning. In its place is a flat six now boosted, quite literally, by two turbochargers, one for each cylinder bank. Thanks to this new Carrera, the 911 experience has changed forever – but to its credit, the new 991.2 has by and large found favour with critics, as exemplified by the sentiments of our own road tester, Kyle Fortune. At the world launch of the 991.2 Carrera in issue 134, Kyle was relieved to find elements of that traditional 911 heritage still apparent with the new engine, borne out of evolutionary necessity, adding: “transformational as it is, there's huge appeal to the differences it brings, yet joy too in the similarities it retains.”

So, the new, turbocharged Carrera has found favour with journalists and sections of the public in isolation, but how does it compare in an





test' against the first-generation 991, the last such bastion of the quintessential, naturally aspirated entry-level 911 as we know it? It is in searching for the answer to this question that around 6,000 miles north of Kyalami Race Circuit, South Africa, where Kyle Fortune is putting both the 991.2 Turbo and C4S through their paces for the first time, I find myself standing in the middle of the bucolic Yorkshire Dales. Temperatures are hovering just above freezing as both generations of 991 Carrera sit before me, the steamy waves from their respective tailpipes rising up and into the atmosphere as both engines begin to warm up.

It's just after sunrise and photographer Ali, Features Editor Josh and I have awoken the Carreras from their nightly slumber as we prepare for a day's adventure up to the Buttertubs Pass. This lofty, twisty mountainside route connects Hawes to Thwaite and is so called because of 20-metre deep limestone potholes stationed along the route which, according to local legend, were used by farmers when travelling between the towns on market day. In hot weather, the farmers would stop at the cavernous limestone fissures and lower the butter they had produced into them to keep the produce cool. Today, the Buttertubs Pass will have a different kind of legend grace its terra firma, as both generations of contemporary Porsche 911 Carrera do battle.

We had made our way to the Dales via a long, six-hour drive up from the south coast the day before. Largely consisting of motorways and duel carriageways, the route north was largely fruitless as a journalistic exercise, with nothing of note to distinguish between both Carreras. Today though, proceedings will be very different.

I start the day in the first-generation 991 as Josh elects to steer 'the challenger' in the 991.2. Heading out from our B&B at Sedbergh, we head east along the A684, delving ever deeper into the sparsely populated Yorkshire Dales in the direction of Hawes. The road quickly begins to rise and fall and then wriggle through the moorland, its smooth surface a delightful contrast to the surrounding rugged terrain. Enticed, we pick up the pace, and I'm quickly reacquainted with the first-generation Carrera's traits that make it a **Total 911** favourite. Sluggish at face value, the 991.1 Carrera needs to be driven very hard to get the most from it, with lively progress reserved only for those content at keeping that rev needle comfortably in the upper echelons of the tachometer. Despite its long gear ratios the seven-speed 991 is infamous for, a manual transmission would make for a well sorted purist ➡

**Interior pictures:** Changes appear only minor at face value, though Mode wheel and PCM are big improvements for Gen2 (top) over Gen1 (bottom)

**Top right:** Turbocharged Carrera gets revised wheel with Mode switches and fast-action PDK paddles. Rear parking camera is optional

**Bottom right:** Naturally aspirated Carrera's centre console houses Sport and optional Sport Plus buttons, which now seems clumsy





**Model 991.2 Carrera****Year 2016****Engine****Capacity** 2,981cc**Compression ratio** 10.0:1**Maximum power** 370hp @ 6,500rpm**Maximum torque** 450Nm @ 1,700-5,000rpm**Transmission** Seven-speed PDK**Suspension****Front** Independent; MacPherson strut; coil spring; anti-roll bar**Rear** Independent; LSA multi-link; coil spring; anti-roll bar**Wheels & tyres****Front** 8.5x19-inch; 235/40/ZR19**Rear** 11.5x19-inch; 295/35/ZR19**Dimensions****Length** 4,499mm**Width** 1,808mm**Weight** 1,450kg**Performance****0-62mph** 4.2 secs  
(PDK with Sport Plus function)**Top speed** 182mph**Rating** ★★★★★**Model 991.1 Carrera****Year 2015****Engine****Capacity** 3,436cc**Compression ratio** 12.5:1**Maximum power** 350hp @ 7,400rpm**Maximum torque** 390Nm @ 5,600rpm**Transmission** Seven-speed PDK**Suspension****Front** Independent; MacPherson strut; coil spring; anti-roll bar**Rear** LSA multi-link; coil spring; anti-roll bar**Wheels & tyres****Front** 8.5x19-inch; 235/40/ZR19**Rear** 11x19-inch; 285/35/ZR19**Dimensions****Length** 4,491mm**Width** 1,808mm**Weight** 1,400kg**Performance****0-62mph** 4.4 secs  
(PDK with Sport Plus function)**Top speed** 178mph**Rating** ★★★★★





experience here, though our car is fitted with PDK and, annoyingly, 'up/down' toggles mounted on either arm of the basic steering wheel, as opposed to the ergonomically superior Sport Design wheel with paddleshift. The clunky nature of the wheel-mounted gear change stymies the 991.1 Carrera experience on this occasion, though the otherwise lightning-quick response and mapping intelligence of PDK is a worthy ally in both manual and fully-automatic modes respectively.

Reaching Hawes, we realise Buttermere is shrouded in thick fog, which would make any attempt at the pass a precarious endeavour. Locals assure us the low-slung cloud will clear by the afternoon, so we decide to detour and head south in the direction of the magnificent Ribbleshead Viaduct for a few photos. Before long we're shooting along the B6255 as the countryside around us opens up, mountainous rises either side of the road now giving way to flat moorland. The roads are faster-paced here, too, with longer straights interspersed between a succession of tight corners bypassing the stubborn limestone-walled borders of farmland. It is here, as the 991.1 fizzles along, that its acoustics are most impressive, the raucous

thunder of the Sports Exhaust bouncing off the sedimentary perimeter. Never before has the 911's flat six sounded so throaty, its note both rewarding and amusing on every application of the gas pedal, though the system's gargling and cackling on overrun may perhaps prove a little embarrassing for the more gentlemanly driver about town.

While there's no getting away from the fact the 991.1 Carrera is primarily more GT than sports car, that doesn't mean it cannot become honest when called upon. Though the ride is by definition the softest of the 991-model lineup, a prod of the optional PASM button firms up damping and, importantly, those engine mounts, affording the 991 added poise through the entry point and mid-section of a bend. The jumping, sweeping route south to Ribbleshead also highlights just how well balanced the first-generation Carrera's chassis is, too, that extended wheelbase and rear engine sitting on top of the rear axle creating a deftness on turn-in to a corner that's unrivalled in any previous 911. Traction is most impressive as a result: even in the treacherously wet conditions bestowed upon us for this latest **Total 911** adventure, the 991.1 simply refuses to surrender grip.

Of course, the 991.1's Achilles heel is its steering. The first electrically-assisted Porsche system lacks any supreme level of feel compared to mechanically-assisted previous-generation 997s, and though some feedback from the road is returned through the wheel to the driver, the overriding sensation is one of numbness; too much detail is filtered out for me to feel any true connection with the surface beneath me. That said, the importance of the car's steering as a sponsor of driver contentment will vary from person to person and, as we pull over just short of the Ribbleshead Viaduct, I'm hard pressed not to prematurely commend the first-generation 991 as the best modern Carrera. Surely this is the zenith of the everyday Porsche's evolution before the turbocharged version butchers that traditional experience for good, right?

As I stride out from the 991.1, I'm quickly flummoxed by Josh's spirited observations of the new Carrera. He's giddy with delight as he relays his thoughts on the 991.2, commending the chassis, sound and – wait for it – the role of those turbochargers. I'm perturbed. I thought he was a purist? "Give it a chance," he says as we swap keys





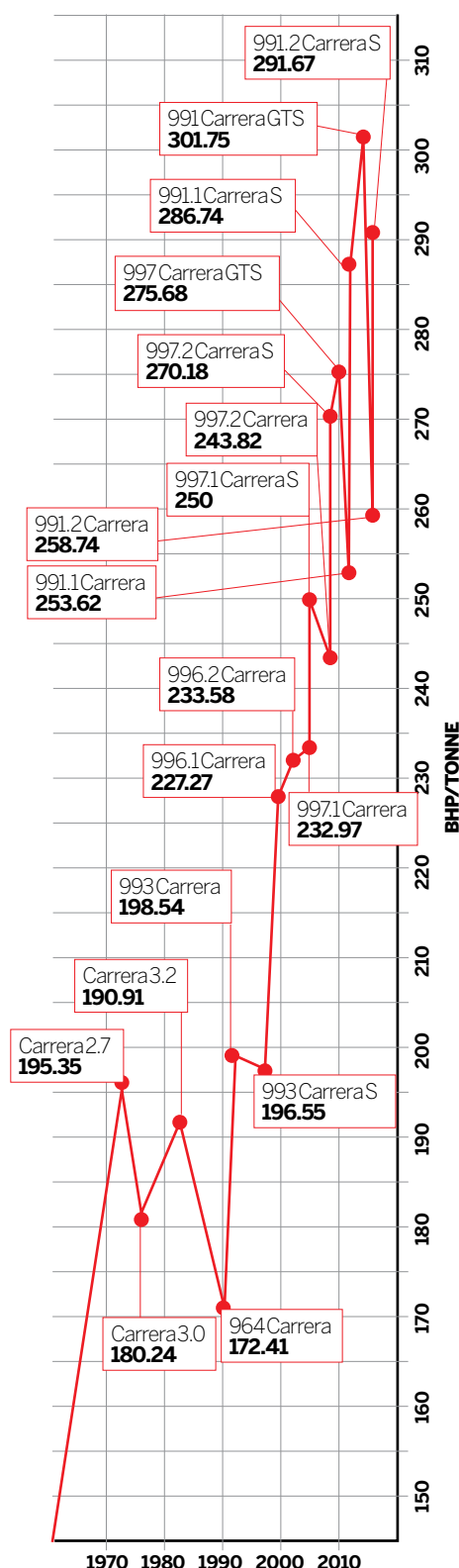
**Left:** Clear of fog, the Buttertubs Pass makes for a stunning drive with superb views

**Right:** 991.1's rear wing makes for a good sandwich holder as Lee and Josh stop for lunch



## 911 Carrera: history of power to weight

Ever since its first iteration in 1974, the rear-drive 911 Carrera has increased in power output, albeit with a caveat of also gaining mass (not including special edition Rennsport/Clubsport/Lightweight models, of course). So, how does the Carrera's power-to-weight ratio change over time?



and prepare for our second stint of driving in this wintry road test.

With Ali happy with his shots, we jump back in the Carreras, only this time I'm at the wheel of the 991.2. I slot its key into the dashboard, turn it, and expecting a muted grumble as the flat six awakens, I'm surprised by the shrill bark emitted from the new Carrera's tailpipes as the needle swings up diligently into life before settling at idle. We're due to head north along that same sweeping thoroughfare experienced in the first-generation 991, back through Hawes and onto the Buttertubs Pass, keeping good faith with the locals' earlier weather predictions. The next 30 minutes are going to be of high intensity behind the wheel, though in the second-generation 991 Carrera, the fun begins almost straight away.

I begin by pulling away hard from our lay-by, mesmerised by the new sensations relayed to me. Upshifting a little early on the quick-action PDK paddles into second gear, there's a slight yet pronounced 'whoooooosh' as the two turbochargers quickly spool up again, my shoulders and stomach meanwhile being pushed back against the supple leather of the Sports bucket seat. This, all before





**“As Porsche aficionados with purist intentions, we were surprised by how easily the new Carrera won over our hearts”**

the needle has passed 3,000rpm. 4,000rpm quickly arrives, then 5,000. It's here when things usually get interesting in the naturally aspirated Gen1 Carrera, and I'm eager to see what emotion the Gen2 car has in this hallowed sector of the tacho.

I am not disappointed. That peaky nature of the previous 9A1 engine is still evident, quite dramatically so, as the 9A2 winds up towards its maximum revs. I expect to experience a fall-away in performance near the summit from those fixed vane turbochargers, but this is not the case. This new flat six simply refuses to run out of puff, pulling concertedly right into the red at 7,500rpm. What on earth have I just witnessed?

I'm gobsmacked. Expecting to hereby observe the 911's mechanical character die in front of me (or, more to the point, just behind), I'm astonished to note that flat six spirit is still very much alive, albeit behind the fanfare of those turbochargers. Sure, boost is keenly felt low down, which purists may not like, but it's not enough to put us off the car by any stretch of the imagination. In fact, I rather like it: it gives an extra layer of dynamism to the Carrera's character and, mixed with the better and more intelligent PSM (complete with new 'Sport mode' for greater slip allowance) it creates quite a setup – even on the road. All of a sudden, the playful 991.2 makes the 991.1 seem perhaps a little too anodyne in nature.





Speaking of which, a glance in my rear view mirror shows Josh has caught up, actioning another push of the new Carrera's accelerator. Peak torque in the Gen2 finishes when maximum twist from the first-generation Carrera begins, so I'm well up the road by the time Josh comes back into play with the trailing white car as we re-enter the village of Hawes. This is the last time I look back, choosing instead to focus on the climbing curves in front of me as we pass over the River Ure, with a steep, twisting climb up to the Buttertubs Pass ahead.

The road to Buttertubs was seemingly made for the 991.2 Carrera. Gone are the long, sweeping straights approaching Ribbleshead Viaduct, replaced by a succession of tight turns as the silky smooth asphalt undertakes a gradual ascension up the steep mountainside. There are no barriers up here, only snow poles for when the weather gets really tough, so precision is the order of the day. Nevertheless, the Carrera powers up the road with short bursts of rapid acceleration between corners that are dispatched of with deft-defying ease. Its ride is still a little soft but there's plenty of poise about the new Carrera, its 10mm lower chassis noticeably more settled on turn-in thanks also to that 9mm wider front track and redeveloped PASM over the Gen1. Unnerved by our rate of climb, I get the power down early as the 991.2 Carrera shoots out of each corner, hunting the next. The car is

extremely planted and so capable, I even begin to ask a bigger question in my head: why would anyone need a 911 Turbo over this?

We reach the summit and complete two runs, there and back, of the Buttertubs Pass. It is only now that I realise the time: 3pm. Our day has vanished in a blur of turbochargers and country roads, with the occasional stop-off for photographs. Bugger. The sun will soon be setting and conditions in the Dales will turn treacherous, succumbing to the rigours of high-altitude winter weather. We need to begin our six-hour journey back down to the south coast, though not before we compare notes. I pull over.

There's no doubt about it, the new Gen2 is a sensationally capable sports car and a better Carrera than the Gen1 in almost every way. As Porsche aficionados with purist intentions, we were surprised by how easily the new Carrera won over our hearts: while it does carry the 911 fully into the digital age (that old school feel really is now a thing of the past), as a modern car the Gen2 ticks a lot of boxes without any real compromise. It is lithe, fast, and entertaining; sure, it's more of a GT car than ever before, but it has plenty of sports car character ready to be deployed when called upon. By comparison, the Gen1 feels a little lumpy, its chassis simply not as good or refined, while PDK further robs the car of its honesty in terms of

involvement. We like the Mode wheel on the new Carrera's wheel, too: it's purposeful, allowing the driver to maintain eyesight with the road ahead when switching mapping programmes, a useful update over the clumsily-placed requisites hidden among an army of other commands on the Gen1's centre console. Steering is much improved, too. It's perfectly weighted, and there's distinctly more communication dialled in on the revised system, for which we are grateful of. Even the engine note, muted over the raucousness emitted from the pipes of the first-generation 991 Carrera, is found to be agreeable. Slightly more 'traditionally 911' in its operation, the system on the second-generation car is quiet when it needs to be yet plentiful when it's not. By contrast, the 991.1's Sports Exhaust system can seem a little too ostentatious at times.

We'll admit the complicated new PCM system takes some getting used to (its response to inputs is great but beware of a lot of gimmicky features) and the fuel-saving measures are mere incidentals, though overall these are small bylines when compared to the headlines news. Somehow, Porsche has done it, convincing us rather emphatically that the new chapter under turbocharging is going to be just as exciting as anything before it. I can't wait for more – beginning with the long drive back south in this triumphant 991.2 Carrera. **911**





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# RENNSPORT ROYALTY

The original 911 RS has always been regarded as Porsche royalty, with this regal Rennsport proving good enough for a king...

Written by **Josh Barnett** Photography by **Phil Steinhardt**







**K**ing Juan Carlos I, the man bequeathed with the Spanish throne by the infamous General Francisco Franco, is an unabashed enthusiast of all things with an engine. You may have spotted the now former King of Spain at his native Formula One Grand Prix over the years, mingling on the grid with the drivers and presenting trophies on the podium. As well as his well-publicised interest in motorsport, Juan Carlos Alfonso Víctor María de Borbón y Borbón-Dos Sicilias (to give him his full name) is also known to be an avid motorcycle rider and, during the 1970s and 1980s, would apparently evade his security detail at the Palacio de la Zarzuela with alarming regularity in order to ride out into the hills north of Madrid incognito.

Rumour has it on one particular trip in the Spanish back lanes, King Juan Carlos happened across another biker at the side of the road. Disguised under his helmet, the King of Spain asked the man what the problem was? His fellow motorcyclist had run out of petrol, in the middle of nowhere (and in the days before mobile phones). Juan Carlos, still hiding his identity behind his visor, was more than willing to help out, ferrying the stricken rider to a local petrol station and back. It was only just before he left back for the palace that King Juan Carlos briefly removed his helmet, revealing the true identity of the mysterious Good Samaritan that this man had been riding pillion with.

Now, there is more than a hint of 'urban legend' about this particular anecdote; there has never been any official confirmation from the Spanish Royal Family, after all. Despite this, Juan Carlos' motorcycling exploits were a well-known secret so it may well be true. However, I personally prefer

to imagine the popular King of Spain not on an MV Augusta in the Madrid hills but at the wheel of a Porsche 911.

My vision is not outside the realms of possibility, for Juan Carlos was known to be a fan of Stuttgart's finest. During the 1970s, the King owned probably the most iconic Neunelfer of them all, a 911 Carrera 2.7 RS. The car showcased on these pages is believed to be the very Rennsport owned by the motor-mad royal. Delivered to West Germany in May 1973, the King's second series 'Touring' specification 911 Carrera RS was finished in the particularly unusual Glacier blue hue, one of just 16 2.7-litre Rennsports painted in this stunning colour. It seems remarkable, humbling even, that chassis no.1231 was likely in Juan Carlos' possession at the time of his ascension to the Spanish throne, following the death of General Franco in November 1975.

The original Carrera RS is a car of huge historical importance for Porsche and this particular example's history transcends even that. King Juan Carlos I was a man who helped unify and democratise Spain, so that he drove a Porsche 911 Carrera RS is entirely appropriate: Porsche has always been regarded as a less elitist sports car manufacturer, yet the Carrera RS retains the majesty befitting such a regal owner.

Chassis no.1231 remained registered in the sunny Spanish climes until 2002 when the royal Rennsport resurfaced in Madrid. Owned by Jose Ignacio Aguilar, the 2.7 RS had not lived an easy life outside of the palace walls. Like many Carrera RSs at that time, no.1231 had fallen into disrepair. The gorgeous Glasurblau paint had been covered with a red finish, fading badly in the sunlight, while the iconic Fuchs wheels were replaced

with ATS 'cookie cutters'. Heresy! Thankfully, a saviour for no.1231 appeared, intent on putting this regal RS back on its rightful throne. Bought by Dr Thomas Scholtz, the ex-King Juan Carlos car was exported back to its German homeland, arriving in Frankfurt for a painstaking restoration.

Over the course of the next two years, the 2.7 RS was stripped right back to a bare bodyshell before being meticulously rebuilt. While it may be common practice now (given the importance of proper restorations), photos were taken every step of the way through the process, creating an extensive history file for chassis no.1231. With the work complete, the regal Rennsport was issued with a Historic Technical Passport (HTP) by the FIA in September 2004, declaring it of a suitable period specification for competition in classic events around the world. Dr Scholtz had no plans to turn this particular RS into a garage ornament. Instead, no.1231 was used as Porsche originally intended, driven in numerous classic rallies, among which the Monte Carlo Historic and Eifel Classic events catch my eye in the history file.

To help keep the mechanical side of things in fine fettle during the 2.7 RSs adventurous exploits, between 2006 and 2009, Porsche Classic were entrusted with the car's maintenance and preparation. Back at its birthplace in Zuffenhausen, no.1231 was treated to an engine rebuild with a replacement casing at the factory. The flat six's identity was retained with Porsche stamping the 'AT' code after the engine number to signify the use of a new casing. By now though, 2.7 RS values had started on their stratospheric rise, the market moving towards today's desire for originality. Scholtz therefore decided to stop rallying King Juan Carlos' old Rennsport 911, entrusting the car to Classic911 in Frankfurt, ➔



“The first Rennsport turned the 911 into an immortal entity and immediately cemented the ‘Carrera RS’ moniker into the stuff of legend”

## Remarkable RSs

Porsche 911 Carrera 2.7 RS chassis no. 1231 is not the only Rennsport with a fascinating backstory. This trio of RSs all have incredible stories to tell:

### *The Beirut RS*

**Chassis no:** 1247

Like the ex-King Juan Carlos Rennsport, this 2.7 RS was also built in May 1973 (albeit in rare Lightweight spec). Ordered without the iconic ducktail rear wing, chassis no. 1247 was delivered to a car dealer in Lebanon, who entered the Rennsport in the gruelling Beirut-Damascus Rally. However, when the Lebanese Civil War began, the car was abandoned and damaged during the collapse of a building, before resurfacing in 2007 and heading to the UK for a sympathetic recommissioning at independent Porsche specialist, Autofarm.



### *Dr Ferry Porsche's RS*

**Chassis no:** 1281

It was only right that the father of the Porsche 911 was presented with a 2.7 RS. However, externally, Ferry Porsche's car – chassis no. 1281 – didn't look like any other Rennsport, bereft of its ducktail and fitted with forged ATS 'cookie cutter' wheels. Due to his preference for understatement, Dr Porsche's car was specced without the eye-catching 'Carrera' side script and was painted in a silver-green diamond metallic shade with a blue interior. Powering this special car was an experimental 2.8-litre flat six engine.

### *Louise Piëch's RS*

**Chassis no:** 1411

Louise Piëch, sister of Ferry Porsche, was also presented with a 2.7 RS, planned in February and built in May 1973. Chassis no. 1411 wasn't handed over to Piëch until June though, thanks to a number of experimental components fitted to her Rennsport. These included a 2.9-litre engine and strengthened Sportomatic gearbox. Delivered with a ducktail, Porsche also gave her a decklid without the famous rear wing. The seats were early G-Series items finished in a bold floral print.





tasked with a full respray and returning no.1231 to its original, road-going M472 specification. That was in 2013, however, sitting outside its current residence at Maxted-Page (overseers of many a 2.7 RS sale), the restoration might as well have been yesterday. Chassis no.1231 looks every bit the royal Rennsport it once was. The Glacier blue panel work shimmers in the low winter sun with a deep lustre. It's hard not to be in awe in its presence. I feel like I should talk in hushed, reverential tones when within just a few paces of its legendary silhouette: the very 2.7 RS that once ferried around a king.

Even without this particular Rennsport's illustrious backstory, I feel slightly starstruck. In two and a half years at **Total 911**, this is (finally) the first time that I'm about to get behind the wheel of this Zuffenhausen icon, the car that turned the 911 into an immortal entity and immediately cemented the 'Carrera RS' moniker into the stuff of legend. The pages of this magazine have rightly told the story of the Porsche 911 Carrera 2.7 RS many times before yet it has been nearly 12 months since we last touched

upon the tale and every time I revisit the details, something new always seems to catch my eye.

We all know that the Carrera RS was born out of Porsche's desire for the 911 to perform better on track. For 1972, the FIA's Group 5 rules were changed, effectively outlawing the dominant 5.0-litre 917s. Porsche took this as an opportunity to focus on the 911's racing exploits. However, the incumbent 2.5-litre STs and S-Rs (racing developments of the 911 2.4S) were outclassed by homologation specials from Ford and BMW. Ernst Fuhrmann was not impressed.

So, in the spring of 1972, after plans to create a six or eight-cylinder version of the mid-engined 914 were cancelled due to the prohibitive costs involved, Wolfgang Berger was put in charge of the project, the young engineer having been the one who realised Porsche needed to exploit the rulebook like its competitors. The 911 needed to be wider, lighter and more powerful; the formula for what would become the 2.7 Carrera had been set. Remarkably though, Porsche was already working on a 2.7-litre 911S, intended to replace the 2,341cc cars offered for sale in 1972. Zuffenhausen's

competition hadn't just strengthened on the track; the marketing department wanted better headline figures for the road cars, too. A 210bhp Neunelfer – bereft of any rear wing, but with widened arches – was pretty much a certainty, with dealers informed, pricing confirmed and adverts already designed and printed by the end of spring that year. Like the current 911S, there was even going to be a Targa version.

Then, the news from the CSI (the forerunner of the FIA) came in from Porsche motorsport stalwart, Huschke von Hanstein. 500 identical cars needed to be built but there was no confirmation from the governing body that they needed to be sold. Porsche could, therefore, make a lightweight version of the planned 2.7S that would be retrofitted with more luxuries after homologation. The marketing department were not convinced the numbers stacked up, claiming that, if past experience was anything to go by, "We can hardly expect to sell more than 80 of them to active, private drivers. The rest of the cars... would have to be sold to private customers. Considering the extremely spartan equipment... we do not believe

## Model **Carrera 2.7 RS Touring**

**Year** 1973

**Engine**  
**Capacity** 2,687cc

**Compression ratio** 8.5:1

**Maximum power** 210bhp @ 6,300rpm

**Maximum torque** 255Nm @ 5,100rpm

**Transmission** 915-type five-speed manual

### **Suspension**

**Front** MacPherson strut; telescopic damper; torsion bar; anti-roll bar

**Rear** Trailing arm; telescopic damper; torsion bar; anti-roll bar

### **Wheels & tyres**

**Front** 6x15-inch Fuchs;  
185/70/R15 tyres

**Rear** 7x15-inch Fuchs;  
215/60/R15 tyres

### **Brakes**

**Front** 282mm internally vented discs

**Rear** 290mm internally vented discs

### **Dimensions**

**Length** 4,163mm

**Width** 1,610mm

**Weight** 1,075kg

### **Performance**

**0-62mph** 5.8 secs

**Top speed** 152mph





we can effectively market the car.” How wrong they were. Fuhrmann put his foot down, though. To him, racing success was imperative, so the lightweight 2.7S – with a new ducktail rear wing, developed by Tilman Brodbeck – was green-lighted. A new name was needed for this special 911 though, with Porsche deciding to introduce the ‘Carrera’ moniker, made famous on 356 racers during the 1950s, into the 911 bloodline. The Carrera RS was born. The retrofit comfort options proved more popular than anyone could imagine. Of the 1,590 2.7 RSs produced, 1,308 (the ex-King Juan Carlos car among that number) were ordered with the M472 option box ticked.

Inside, it’s immediately obvious why the Touring specification was so popular. Although in this case the car was originally fitted with standard seats, the new Recaro S style sports seats now fitted provide just the right amount of support and, as Lee Maxted-Page points out, “they just look and feel right inside a 2.7 RS.” The classic cross-centred steering wheel has a thicker grip than normal though, and hints at the extra sporting purpose, something confirmed as

the 911/83 flat six thrums into life. On paper, the Carrera 2.7 RS Touring should behave in a similar fashion to the 1974 911 Carrera MFI (a car I have driven before in issue 132). At their heart, both cars use the same 210bhp, 2,687cc flat six and even their claimed weights of 1,075kg are identical – though I find that hard to believe given the later 911’s impact bumpers. However, on the road the Rennsport feels and sounds more raucous.

The 2.7-litre engine enjoys plenty of low-end torque, pulling impressively from about 2,000rpm. Yet it’s a lively flat six, in the best Porsche traditions, willing to be revved all the way to its 7,200rpm redline. The engine note comes alive around 4,000rpm, with the first little kick before the idiosyncratic air-cooled tone comes to the fore with a second burst just after 6,000rpm. The more I keep my foot in, the more the RS rewards me.

Maybe it’s the psychological effect of the Rennsport decal on the decklid but, where the 1974 Carrera felt like the perfect classic car for touring, the 2.7 RS invites you to grab it by the scruff of the neck. Unlike later RSs though, the 2.7-litre original is relatively relaxed in terms

of springing and damping, inspiring confidence through each turn. At road speeds, the car’s attitude is undeniably one that favours understeer but the messages sent to my fingertips through that delightfully thick-rimmed steering wheel are crystal clear, allowing me to revel in the beautiful bobbing sensation from the front-end – a feeling only a classic 911 can achieve. It never feels like it wants to bite me; it’s immediately clear why this was a successful platform for the 2.8 RSR.

The way chassis no.1231 drives fully justifies what must have been a substantial amount spent on its restoration. As classic 911s go, it feels wholly representative of what driving a new 2.7 RS must have been like. The brakes, while requiring a hefty dose of my right foot, feel sharp and the 915 gearbox is among the best I have driven, with no qualms entering any of the five forward gears.

It is a shame then, that so many of these cars are now locked away in garages and seldom enjoyed as, while my time behind its wheel has been brief, this regal RS has shown that Porsche’s original Rennsport delivers a driving experience undeniably fit for a king. **911**



## Thanks

Thanks to Lee Maxted-Page for facilitating our test drive of the ex-King Juan Carlos 2.7 RS. This car and many other fine historic Porsches are for sale at Maxted-Page. For information, head to **Maxted-Page.com** or call **(+44) 1787 477749**.





## GTS: THE C4S UPGRADE

Buyers that wanted their four-wheel drive 997 to be even more special only had to wait until 2010, when Porsche launched the final outing for the model in the form of the 997 C4 GTS. With the Powerkit as standard, power was boosted to 408bhp at 7,300rpm although torque remained the same at 420Nm. This boost in performance was enough to crack the 0-60mph sprint in just 4.6 seconds before topping out at 190mph. Like the C4S, there was a choice of six-speed manual or seven-speed PDK transmissions.

Where the GTS differed, however, was in an additional 2mm of track width at the front and 32mm at the rear, while the wheels were the gorgeous 19-inch centre-lock items from the RS Spyder. The GTS also benefitted from some exterior revisions to differentiate it from the 'S', including a Sport Design front apron. A lavish, Alcantara-trimmed cabin with no rear seats completed the transformation.

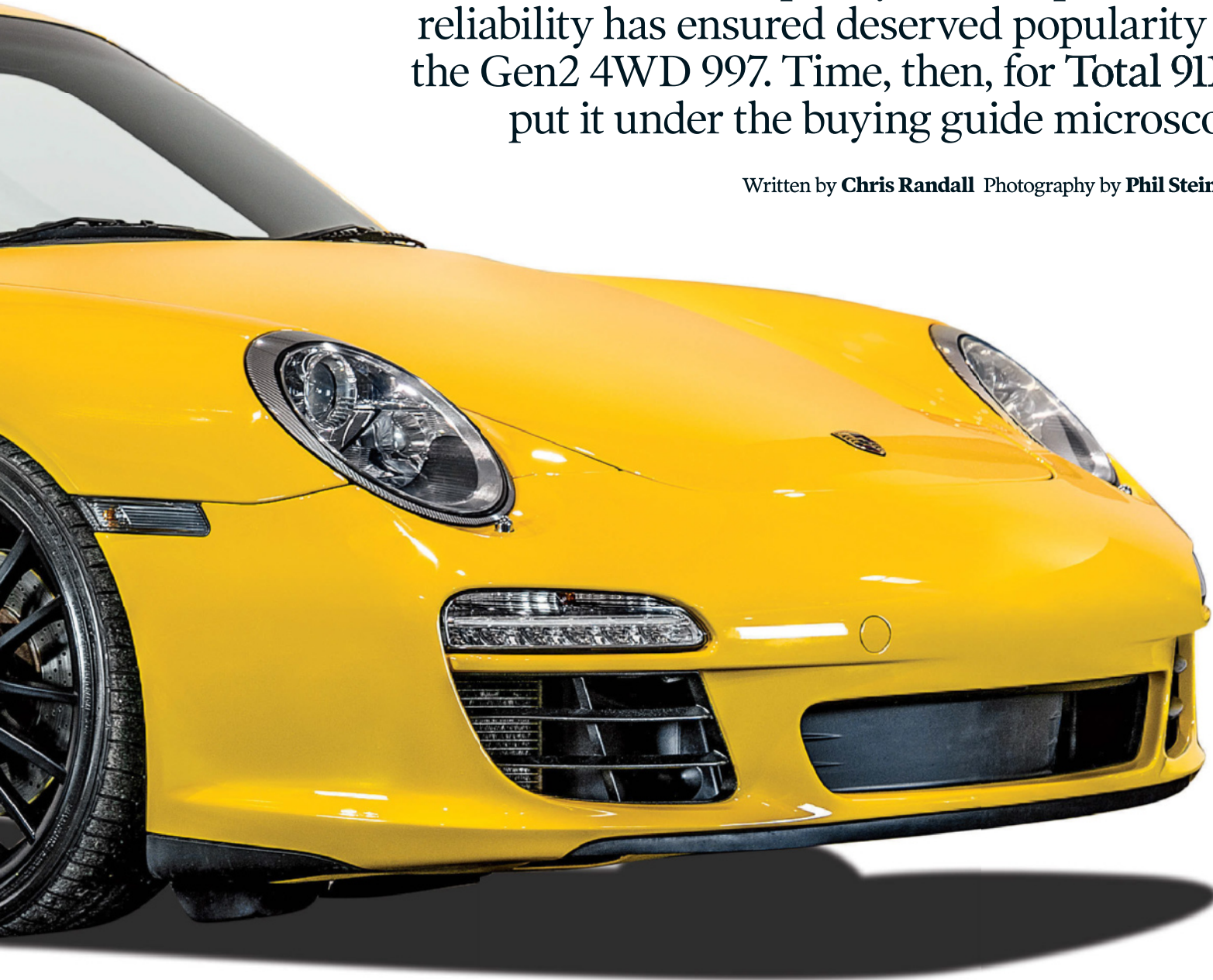




# 997.2 CARRERA 4S

Terrific build quality and a reputation for reliability has ensured deserved popularity for the Gen2 4WD 997. Time, then, for Total 911 to put it under the buying guide microscope

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



## CARRERA 4S LINEAGE

### 1995

The first C4S is also the last of the air-cooled 911s, the 993 getting the bodysell, suspension, and brakes from the Turbo. 6,948 produced between 1995 and 1996

### 2001

It's the turn of the 996 to get the C4S treatment. With 320hp, it is Turbo-bodied but without the rear air intakes. 23,055 produced between 2001 and 2005

### 2005

With a 355hp, 3.8-litre motor, the Gen1 997 variant proves hugely popular with buyers wanting performance and all-weather security. 30,973 produced

### 2008

Porsche announce the launch of the 997 Gen2. Engine revisions include direct injection and VarioCam Plus, resulting in 385hp. 7,910 Coupe examples produced

### 2012

The 991.1 C4S is larger and more luxurious than ever and more powerful, boasting 400hp. PTV ensures terrific traction. As yet unknown number produced

### 2016

The current 991.2 gets a 20hp power hike over the 991.1 courtesy of revised turbos and engine management, taking output to 420hp. Examples on sale now



**D**espite having done much to boost Porsche's coffers during a difficult period, the 996 generation endured something of a torrid time. The necessary change to water cooling had divided opinion and loyalty, and some high profile engine problems had dented the company's reputation for peerless engineering.

The commotion eventually died down, of course, and by the time the 997 arrived in September 2004, things were on a much stronger footing. Highly regarded today, it was joined a year later by the four-wheel drive variants but what we're interested in here is the Gen2 that was launched for the 2009 model year – and specifically the hugely capable C4S. We'll start beneath the engine lid where this particular

model received some significant changes, not least of which was the addition of direct injection and VarioCam Plus. Powering the new generation was a 3.8-litre unit producing 385bhp at 6,500rpm and a useful 420Nm of torque. Featuring 'Alusil' cylinder liners and forged aluminium pistons along with that VarioCam Plus system that provided variable valve timing and lift on the inlet side, the heavily revised unit boasted impressive efficiency savings, including a carbon dioxide output 15 per cent lower than before.

The best news for buyers, though, is that engine problems such as IMS failure and scored cylinder bores had effectively been eradicated for the Gen2. And, given their usability and potential for higher mileages, an unimpeachable service record from a specialist or OPC will minimise any concerns. Regular maintenance shouldn't bash

the wallet too much either, a 20,000-mile check costing around £330 and the bigger 60,000-mile check – which includes a change of plugs – in the region of £920 for a manual example (a PDK-equipped car is around £100 more for the same service.) It's worth mentioning that spark plug renewal is a more expensive and involved job than on a Gen1 as the rear exhaust silencers need to be moved, with the potential for battling corroded fittings. Required every four years, expect to pay around £280 to have this done by a specialist.

A Sports exhaust system was a desirable option, so consider it a plus if this has already been fitted, but a standard replacement is over £2,000 before fitting. But, apart from some reports of high-pressure fuel pump issues, there should be little else of concern. For added peace of mind, get an over-rev check carried out on manual examples ➔

“The Gen2 received some significant changes, not least the direct fuel injection and VarioCam Plus”

### **Model 997 C4S Gen2**

**Year** 2008-2012

#### **Engine**

**Capacity** 3,800cc

**Compression ratio** 12.5:1

**Maximum power** 385bhp @ 6,500rpm

**Maximum torque** 420Nm @ 4,400rpm

**Transmission** Six-speed manual or seven-speed PDK; four-wheel drive

#### **Suspension**

**Front** MacPherson struts with coil springs and anti-roll bar

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

#### **Wheels & tyres**

**Front** 8x19-inch; 235/35/ZR19

**Rear** 11x19-inch; 305/30/ZR19

#### **Dimensions**

**Length** 4,435mm

**Width** 1,852mm

**Weight** 1,480kg

#### **Performance**

**0-62mph** 4.7 secs

**Top speed** 185mph







Porsche Active Suspension Management was standard, reducing ride height by 10mm. Big Red brakes followed over from the rear-drive 'S', while rear reflective strip was brought back after hiatus during 997 Gen1



## PARTS PRICE CHECK

• Front bumper	£920.89
• Convertible hood	£1,820.89
• Rear light unit	£587.49
• Exhaust system	£2,155
• Air-con condenser	£266.47
• Front lower control arm	£277.99

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

## VALUES

Prices for the 997.2 C4S have remained fairly static over the last 18 months or so. However, they are sought-after by buyers wanting a 911 they can use every day without worrying about whether doing so will negatively affect the value – and with prices for other models spiralling, that's good news. Coupes are more popular, but you can expect to pay £4,000 to £5,000 above the figures quoted here for the rarer Targa, and £2,000 to £3,000 more for a drop-top.

• Project	£38,000
• Good	£45,000
• Concours	£50,000





## “The hydraulically assisted steering system was full of feel, and trouble free”

– results showing regular forays into the four to six measurement range indicate harder use.

Transmission wise, two units were on offer. Those wanting more interaction could opt for the six-speed manual gearbox and, for the most part, it's a reliable choice. Some owners have experienced crunching from second gear, especially when cold, so it's worth checking for this; a car already warmed up when you view it could be suffering issues. Rebuild parts can be tricky to obtain and an exchange gearbox will leave a £6,500 hole in your bank balance, so be wary. The clutch should last around 50,000 miles unless abused, with specialists such as RPM Technik charging £1,100 including VAT to replace it. The biggest change for the Gen2 was the option of the seven-speed PDK (Porsche

Doppelkupplung) dual-clutch automatic. Replacing the Tiptronic self-shifter, it's a complex unit but one that swaps ratios smoothly and rapidly and has proved very popular with buyers. It's pretty much bulletproof in normal use, too, which is just as well as the unit alone is around £11,500 before fitting and VAT. An oil change is required every six years costing around £150, and the earliest examples should have had this done already.

It's also worth mentioning the option of the Sport Chrono Package Plus, which when teamed with the PDK gearbox, brought a Launch Control function. Repeated use will have put a lot of strain on both the transmission and four-wheel drive system. Then there's the four-wheel drive system itself. Dubbed 'Porsche Traction Management' (PTM), it paired an electronically controlled,

multi-plate clutch with a mechanically locking rear differential, backed by Automatic Brake Differential (ABD) and Anti-Slip Regulation (ASR) systems. There are no inherent flaws with the system but the cost of any repairs will be hefty, so any problems with its operation or warning lights on the dash will need careful investigation.

The 997 was suspended by MacPherson struts at the front with gas dampers and aluminium lower control arms, and an independent multi-link system at the rear, while Porsche Active Suspension Management (PASM) was standard, bringing a 10mm reduction in ride height. None of this should present a problem on a used example, although it is worth listening out for any squeaks from the front end which signify lower control arm bushes in need of renewal. Replacing the entire arm is the usual fix at a cost of £277 each. C4S buyers also got the no-cost option of Sports suspension, which reduced the ride height by a further 10mm, so make sure you know what's been fitted. And, with various designs of 19-inch





The 997.2 C4S cabin has a superb build quality and luxurious feel to it, featuring leather trim as standard. Additional trim packages were available, such as carbon, as shown here. The 997.2 C4S boasted a lengthy options list too

items to choose from when the car was new, the same goes for the wheels, which need checking for kerb damage. Wear on the inner edges of the tyres is common, so examine them carefully and ask when the alignment was last checked.

The hydraulically assisted steering was full of feel while remaining trouble free, but the brakes will need more careful checking. The standard steel items are plenty powerful enough, but can suffer from corrosion on the inner faces of the discs, especially on lightly used examples. Replacing discs and pads all round can result in a £1,500 bill, even at a specialist, so evidence of a recent overhaul is good news, but haggle accordingly if work is due. Buyers could also opt for the fitment of 'Porsche Ceramic Composite Brakes' (PCCB) with larger discs and yellow calipers, although it was hardly necessary given the powerful steel set-up. While they shouldn't prove problematic, the sheer cost of replacement should have you asking yourself whether it is really worth it. ➡





## BUYING TIPS

With the earliest example barely seven years old, it's reasonable to expect that any car you find should be in good shape, both bodily and mechanically. There are no guarantees, of course, so tread carefully, but strong build quality ensures that this is one of the easier 911s to inspect.

- **Style:** Choosing from Coupe, Cabriolet or Targa is a matter of personal preference but if you opt for the latter, ensure the roof mechanisms are sound.
- **Bodywork:** Corrosion isn't a concern, so if you do find any it will point to issues in the car's history. Don't be surprised to discover stone-chip repairs around the front end; it's not a problem as long as it has been done well.
- **Engines:** The 3.8-litre motor is effectively bulletproof but an over-rev check adds peace of mind for manual examples. Servicing prices are reasonable, too, but ensure the fiddly spark plug change hasn't been ignored previously.
- **Transmission:** Replacing either gearbox will be very costly and, while problems are rare, be wary of anything that seems amiss – the same applies to the four-wheel drive system. Expect 50,000 miles or so from the clutch unless abused.
- **Brakes/suspension:** You probably won't need PCCB brakes and they're incredibly expensive to replace; steel discs can corrode on inner faces through lack of use. Watch for excessive wear on tyres' inner edges.
- **Interiors:** Avoid anything scruffy, and be sure to check that everything works; a lengthy options list means it's important to establish the specification. Pay particular attention to the climate control as corroded condensers are costly to replace.

At this point, it's worth turning our attention to the bodywork and aside from looking terrifically well proportioned, further purpose was added by a shell that was 44mm wider at the rear for the C4S. The good news here, though, is that it shouldn't be suffering from any rust problems, with any corrosion the result of poorly repaired accident damage. Stone-chipping around the nose isn't unusual so don't be surprised if there have been previous repairs, but it's not an issue unless the quality of work was poor. Bi-xenon headlights and LED rear lights were fitted as standard, and it's worth checking for any damage, as replacement units are pricey.

One thing worth checking for is that the windows drop a fraction when the door is opened as the system can play up. More care is needed if you opt for the fresh air delight of the Cabriolet or Targa variants, but not because they represent particular ownership concerns. It's just that any issues with the hood or roof mechanism are costly, so test the operation thoroughly. The drop-top was electrically operated, opening and closing in around 20 seconds and at speeds of up to 30mph, and should move smoothly and quietly. Check the hood itself for tears or abrasions as a replacement is well into four figures. The Targa roof can suffer from creaking seals – replacements are £210 – and the operating switch can fail, although it's cheap to replace.

Which brings us to the cabin. It was a real high point of 997 ownership, blending a luxurious feel – leather trim was standard – and top-notch build quality. There was plenty of standard kit, and a lengthy options list to indulge in, so it's important to establish the exact specification, and more importantly ensure that it's all working. There are ECUs that control various functions, many of them linked, so be wary if seemingly separate items such as lights and powered seats are inoperative. Careless ownership can leave seat bolsters and switch surfaces looking a bit scruffy, and pay particular attention to the Porsche Communication Management system (PCM) as failure of the screen isn't unknown. It costs £150-£200 to update the navigation system to accept full postcodes, so it's a bonus if this has been done. Lastly, it's important to check the climate control is fully operational as corrosion can damage the two condensers mounted behind the front bumper – they are £266 apiece.

Summing things up then, the Gen2 in C4S form is an extremely capable 911 and one that represents a very solid ownership proposition with manageable running costs. It goes without saying that abused and neglected examples should be given the widest of berths but, with plentiful choice, there's no reason at all to land yourself with a problematic example. The perfect used Neunelfer? Quite possibly. **911**

## SPECIALIST VIEW

"On the whole we tend to avoid Gen1 'S' engine cars because of the potential for well-documented engine dramas, but the 3.6 with the right options is very popular and we'll always seek them out. The Gen2 is good news for us and are sought-after by buyers wanting a very useable 997, and as well as being reliable they represent a lot of car for the money, so appeal to a wide market. People also like the wide body look of the C4S, and a Coupe with a manual gearbox is a particularly popular combination indeed."

**Greig Daly,**  
RPM Technik







## OWNING A 997 C4S GEN2

- **Price new:** £74,720
- **Total numbers sold:** 7,910 (Coupe)
- **Service intervals:** One-year/12,000 miles
- **Service costs minor:** £336.63
- **Service costs major:** £916.17  
(Figures are courtesy of RPM Technik)



## Thanks

The 997 C4S in our pictures is currently for sale at RPM Technik. For more information call (+44) 1296 663824 or visit [www.rpmtechnik.co.uk](http://www.rpmtechnik.co.uk).



# GT3 Recalls

After three high profile recalls in four years, can the GT3 still be deemed reliable? Very much so, as **Total 911** investigates...

Written by **Kieron Fenelly** Photography by **Porsche AG**

The dramatic scenes in 2014 when two brand new 991 GT3s caught fire are the kind of events that manufacturers hate. The experience is even more painful for a high profile brand like Porsche, especially when smartphone footage ensures the grisly details are there for the entire world to see on the news websites. Any mishap involving a Porsche is a favourite of popular media so the 'spontaneous combustion' of those 991s was an absolute gift. Inevitably, the affair generated much uninformed comment, which rather obscured the normally banal realities of recalls.

In just one year, approaching 80 million vehicles are manufactured worldwide and millions will be recalled to dealerships. Some recalls make headlines such as the faulty deployment of Takata airbags, a safety issue potentially affecting millions of cars from a variety of manufacturers, but most will involve a minor replacement or upgrade of a component, which is usually precautionary. Porsches are not exempt: the writer's own 993 was recalled early in its career for a modification considered so unimportant that it was actually ignored by the previous owner but, to Porsche Centre Reading's credit, it was later picked up by them. A minor rerouting of the loom near the car's VarioRam inlet manifold was all that was required in this instance, a task that took no time at all to complete.





In its 18-year history, Porsche's road racer, the GT3, has in fact been subject to remarkably few return-to-dealer mandates: there appears to have been none specifically relating to the 4,171 996 GT3s produced between 1998 and 2005. This is not to say the 996 was perfect, but owner complaints such as corroding wheels were dismissed by the manufacturer as 'normal wear and tear', as were instances of failed catalytic converters and the engine checklight illuminating without cause. Porsche's flat refusal to treat carbon fibre issues as manufacture faults did rankle with some 996 GT3 owners, however.

The 997 GT3 was subject to several recalls over three years. The first concerned the electrical system and in late 2007, Porsche issued the following bulletin to owners: "On certain two-door Coupe vehicles, the switch console for the PASM and the traction control (TC-off) switches were inappropriately installed. The LEDs in the switches can signal a functional change in the PASM mode or the deactivation of traction control, even though the switches are not actuated. Consequently, if the traction control or active stability management system is inadvertently disabled, and the subsequent warning lamp illumination in the instrument panel is unnoticed by the driver, the safety benefits of these systems would be unavailable to the driver, which could increase the possibility of a crash during aggressive manoeuvres."

In the US, only 39 cars were concerned, so worldwide the overall percentage was very low. A later recall concerning the rear hubs of centre lock wheels was more serious. This time, 1,700 North American 997s manufactured between May 2009 and September 2010 were affected and involved GT3s, GT2s, and RS versions. Porsche's recall bulletin dated 10 June 2011 explained that premature hub wear could result in wheels loosening. Interestingly, a further recall was issued in December 2012, this time concerning only GT3s from the same May 2009 to Sept 2010 batch. In total, 445 US cars were affected. The bulletin again spoke of hub problems and went on: "The rear wheel hubs may be prone to failure under certain driving conditions. Also, the original, suggested maintenance intervals may be insufficient to prevent wheel hub failure."

Anecdotal evidence suggests this fault may have come to light only after several proprietors had come to grief, and the fact that the recall bulletin was effectively repeated for GT3 owners perhaps supports this view.

The 991 GT3 'fire' recall was interesting for the way in which Porsche handled it, deftly avoiding endless negative press and above all a blizzard of expensive US lawsuits. Cars were re-engined at the dealers and owners received financial compensation and loan 991s. In an announcement of unprecedented candour, Zuffenhausen also gave a detailed explanation of the fault as well as

the specific modification designed by the company to prevent a recurrence.

Since then, the 991 GT3 has been subject to a minor precautionary recall: 35 UK cars from MY2015 have been summoned to replace spark plugs and coils because of a manufacture fault that means a short circuit in the ignition coils can cause a backfire in the cylinder affected. On collecting his car after the two-hour remedial work, one owner commented that the replacement spark plugs "looked completely different."

In those 18 years, there appear to have been only two serious GT3 recall issues: a case of underspecified rear hubs potentially derailing the 997's, and the 991's conrod screw, which worked loose with such disastrous results. A software fault responsible for the under-torquing of the errant screw was believed to be the culprit here.

However, before the GT3 is unjustifiably lambasted for apparent reliability issues, as so often takes place online, consider this: a 911 GT3 is a work of automotive art, a highly-strung race car compatible for use on the public road. Remember, race cars are often rebuilt between races, yet the GT3 has been expertly engineered to ensure longevity while not compromising on performance. For a car consistently driven so near to its limit, the GT3 has a highly impressive record of reliability; more over, Porsche seems, at last, to be learning about the art of communication when things do go wrong. **911**

**"For a car consistently driven so near its limit, the GT3 has a highly impressive record of reliability"**









# REUNITED John Spiller and the SC RS

From the dunes of Dubai to the lanes around Dublin, John Spiller has seen it all from the navigator's seat in this legendary SC RS

Written by **Mike Taylor** Photography by **Ali Cusick**







John Spiller originally grew up in North Wales into a family heavily involved with the motor trade. Spiller became an active member of a local motor club where he met fellow rally navigator David Richards, who helped Spiller

to enter national and international rallies through his business, Prodrive.

By the late 1970s, Richards was organising the embryonic Rothmans Middle East Rally Championship (MERC) and developing the sport in the region. As a result, Spiller found himself in the series for the first time, co-driving with Tariq Al Wazzan in the Kuwait Rally in a BMW 320i in 1978, finishing in second place.

In 1982 as co-driver with Saeed Al Hajri, they won the Gulf Challenge series in an Opel Ascona. The following year the pair entered seven rallies in the Gulf Rally Challenge before moving on to the famous Prodrive-prepared Porsche SC RS in 1984. In 1984 and 1985 they won the MERC. Today, John lives in the Middle East but flew back to the UK to speak to **Total 911** about his fascinating career in the 'other seat' of a Porsche 911.

#### **John, describe your introduction to cars and motorsport in particular...**

I fell into rallying almost by accident. The family were involved in the motor trade in North Wales; our mechanics would go rallying and on one occasion I was in the back of a rally car when the navigator managed to get us completely lost in a place that I knew very well, called Bontnewydd. I looked at the

map, saw the solution to their problem and all of a sudden I was considered the perfect navigator.

#### **How did the meeting between you and Prodrive chairman, David Richards CBE, come about?**

We met through both being members of the Clwyd Vale Motor Club and got together as compatriot navigators/co-drivers.

#### **Tell us about how you became involved with Saeed Al-Hajri...**

Saeed had already demonstrated that he had a natural talent for creating impressive results in standard cars like the Datsun 160J. He just needed some professional input from an experienced co-driver. Our first rally was in Walter Röhrl's ex-Safari Opel Ascona 400, starting with the Oman Rally in 1982. We then completed seven rallies in the 1983 Gulf Rally Challenge and the Cyprus Rally in the European Rally Championship. The following year we moved on to the Porsche SC RS.

#### **How did Prodrive come to be offered the 911?**

The link between Prodrive and Porsche came about through Rothmans' relationship with Porsche in endurance racing and the Le Mans 24-hours race. The original plan was for us to rally the Porsche 959. However, Porsche said that they would build a special version of the 911 called the SC RS, featuring an alloy body and a fuel injected 290bhp engine. Twenty SC RSs were constructed, of which Prodrive had eight.

#### **What were your first thoughts of rallying with Saeed Al-Hajri?**

**Bottom left:** Reunited with the Porsche Rothmans SC RS, Spiller recalls his time spent in the 'other seat' of this rally champion car

**Far right:** Spiller and Al-Hajri won the MERC Championship in the Porsche SC RS in 1984 and 1985

We quickly established a special relationship in spite of a major language problem. As he learned much of his English from the mechanics, he would occasionally get things confused. He had heard the word 'traction' and would say, "there's something wrong with the traction," when what he really meant was there was something wrong with the steering. At the outset, Saeed was technically very naive; the fact that the 911 had a rear engine didn't really register. He simply applied his skills and on gravel he was almost unbeatable.

#### **Did the union between the two of you gel right from the start?**

Yes, the fact that he was such a natural driver helped enormously. He willingly absorbed all of the advice and pace note development that I could give him. Prodrive added a degree of sophistication to his driving skills through integrating him during testing with other team drivers like Ari Vatanen and Rauno Aaltonen. Unusually, he suffered from car sickness, which is rare for a rally driver and miraculously we helped cure him of that.

#### **Did you feel the SC RS had the makings of a successful rally car?**

The bodysell required considerable strengthening around the 'A' pillar area, the bulkheads, the rear undertray mounting points, the area inside the



Spiller has fond memories of both the SC RS and his driver, Saeed Al-Hajri. Spiller and Al-Hajri pose with the Opel Ascona 400 before their Porsche days (bottom right)







## ESSENTIAL FACTS

- John Spiller fell into rallying almost by accident. The family were involved in the motor trade in North Wales, where rallying is a favourite sport.
- Spiller and David Richards first met when they were both members of the Clwyd Vale Motor Club and got together through being compatriot navigators/co-drivers.
- Spiller and Saeed Al-Hajri completed seven rallies in the 1983 Gulf Rally Challenge and the Cyprus Rally in the European Rally Championship, recording three first and three second places.
- The Porsche gearbox was quickly realised to be the weak link in the drivetrain. Through Prodrive's inventiveness, the time to change it was reduced from 80 minutes to just eight.
- By integrating Al-Hajri with team drivers Ari Vatanen and Rauno Aaltonen, Prodrive added a degree of sophistication to his already established driving skills.
- Despite competing against the latest Group B cars and the 911 being a rear-engined handful, Spiller and Al-Hajri won the Middle East Rally Championship in 1984 and 1985.





On board the Opel Ascona with Spiller and Al-Hajri in 1982



“In the right hands, the SC RS took a lot of beating on rallies and in the Rothmans livery it brought huge kudos to the sport”





front boot and the suspension mountings. Without doubt, the innovations that the Prodrive engineers introduced made a fundamental difference to our ability to win. We realised that the gearbox was going to be a weakness. It took an hour and 20 minutes to change, which caused us to retire on the Acropolis Rally in June 1984. However, by the end of our first season we'd reduced it to eight minutes!

**On the Rothmans Circuit of Ireland in April 1986 you had an accident, what happened?**

European events are very different from those in the Middle East. The conditions for this rally were wet and routed over narrow roads. We slid off at a point where the road camber was very adverse, irreparably damaging the front wing. Saeed left me with the car, took a train to Dublin still wearing his rally suit and eventually caught up with the rally.

We also came off on moss in Wales during the 1984 Lombard RAC in mid November. With much spectator muscle and determination we got started again and went on to finish. Saeed's experience had been in the Middle East; he had no concept of ice or the effect of wet leaves on the grip of the car's tyres.

**What amusing incident reflects your personalities and differing sense of humour?**

During the Acropolis Rally of June 1985, Saeed suddenly declared he couldn't engage a gear. Later, at a service point, the mechanics were well into a clutch and gearbox change when they found the window winder handle wedged under the clutch pedal; problem solved. We all collapsed in hysterics while Saeed looked on, a little mystified!

**Are there any anecdotes that stick in your mind from your three seasons together?**

One in particular occurred on the Jordan Rally in October 1984. To maintain weight over the front suspension we had to ensure the fuel tank was topped up. After sustaining a particularly nasty yump, the float stuck to the top of the petrol tank resulting in the fuel gauge permanently reading full. Inevitably, we ran dry.

I acquired a bottle of petrol from a passing Bedouin and on the next stage we achieved 19 kilometres in under 4.5 minutes. We passed the time control flat out, came back late and were told that we faced exclusion. Luckily, I managed to convince the marshals that we'd passed the board inside time and stayed in the rally.

**Do you think all the hard work with the SC RS was vindicated in its performance during the three years you were involved?**

Most certainly. David Richards and the mechanics were the brains behind the Porsche SC RS and its successes. We were competing against the latest four-wheel-drive Group B cars while the rear-engined Porsche was a bit of a handful. That said though, Saeed and I won the Middle East Rally Championship in 1984 and 1985.

**So, what happened next –what did you do after your three years racing with Saeed?**

In 1987 I co-drove with Mohammed Ben Sulayem in the Audi Quattro and the Sierra Cosworth. Then I hung up my helmet for a team management position at Prodrive. It was the end of the Group B

"monster" era and I feared that 110-kilogram co-drivers would not be so appreciated in the incoming Group N era. Then, in 2002, Mohammed asked me back to the Middle East and I competed with him in the Ford Focus RS.

**Do you still speak with Saeed?**

Yes, very much so. We are both based in the Middle East and although we don't have long, meaningful chats, we do a lot on Facebook, which keeps us both up-to-date.

**So, what are you doing now?**

I am self-employed and organise mainly desert rallies for both cars and bikes. I am also becoming increasingly involved with the Enduro Rally Association, organising rallies such as the Road to Mandalay, which involves over 70 classic and vintage cars driving for 25 days from Singapore to Mandalay, which, coincidentally, was won by Peter Lovett in his 911 (in 2015).

**Finally, what do you think of the 911's evolution since the days when you competed in them?**

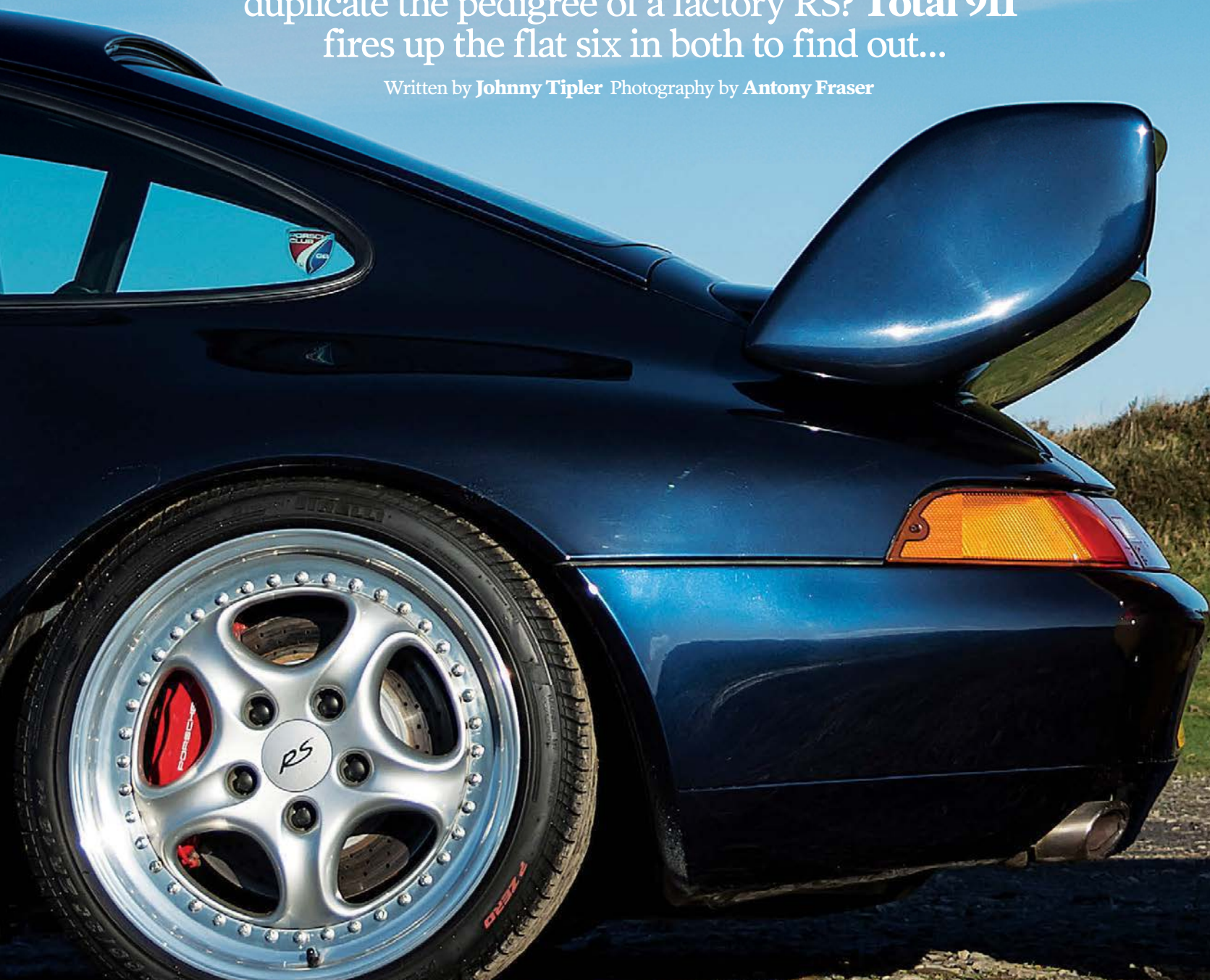
When we began racing the 911 was 20 years old and already a legend. It is fascinating to see how it has evolved, especially with its water-cooled engine. Personally, I don't think that rallying had a significant benefit for Porsche and the 911 because the company's focus has always been on racing. But, in the right hands, the SC RS took a lot of beating on rallies and in the Rothmans livery it brought huge kudos to the sport during its brief reign at the close of the Group B era. **911**



# REAL VS — 993 RENNSPORT — REPLICA

Two 993s shaping up as Rennsports: one's a replica, one's the real deal. But can the pretender duplicate the pedigree of a factory RS? **Total 911** fires up the flat six in both to find out...

Written by **Johnny Tipler** Photography by **Antony Fraser**





Putting aside issues of market value for the moment, the interesting conundrum is, which of these 993s is a genuine RS, and why is it not obvious at first glance? We've arrived at Specialist Cars of Malton in North East Yorkshire where both cars grace the showroom. Both have RS badges on their engine lids, identical BBS split-rim wheels and the same tyre specifications. The leery Speed yellow car has a roll cage and the aggressive stance of a track day pugilist. Could that one be the pretender? The other is innocuous in Midnight blue, so if it were merely a question of attitude you'd go with the yellow car. Anyway, keep an open mind for now.

The 993 Carrera RS debuted in February 1995 as the last of the air-cooled generation, endowed with a 300bhp, 3.8-litre, VarioRam engine that features a magnesium cooling fan and oil pump housing, plastic intake system, lighter pistons, connecting rods and stronger crank, plus a hot-

film mass air flow meter. It uses the same 993 six-speed gearbox but with higher ratios on the first three gears than standard Carrera models. The RS developed a lusty 355Nm of torque at 5,400rpm, went from 0-62mph in 5.0 seconds and topped out at 172mph. The bodyshell is seam-welded, and the RS has the 993's newly issued Lightweight-Stable-Agile rear suspension, featuring coil-over dampers and multi-link wishbones, aided and abetted by adjustable anti-roll bars front and rear, uniball top mounts all round, and MacPherson struts and lower wishbones up front with a cross-brace linking those front suspension turrets. Bigger 993 Turbo brakes are fitted, and ride height is 30mm lower at the front and 40mm lower at the rear. In total, Porsche made just 1,014 993 RSs, of which 227 were Clubsport versions. It is easy to see why enthusiasts have since tried to create replica versions of this exceedingly rare Rennsport.

I could keep you hanging on to the bitter end but I'll spare you that, because referring to

'the blue car' and 'the yellow car' is going to be tiresome, so I'll reveal right now that the real RS is the Midnight blue 993 and the wannabe is in Speed yellow. Now I'm going to tell you how close they are to one another. The replica is not merely a tricked-up track star; the replacement equipment is authentic and correct to a point. The cage bares the genuine factory-issue Matter label with RS serial number and, once I've hoisted my legs into the pedal box, I'm ensconced in a Recaro race seat, although I am restrained by a Sparco five point racing harness. It's kind of nice that it's gone off at a tangent, spec-wise, and hasn't tried to be an exact replica of an RS. Specialist Cars call it a 'Clubsport homage', and that's an apt enough designation for our purposes here.

It started life as a 1995 993 Carrera and has nudged just short of 88,000 miles from its 3.6-litre engine. Its last owner sought RS performance standards and, though it's still a 3.6-litre 993 engine as opposed to





a 3.8 RS, he replaced as many relevant parts with genuine ones as well as taking it down the Clubsport road. That's why the cabin lacks creature comforts like a radio and carpets in the interests of weight reduction. It has a plastic rear screen, so the rear wiper has gone, and the suspension's been switched for H&R height-adjustable springs and dampers. It's got an RS steering wheel, plus it sports the exaggerated GT2-Clubsport front splitter with side vanes and the distinctive bi-plane rear wing with its triangular GT2-style vestibule-orifices at either end. The door cards feature lightweight RS straps to pull them closed, but the electric windows are virtually impossible to operate with the doors closed because of the cross-door cage trusses. Replacing electric seats with Recaro 'Pole Position' jobs and omitting the rear ones are yet more weight saving measures in the RS repertoire.

A glance in the engine bay reveals that the air-con compressor has also been removed. And

peering in the front luggage boot, as well as the strut brace, which is apparently carbon-fibre, it's got a competition-orientated battery isolator. But it has a sprung steel bonnet lid, whereas the real RSs lid would be in aluminium and just have a basic prop. However, the engine lids with their Clubsport bi-plane wings differ in weight, the Speed yellow 993's seeming lighter than the RSs.

Our mission is to take both 993s up onto the moors between Pickering and Thirsk, and while my snapping colleague takes the Midnight blue RS, I take the Speed yellow replica. The controls fall easily to hand and, despite an absence of electric seat controls, I quickly find a comfortable driving position. It has a slick short-shift gate and gearlever, and the engine loves to rev as the car surges forward smoothly and swiftly. The brakes are very efficient but I don't get an acute feedback as I press the pedal, though I am aware of the car slowing down in short order. The view in my rear view mirror is of the crisscross architecture of the

roll cage, the yellow transoms and gaping maws either side of the rear wing, and then somewhere between those obstructions I can monitor the traffic behind. Some of the internal bars are swaddled in matching yellow foam, clipped with cable-ties, though not on the one across the windscreen header, which perhaps is the very one that ought to be protected from any head-butts. In any case, there are no sun visors on account of it, and I'm using my spare hand as a visor. I snick through the six-speed gearbox listening to the revs modulate up and down the scale, and cruise along at 2,000rpm at 60mph on the A64 to Pickering and beyond.

Released from the beaten track, I accelerate determinedly in second and go all the way through the gears. It's pulling strongly but it's also tramlining rather a lot, and all the while its nose is fidgeting, looking for the straight ahead, biting into the corners, oversteering most of the time. I hoon along the moorland roads, the car darting this way and that, and I'm holding my breath as I skitter through the streams flowing across the road. Going hard on these moorland roads up on Blakey Ridge, it becomes more like a fighting wildcat. When I get up to anything over 60, 70, 80, it's flitting all over the place, and I'm fighting it. Not that I mind the challenge – it's good fun.

I keep the power on around the turns, simply moderating pedal pressure according to sharpness and incline of camber on these moorland bends. It's very tractable in so far as you don't especially need to be in second or third gear for the tighter corners (either will do), and there's no great drama about taking off in terms of clutch control, gear selection and accelerator, all of which are perfectly agreeable, unlike some unsorted wrist-wranglers. It has very swift responses and I'm sure that, on a circuit, it would be a

### ***Rennsport v replica: What are the costs involved?***

The standard 993 is a cute car and the ultimate incarnation of the air-cooled 911 shape. It's also quick enough for most of us in a normal road-going context, too. But admit it, when have you not wondered how your 911 would look – and perform – if it was upgraded to RS specification? Here's what it takes – based on our featured 993 Rennsport homage.

Stripping out the standard 993 shell is straightforward, though here, the cabin interior along with the roll cage was painted to match the Speed yellow exterior. The full cage itself is a genuine Matter RS construction and is worth £4,000. Call it £2,500 for a half-cage. Whether you want the level of permanence implicit in a welded-in cage depends on how many track days you plan to do; a bolted-in cage makes it a lot simpler to revert to the standard 993 cabin.

A set of H&R lowering springs and dampers will cost £1,500, and a strut brace another £150. The last owner had the engine's ports polished, costing £2,700, with

a further £7,500 for the CarGraphic power kit, which includes induction and exhaust systems.

Aesthetics are crucial, and half the battle is that the 993 replica needs to look the part, and that means equipping it with appropriate Speedline split-rim wheels and tyres. Add £4,500, ballpark, depending on choice of rubber. And then the distinctive front splitter, available for £850 from PorscheShop, along with the Clubsport GT2 bi-plane rear wing for £1,500. Double those prices for getting them fitted and painted.

That tots up to a tidy £22,670 just for componentry and engine work. Fitting and refining will surely add a further £6,000-plus to that figure. So, we are looking at around £30,000 to attain a semblance of RS Clubsport looks and specification. Not so long ago we'd have laughed in the face of spending that much to chase the RS dragon. Now though, it begins to look distinctly reasonable value – assuming, that is, you're an extrovert with a track day fixation.





**993 RS**  
**(Midnight**  
**blue)**  
 1995

3,746cc

11.5:1

300bhp @ 6,000rpm

355Nm @ 5,400rpm

None

Six-speed, G50/31

Lower wishbones; MacPherson  
struts; dual-tube gas dampers;  
anti-roll bar

LSA (Lightweight-Stable-Agile)  
multi-link; upper and lower  
wishbones; dual-tube gas  
dampers; anti-roll bar

8x18-inch BBS;  
Pirelli P-Zero 225/40/ZR18

10x18-inch BBS;  
Pirelli P-Zero 265/35/ZR18

4,245mm

1,735mm

1,279kg

5.0 secs

172mph

**Model****Year****Engine**  
**Capacity****Compression ratio****Maximum power****Maximum torque****Engine**  
**modifications****Transmission****Suspension****Front****Rear****Wheels & tyres****Front****Rear****Dimensions****Length****Width****Weight****Performance****0-62mph****Top speed**
**993 RS replica**  
**(Speed yellow)**

1995

3,600cc

11.3:1

280bhp @ 6,100rpm

330Nm @ 5,000rpm

Polished internals, CarGraphic  
induction kit

Six-speed, G50/21

Lower wishbones; MacPherson  
struts; dual-tube gas dampers;  
anti-roll bar

LSA (Lightweight-Stable-Agile)  
multi-link; upper and lower  
wishbones; dual-tube gas  
dampers; anti-roll bar

8x18-inch BBS;

Goodyear 225/40/ZR18

10x18-inch BBS;

Bridgestone 265/35/ZR18

4,245mm

1,735mm

1,279kg

5.3 secs

170mph



“The RS dishes up  
instantaneous throttle  
response with fabulously  
quick acceleration”





real handful, as it's a lot of fun on these largely deserted roads. There's a much more raw feel to it. The ride is firm, as you'd expect with a car set up like this for track work, though it is a little edgy along the moorland roads and I'm constantly at the ready to apply some correction. It also has a short-shift gearbox, which means the gearlever snicks through the gate with a sharpness rarely matched by other sports cars of any such pedigree. There's no doubt these 993 RSs really look the part; they're squat and low with big wings and spoilers, and the Midnight blue car looks mean and moody as I follow along the main road. At last, it's time for a punt in the real thing so we can see what our pretender should feel like.

Unencumbered by a cage, the RS cabin environment is immediately likeable. It is an entirely black interior with the typical RS wheel and gauges, and the Carrera RS legend embroidered into the rear carpeting of the cabin. Clearing the sodden screen, I remind myself that there's a minimal 1.2-litre capacity in the RS washer bottle instead of the normal 993's 6.5-litres, so no excess squirting! The RS steering wheel has its yellow band at the top, which shows when it's dead centre. Otherwise, it's RS austere: no back seats, thinner glass (five kilograms lighter), no de-mister, no headlamp washers or central locking, and an aluminium front lid. It doesn't have electric mirror adjusters but it does have electric windows, which is unusual.

Under the front lid, the suspension turrets of the RS are quite different to the normal 993;

it's got adjustable top plates on the turrets and completely different struts. Like the replica, in the RSs door mirrors I'm also seeing the broad haunches of those rear wheel arches and the ducting in the supports of the Clubsport-spec rear wing on either side of the car. While the Clubsport-styled replica lives up to its name, the RS at least has the reputation of being benign to drive, and though it is way harder-edged than the standard 993, it is less of an effort to control up here on the moor. Some of that will be down to the tyres, as well as the setup of the suspension. While the specs are the same, the RS uses Pirelli P-Zeros all round while the replica uses Bridgestone on the back and Goodyear up front, so it is possible that, although they are the correct sizes, they'll have different behavioural traits, which may account for the tramlining tendency. On the other hand, the replica could have just a bit too much camber for the road; the toe-in is visible, so we assume it's set up with a track bias rather than road, which is why it acts like it does.

Immediately, the true RS feels like a very different car: the throttle response is sudden, it zings around the rev-counter more freely, it has a harsher engine note, it pulls harder and the steering and handling feel how an RS should feel, rather than a car that's been modified to emulate one. How they would work side by side on track is a different question but on the road, the true RS has it. The real 993 feels more compliant, and it's a real blaster, dishing up instantaneous throttle response with fabulously quick acceleration at

the tips of my toes, and vast reserves of power available when accelerating strongly in third at 5,000rpm, rushing even harder onwards over the hills. Steering is also vastly different: on the Speed yellow replica, lock-to-lock, it's a very wide circle but the RS feels more nimble in the agility stakes. The RSs gearshift is more notchy and thus precise, and it feels more built-for-purpose than the yellow replica, which is more ambiguous.

Is the replica, so far, wide of the mark? Maybe not as far as I'd originally thought. Heading back to base in the yellow car, I'm now wondering if the reason why the genuine RS feels sharper on the road is actually because the replica is more highly tuned than the RS, and therefore it comes into its own when I'm actually going a little bit harder than I was on the moors. Now I'm starting to appreciate its attributes better. The Clubsport-styled car seems every bit as quick as the RS in terms of its performance, and I think that's what I'm feeling here on our way back. I seem to be able to corner faster than the RS and possibly go quicker, too. The tramlining sensation is only evident when I'm driving hard and, as things calm down, I'm not aware of it.

The bottom line probably comes down to showroom sticker prices: the genuine 993 RS in Midnight blue is available for £300,000 and the Speed yellow replica is £100,000. The thing is, one of these 993 RSs is the real thing, the other never will be, though it will show you just as good a time, only in a different kind of way. **911**



## Thanks

Thanks to Specialist Cars of Malton for the assistance with our road test. For more information about the cars photographed please call **0844 7000 997** or visit **specialistcarsltd.co.uk**.





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Official fuel economy figures for the 911 Carrera 4S Coupé in mpg (l/100km): urban 22.8 – 27.4 (12.4 – 10.3), extra urban 41.5 – 42.8 (6.8 – 6.6), combined 31.7 – 35.8 (8.9 – 7.9). CO<sub>2</sub> emissions: 204 – 180 g/km. The mpg and CO<sub>2</sub> figures quoted are sourced from official EU-regulated tests, are provided for comparability purposes and may not reflect your actual driving experience.









# LESS IS MORE?

Today a four-cylinder 911 would be anathema, but Porsche has form with this arrangement lurking deep within its history, as we find out...

Written by **Chris Randall** Photography by **Daniel Pullen**





There's a saying that less is more, only with cars many of us don't always believe it to be true. We usually want more power, more performance, more comfort and equipment all in one as-near-as-complete package. Today, though, I've got the chance to find out if that old adage might actually contain a grain of truth. How so? Well, because a rather dank and wet Hertfordshire sees me about to get behind the wheel of Porsche's 912E, and while here at **Total 911** we consider ourselves a broad church when it comes to the Neunelfer, this is almost certainly one of the least powerful and slowest Porsches ever to grace these pages.

Whether that would matter, and whether I'm to come away from the experience feeling staunchly dissatisfied, were issues that I've spent time pondering over ever since discovering the car in these pictures. Still, I'll find out soon enough and, in the meantime, will comfort myself with the knowledge that air-cooled Porsches have always

been about more than just mere numbers. There's something far more beguiling at work, as readers of this magazine will know all too well. Fingers crossed, then, but first some background.

We've seen the 912 moniker before, of course, first appearing on the rump of a Porsche back in April 1965. Going on sale in Europe a couple of months later, it essentially acted to manage the transition between the 356 and the 911, and featured a carburettor-fed 1.6-litre four-cylinder engine that produced around 90bhp. The much lighter power unit was to pay dividends though, improving both weight distribution and economy, and would go on to become a successful model for the Zuffenhausen manufacturer.

By the time production ended in July 1969 (the 914 was waiting in the wings for the 1970 model year) around 30,000 Coupe examples had left the factory, as well as 2,500 Targa models. In fact, a special 912 Targa destined for the German police left the production line in 1966 as the 100,000th Porsche built. But with the 911 already

so firmly embedded in the minds of enthusiasts, why did Porsche feel it necessary to revisit the four-cylinder theme again in the mid-Seventies? It's a question that many have asked, and one theory often mooted is that the company found themselves with an excess of 914 power units to use up, but while this is debatable, what is known is that the company was looking for a stopgap model for the USA to slot between the outgoing 914 and the forthcoming 924. That car would be the 912E, produced for one year only between 1975 and 1976 and never sold outside of the United States. Available in Coupe form only and costing around \$11,000 when new, just 2,099 were made before production ended in June 1976.

When it comes to the styling, it's a model that has far more in common with contemporary 911s, featuring the same steel monocoque shell and impact bumpers, so it's a world away from the delicate lines of the earlier 912. Under the engine lid was the 914's 1,971cc four-pot, dubbed 923/02, which featured plenty of light alloy in its





**Top right:** 912E's four banger leaves plenty of room in the engine bay compared to a 911's flat six

**Right:** From a driver's point of view, the 912E boasts a familiar 911-like setup and is well finished



construction and two-valves per cylinder operated by gear-driven camshafts. On a compression ratio of 7.6:1 it produced a very modest 86hp and 133Nm of torque.

But rather than the Solex carburettors of the earlier 912, the 'E' featured Bosch's L-Jetronic injection system referred to as the 'Air-flow Controlled' system, although it was all somewhat hamstrung by the strangling effect of the emissions control gubbins that were necessary to meet stringent federal regulations. And, it was an arrangement that required maintenance every 30,000 miles or so, a warning light on the dashboard triggered by the odometer when attention was due. The effect of all this was a Porsche that struggled to the 60mph benchmark in a glacial 13.5 seconds, before topping out at 110mph. Hardly the stuff of 911 legend, then, but as we all know there's somewhat more to these cars than bare-faced statistics. As for the rest of the mechanical package, the 912E got a five-speed transmission that was similar to the 915

unit but benefitted from internal changes and revised ratios, along with the familiar torsion bar suspension and disc brakes at all four corners.

At last, it's time to get behind the wheel of our example on test. Rust-free and imported last year from the US state of Carolina, this 912E had been secured for the frankly unbelievable sum of just \$10,000, and was fresh from a light restoration that had included some mechanical fettling and a colour change from yellow to the rather fetching Porsche 'himmelblau' (Sky blue) you see here. But how similar is it to a 911 of the time?

Fortunately, there's much that's comfortingly familiar, from the precision 'click' of the door handle to the cloth and leatherette-trimmed cabin, featuring a revised five-dial instrument pack. Completely original and needing little more than a brush-up, it's in amazing condition for a 40-year-old car and I waste little time in jumping behind the three-spoke wheel to make myself at home, something that Porsche's talent for ergonomics ensures takes just seconds. The ➔

## History of the 912



### April 1965

Porsche announce the introduction of the 912, a model that would ease the transition between the 356 and the 911

### June 1965

The 912 goes on sale in Europe. Weighing 113kg less than a 911 and with less equipment, it's powered by a 356-based four-cylinder engine

### 1965

The Targa model launches. Like the 911, the early models feature a removable plastic rear window. The same year sees the 100,000th Porsche built, a 912 Targa for the German police

### 1967

Maintaining Porsche's motorsport history, Polish driver, Sobieslaw Zazada, secures a class win in the European Rally Championship

### 1968

The Targa gets a glass rear window. At the same time, the longer wheelbase shell with an additional 57mm is used. Flared wheel-arches are an additional feature

### July 1969

912 production comes to an end. Approximately 30,000 Coupes and 2,500 Targas are built, outselling the 911 at times. The model briefly returns in the USA for 1975-76



'tombstone' seats at first appear a touch meanly bolstered but soon prove properly supportive. A few minor adjustments and I have the driving position spot-on and even the typical offset of the steering wheel, which sits a few millimetres to my right, soon feels completely natural. Instead of the Bosch injection system, this particular car has been converted to a pair of twin-choke Weber carburettors but, even from cold, a quick prod of throttle is all that is needed for it to burst into life with that raucous air-cooled thrum. Once warmed through, it quickly settles down to a burbling idle and it's time to go in search of some proper roads, although first there's the matter of negotiating the narrow, pot-holed exit from the car's temporary home. Thankfully, the firmly weighted clutch is short of throw and accurate of biting point, making slow-speed manoeuvring a cinch, while narrow dimensions and slim-pillared visibility ensures there's no danger of scraping that flawless paintwork. Once clear of those particular perils, the country roads beckon, and while the lowly power outputs mean I'm mentally preparing myself to recalibrate my expectations, I needn't have worried.

The four-cylinder engine does lack the deeper, more mellifluous timbre of its larger brethren, proving more mid-range than bass, but that pleasing air-cooled beat is present and correct, overlaid in

this case with a terrific induction rasp, courtesy of the greedily sucking Webers. And the throttle response on the carburettors is a delight, the alacrity with which the needle swings round the centrally-mounted rev counter testament to an engine that demonstrates a noticeable reduction in inertia compared to a 'six'. It exhibits a supremely linear delivery, too, the power easily meted out with each firmer prod of the perfectly-weighted throttle, which I can't help feeling is a very good thing in view of the slippery roads nearby.

And the performance? Suffice to say, I don't feel in the least bit short-changed by the modest numbers on the spec sheet. On more expansive tarmac, and with a 911 of similar vintage in attendance for comparison, the ultimate lack of shove would without doubt be thrown into stark relief, but right here on these roads the crispness of the throttle response and the evocative noise soon put paid to any concerns I might have had about the car's ability to entertain. If anything, the chance to enjoy this Porsche's core attributes without concerning myself with the need to reign-in the license-threatening amounts of power you'd find in a modern 911 feels enjoyably liberating – and with today's speed-camera-festooned roads perhaps more relevant than ever. Anyhow, there's

little time for such deliberations as the weather is closing in and I'm keen to stretch the 912's legs before heading back.

Accessing the available performance is certainly made easier by the slick cooperation of the five-speed gearbox. Only during the shuffling around for photographs do I find reverse a touch tricky to find, but otherwise it slots ratios with a well-oiled accuracy, making it supremely easy to keep the flat four in the meat of the rev range. Having expected a degree of obstinacy thanks to its 915 origins, it's another pleasing facet of this intriguing Porsche. It stops with confidence, too, and although if I'm being picky I'd prefer a tad more feel from the middle pedal – initial response is a touch wooden, making it hard to modulate braking efforts – a firm shove brings ample delay.

But the biggest impression is reserved for the handling. No real surprise, but every time I experience the delicious agility of an early Porsche, I come away amazed at just what the engineers managed to achieve all those years ago.

The chatter of feedback from the unassisted rack and pinion steering is breathtaking, a far cry from today's digitally enhanced feel. Easily manageable at parking speeds, the weighting once underway is sublime – just think about pointing the nose into a corner and you're out the other side and aiming for the next apex.

Cornering induces little in the way of roll, and the ride is firm but well controlled, with only the sharpest ridges sending a thump into the cabin. There's less of the 'nose-bob' than I remember but perhaps that's another by-product of the lighter engine, though what does exist is grip aplenty. On modern Yokohama rubber, even determined efforts to break traction in tighter bends can't persuade the tyres to relinquish their grip, and that feeling of security is backed by real fluency. A sequence of corners can be dispatched with flowing ease, the smaller engine providing a noticeably less tail-heavy feel, boosting driver confidence. Tipping the scales at just 1,050kg, the 'E' is a world away from the gadget-packed heft of a modern Porsche and you can appreciate every ounce of that saving.

A cliché it might be, but the 912E is the embodiment of an analogue car in a digital world, which is something to be applauded. Have I missed more horsepower and stronger performance? Not really, and while damp roads weren't the ideal playground for exploring the car's limit, there's simply too much else to appreciate. The 912E might be something of an enigma, but it's a mighty enjoyable one all the same. Perhaps its owner will let me have another go when the sun is shining... **911**

**Model** 912E

**Year** 1975-1976

**Engine**

**Capacity** 1971cc

**Compression ratio** 7.6:1

**Maximum power** 86hp @ 4,900rpm

**Maximum torque** 133Nm @ 4,000rpm

**Transmission** Five-speed manual

**Engine** Two twin-choke Weber

**Modifications** carburettors in place of Bosch fuel injection

**Suspension**

**Front** Telescopic dampers with torsion bar springs; anti-roll bar

**Rear** Semi-trailing arms with telescopic dampers; torsion bars; anti-roll bar

**Wheels & tyres**

**Front** 5.5x15-inch; 195/60/R15

**Rear** 5.5x15-inch; 195/60/R15

**Dimensions**

**Length** 4,292mm

**Width** 1,610mm

**Weight** 1,050kg

**Performance**

**0-62mph** 13.5 secs

**Top speed** 110mph







**Above:** The cloth and leatherette-trimmed cabin of this 40-year-old 911E features a revised five-dial instrument, three-spoke wheel and supportive 'tombstone' seats – all can be found inside a period 911, too



### Thanks

Thanks to Mike Brewer and Mark Maloney at Mike's Muscle Car Garage for their help with this feature.





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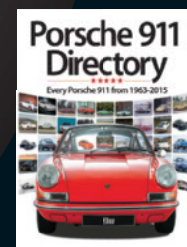
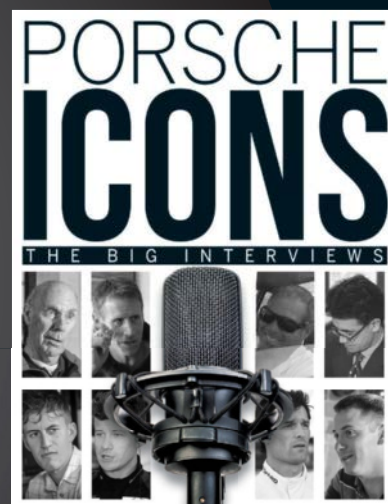
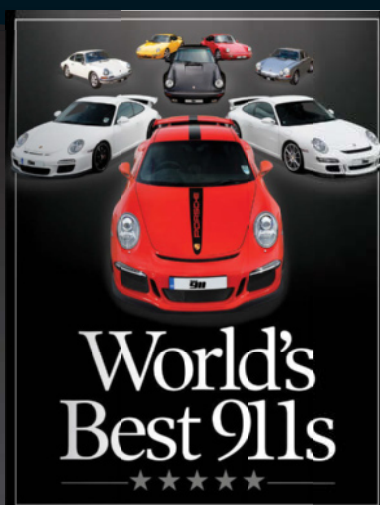


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# Living the Legend

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



## 2005 997.1 Carrera S



**Chris Wallbank**  
Leeds, UK

**Date acquired:**  
November 2012

**G**iven the small number of times I've managed to get the 997 out of the garage over the last couple of months, I had almost forgotten about the fact that it was in desperate need of new tyres all round. In fact, both rears were just about on the tread limiter and, as most of you will agree, a rear-wheel drive Porsche 911 in cold, icy weather is not a good combination for any level of driver skill! So, with tyres being the only thing connecting my 911 and myself with the road, tyre choice and fitting couldn't be more important!

Usually, I would always take my Porsche to the nearest OPC for piece of mind, as I've never really trusted the fitting of tyres with any old garage. This lack of trust is probably due to some bad experiences many years ago, where various garages have damaged my alloys in the process of fitting, along with poor balancing and wheel alignment – neither

of which are a good combination by anyone's standards, let alone with a 911.

This had me thinking... there's got to be some tyre fitment centres out there other than Porsche main dealers that are approved by the tyre manufacturer themselves and can be trusted. My personal tyre of choice ever since owning my first Porsche has always been Pirelli, this mainly is because of their great performance in the wet and general day-to-day wear resistance when compared to other brands that I've tried. Performance in the wet has always been important to me as I use my 997 in all weather conditions and given the amount of rain we have in North England I usually have no choice! The Pirelli P Zeros are one of only two Porsche approved 'N' tyres that have a wet rating of A, Bridgestones and Michelins both having a wet rating of B.

So in the quest to save some money over Official Porsche Centre prices and still have the reassurance of correct tyre fitment, a

little research on the Pirelli website brought my attention to what are known as 'Pirelli Performance Centres' or 'PPCs'. The nearest PPC to me was located at North Eastern Tyre and Autocare in Knaresborough, North Yorkshire. After a quick phone call and chat with the centre manager, Dan Meek, I found their alignment and fitting equipment was no different to that of an Official Porsche Dealer. All Pirelli Performance Centres also have to pass two strict technical audits every year by Pirelli themselves for further piece of mind.

In terms of cost, the PPC was able to save me a fair bit in comparison to the main dealer prices, so I headed up the following day to get the new P Zero tyres fitted (235/35/19 front, 295/30/19 rear). On arrival, the centre manager greeted me and I've got to admit it was one of the cleanest non-Porsche garages I've come across to date. Once I'd handed over the keys to the technician I noticed he fitted steering wheel, gear stick and seat covers



## 1999 996 Carrera 4



**Rob Clarke**  
Bristol, UK

**Date acquired:**  
February 2014



**Y**et again, I have been my wife's 'plus one', but this time it was at the Porsche Experience Centre at Silverstone! After putting a deposit down on a new Macan, we were invited to the Porsche Experience Centre to drive the car, which helped us to choose any options on it. We are now going for the 18-way adaptive Sports seats and the Sports Design wing mirrors.

The Experience Centre is a great place. We arrived and had a look around the cars on display in the atrium then made our way to the restaurant where we met Brian, our Porsche Driving Consultant (PDC) for the session. Since the Macan is my wife's car, she opted to go first on track while I retired to the restaurant and had another walk around the atrium, planning my next purchase!

So what did we learn? Well, we both sit and hold the steering wheel incorrectly, and



I am too heavy on the breaks, but after a few laps around their handling track and some sessions on the 'kicker' (an impressive set up, forcing the rear end to step out by a metre to induce a skid), our car control improved dramatically. The final session was braking. We were told to floor it and wait for the call to hit the breaks. I have no idea how fast we were going but the stopping power is phenomenal, and the car's stability under braking is superb, even when changing lanes.

We both learned a lot during the session and Brian was fantastic. You can book yourself onto a course there, so if you are thinking of buying a Porsche it is a great way to experience them where they belong – on a track. You can also take your own Porsche there and have one-to-one tuition. If you want to chat to me about my 996 or if you race and want to invite me and my camera along, I can be contacted on Twitter via @Rob996LTL.

## 1985 3.2 Carrera



**Greg James**  
Mercer Island,  
Washington

**Date acquired:**  
2008



**O**ne of the problems with owning a 'nearly perfect' car is that little things can bother you. My 1985 Carrera is a fairly low mile (60,000) all original triple black beauty. It runs like a dream, has given me no problems over the seven or eight years I have owned it, and it is as close to pristine as a high-end driver can be.

That said, it is still a 'driver' and not what we in the States refer to as a 'garage queen' that never gets used and is only taken out for shows and a few sunny days in the summer. Therein lies my current dilemma: the top is now 30 years old, and while it functions perfectly, doesn't leak, and sits like new, it is showing its age. The headliner has a couple of small wear holes in the fabric that no doubt are a result of simply being raised and lowered hundreds of times, and the front of the top



has started to separate. Neither affects the soft top's function, and both are really nothing more than minor eyesores or irritations. But, as many in the classic 911 ownership world will probably understand, they may be small imperfections but they bother us nonetheless.

My local Porsche shop recommended a well-respected Seattle area soft-top repair specialist, and I called the owner and talked to him about it. He was familiar with the wear issues on 1980s 911 cabins, and explained that he could have the top looking brand new for about \$650.

Wow! That's a lot of money for two small liner holes and some plastic separating from the front of the roof that are 'minor irritations'. Especially when they have no effect on how the car runs, nor do they produce any leaks. That said, I'm going to make an appointment as soon as I have the time.

before he even entered the car! As I watched the old tyres come off and saw what a poor state they were in, I was glad I didn't wait another day to get some new ones fitted.

Once the new P Zeros were fitted, balanced and back on the car, it was time to check if the car needed any alignment. Considering it was only done at the Leeds OPC just 2,000 miles ago, I was shocked to find it was actually quite a way out, but apparently 911s can knock themselves out of alignment very easily. So the relevant adjustments were made on the Hunter alignment system and before I knew it the keys were handed back to me along with the alignment print out. Excellent, I can finally get the 911 out for a good road trip without the worry of low tyre tread! If you're in the market for new tyres and looking to fit Pirelli's, I would seriously recommend giving your nearest PPC a try. Information can be found at [www.pirelli.co.uk/ppc](http://www.pirelli.co.uk/ppc), and remember they've got centres across the UK.



## 2007 997.1 GT3



**Ben Przekop**  
Georgia, USA

**Date acquired:**  
July 2012

**N**ew Year's Resolutions. Like most of you, as I begin another year I have made a few resolutions, which I call my 'Big Four': exercise more, eat less, spend less money, and save more. And, like most people, I tend to fall a bit short of my goals but at least I give it my best shot! I also take advantage of the winter months to plan my Porsche activities for the coming year as well. So, here are my "Totally 911" Resolutions for 2016:

**1) Attend a DE event at one of my "Bucket List" tracks:** There are a few famous race tracks that I may have visited as a spectator, but have never driven: COTA in Austin; Road America in Wisconsin; Daytona in Florida; Watkins Glen in New York; and Laguna Seca in California. All of these tracks are a long way from my home in Atlanta, and would involve taking an entire week to drive there, attend the event on track, and return home. But the clock is ticking and I need to start checking these off! I am kind of leaning toward Road America first, since it was a track my son Geoff and I visited so many times when we lived in Chicago during the golden era of IMSA and the dominating Porsche 962 (with a 911-based engine, don't forget!).

**2) Take advantage of coaching at every event:** Although I have been driving on track for over 12 years and have been instructing for over seven, I still have a lot to learn, and whenever I have a senior driving instructor ride along with me, I always pick up some new techniques or a better line.



**3) Be a better instructor:** While I think I do a good job instructing students at DE events, I will try to do an even better job of mentally putting myself in their shoes, being careful not to push first timers too hard or too fast, while at the same time encouraging more experienced students to push past their comfort zone so that they can also continue to improve.

**4) Enjoy my GT3 to the fullest:** The great thing about my car is that it is awesome both



on track and on country roads, so I need to make more time to enjoy Porsche Club driving tours and long road trips just as much as my time on the track.

And, since I am eager to start working on my resolutions, and as there are no track events this month, it seems like a good time to take a nice long drive in my car and stop for a little refreshment at a Dunkin' Donuts. Black coffee and just one small donut sounds like "eating less" to me, don't you agree?

## 2011 997.2 GT3 RS & 2015 991 GT3



**Tony McGuinness**  
San Diego, USA

**Dates acquired:**  
February 2011 &  
December 2014

**T**he start of the year was eventful for my 991 GT3. On an early drive to the Carlsbad Cars and Coffee gathering, two cockpit warning lights flashed up on my dashboard! One stated, "Engine control fault," and the other, "Coolant temp indicator fault". With the warning lights came a loss of engine power and the fans came on full blast.

Both fault warnings stated, "Driving permitted consult a workshop", so with a loss of engine power and some concern, I headed for home and called the dealer. By the engine code faults, the dealer was convinced it was a faulty thermostat. He said the fans had come on to protect the engine and I could drive it in the next day.

Apparently, this is a known issue with the 991, and a number of other 991 GT3 owners on the Porsche forums had experienced this thermostat failure. Now, I am not sure why Porsche, if they knew these thermostats were failing at approximately 3,000 plus miles, didn't contact 991 GT3 owners to have them replaced.



When I tried to take the car in the next day, it started but it turned itself off. After several attempts to start it up and keep it running, it became apparent that it would require Porsche Roadside Assistance, and they arrived with a flatbed truck to retrieve my GT3. The people they typically send out are Porsche authorised and skilled in transporting 911s. Unfortunately, this was not the case here. The person they sent had never loaded a very-low-to-the-ground GT3 onto a flatbed truck before. If you have ever seen your prized 911 being loaded onto a truck by someone who has never



done it, you can only imagine the anxiety it generates. If you are ever in this position, I would suggest you call Porsche Roadside Assistance and insist on them sending a person who knows how to load your 911.

There was slight scraping of the black front lip during the loading, which I was not too pleased about. The good news, of course, is the diagnosis was indeed a faulty thermostat and Porsche replaced it under the warranty. It was an eventful month for my GT3 but I can happily report it is back in tip-top condition and runs how a GT3 is meant to run!



## 1982 SC & 1989 964 Carrera 4



**Gina Purcell**  
Oxford, UK

**Dates acquired:**  
April 2014 &  
September 2004



**Y**ou love your 911, of course, but is there a 'significant other' gleaming in your garage? Mostly, I've been fortunate in having other cars available to spare the 911(s) when winters bite hard into 1960s-designed mud-and-salt-trapping crevices.

These sacrificial lambs have been a well-liked VW Jetta GLi Mk1, many much-loved Ford Capri 2.8is that rumbled and crumbled, and an adored 1999 Subaru Impreza Turbo Wagon. A dose of common sense decreed a diesel Citroën ZX called Leclerc should supersede the Scooby for five years, followed by a dependable Skoda Octavia for eight years. We also recently inherited a 2003 Ford Fiesta. Heroes all. But

now there's a new 'significant other' in town – an Audi S4 Avant, simultaneously scratching my fast wagon and V8 itches! Called Arnie, he's our heavy lifting daily driver.

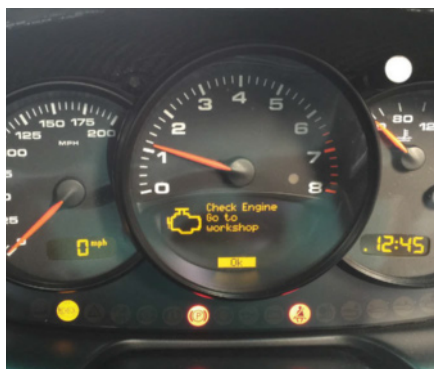
The V8 sits so far forward of the front axle it's the 964 C4's layout reversed! The C4 is the 'reversed' engineering of course, but with a 31/69 per cent torque split in normal applications, a rear engine and a short wheelbase, Wolfi runs four rings around the 50/50 per cent torque split Audi. I've never felt a more lifeless helm than Arnie's, but he's pure muscle car fun – and endlessly practical. Every 911 needs a sacrificial lamb, especially when it's a wolf in a sheep's clothing!

## 2003 996 Turbo



**Joel Newman**  
London, UK

**Date acquired:**  
April 2014



**A**nother day, another dollar. My 996 Turbo had been in fine form this month following the front end respray, so it was only right that something went wrong, and guess what, it did. Twice.

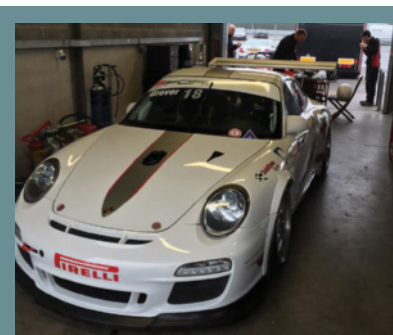
First off, in one of the most senseless acts of vehicle assault I've experienced, I was out on a cold, wintery Sunday morning and decided to pump up my push bike's tyres with one of these new-fangled electric gizmos you connect to the car's lighter socket. Not exactly brain surgery, but while tugging the cord an inch too far while it was draped over the passenger seat, I heard the clatter of my bike falling as the cord had wrapped around the stand! It fell directly into the side of the car. The damage is minimal but right now the odd reflection caused by the ding is all I can see!

I have nobody to blame but myself for this. Annoyed isn't the word but that's what happens when you rush and don't think things through,

so I hold my hands up – an expensive lesson learnt. I'm hoping the indent can be pushed out and sorted cheaply but it needs to be painted, so I'll let you know if that proves to be the case.

Next up, while driving my car back from the Autosport International show, an engine warning light flashed. Not something you want to see on a snowy M1 with 80 miles between you and your front door! This happened once before – thankfully, the car is driving perfectly, so I am pretty sure it's the same issue.

When I upgraded my car's exhaust system (which still sends tingles down my spine), I opted to include a pair of HJS 200 race catalytic converters. Now these work really well around 99.9 per cent of the time, but on rare occasions, about once every four months, they momentarily confuse the ECU. I'm having the car looked at this week just in case a pipe has popped off or there is an air leak somewhere in the system, but fingers crossed it's a swift fix.



## 997 Cup

**David Grover**  
Harpenden, UK

**Date acquired:**  
July 2015

**W**ith the New Year in full swing and showing early signs of dry sunny weather ahead – looking out of the window today, anyway – it is important that the 997 Cup car is ready for its first pre-race shakedown on track, which is taking place on 28 February on the full GP circuit at Silverstone.

Quite a bit of prep work is needed, though. The gearbox needs to come out for a check and refresh, along with a new clutch. The driveshafts will get a maintenance refresh only, as they are new, but also a full four-corner rebuild and service of the front and rear ARBs is needed. We have been debating swapping over the dampers to Proflex three-way adjustable ones, but I am not convinced that my skill level, in full race mode, justifies the expense. That's the trouble with race cars, you can just keep going with putting on new parts, convincing yourself it will make the difference. We know front running class cars in the GT Cup use this adjustable system, but I think I need to complete a few races at this higher level first.

What we will do, though, is replace the front and rear discs, put a new starter motor on the car and give the car the basic TLC it needs in advance of the new season, and possibly a new seat, too. All of this becomes a big bill very quickly, so I need to focus on track time and coaching to become more consistent and faster. My second track day has just been booked accordingly and will be used as a full test day before the Brands Hatch Blancpain support race.

I would like to thank my good friends at Solutions Racing, Andy and Pete, who maintain, service and prep this great car. It's their talent and expertise that keeps me mechanically safe on track and gives me the confidence to drive the car to the best of my ability. Right, off to read more about Proflex dampers and convince myself I really do need them!





**1979 930 3.3**

**Richard Klevenhusen**  
Rio de Janeiro, Brazil

**Date acquired:**  
May 2012

**L**iving in Rio de Janeiro, I am always worried about the damage that the sea air could cause to my 930, and my biggest concern is corrosion. Don't get me wrong, living by the sea is great, but precautions must be taken to prevent the salty air, sand and road congestion from causing serious damage to the car.

Water, salt and sand from the coast can cause serious corrosion of any metal components that are unprotected. The bodyshell, trays, suspension bolts, brake system parts and cables that are regularly exposed to the salty air could easily corrode and are susceptible to damage. And, even the car's paintwork can react with the salty sea air, leaving the colour opaque and dull.

Rust and corrosion usually appear in the spaces between the rubber, on the door handles, the ceiling mouldings and doors, where these substances are deposited more often. Other items in the vehicle that deserve attention are the electrical system, the steering box and dampers. The connectors of the electronic fuel injection system and the battery can undergo oxidation, affecting the operation of the engine. In the case of shocks, sand depositories can compromise the performance of the vehicle's suspension.

Here are some suggestions to keep your car free from damage:

- Carry out a complete cleaning of the vehicle, including the engine and its internal parts. It is essential to keep it in order and prevent corrosion.
- Make periodic reviews of the vehicle's bodyshell and wax the car every three months to enhance its protection. Polishing and mirroring processes are also good.
- Carry out check-ups with a trusted mechanic to check the protective parts like the caps, hoods and rubber.
- Lubricate suspension and transmission systems with grease to prevent a build-up of sand.

**1972 911T Targa;  
1972 911E;  
1977 930 3.3;  
1977 930 3.3;  
1981 SC;  
1986 3.2 Carrera;  
1988 3.2 Carrera;  
1994 964 Carrera 4;  
1996 993 Carrera 4S**



**James McArthur**  
Houston, Texas

**Dates acquired:**  
(in same order as above) 2013; 2014;  
2014; 2015; 2015;  
2015; 2015; 2016;  
2016



**W**hen I'm looking for the next 911 for the collection, it's not some random affair, there is a little bit of method to the madness. My hope is to secure one of every air-cooled 911 generation from 1964 to 1998. Furthermore, I adore 911 models with the factory Turbo look (wide body) with the naturally-aspirated flat six.

2016 has been great thus far. At the time of writing we're not even done with January and I've added two factory wide-body 911s to the gang: a 964 Carrera 4 (Werks Turbo Look, WTL) and a 993 Carrera 4S. The newest members of the 911 clan have a lot in common: both are from the 1990s, factory wide body, four-wheel drive and with approximately 32,000 miles on the clock.



Both 911s have been on my radar for a long time, the 964 has been a very protracted affair dating back to last summer. When hunting for the "right" classic 911, patience and perseverance are vital.

Now I've taken delivery of both cars, they will be freshly serviced and will undergo paint correction and protection to get them looking their best. With both being low mileage examples, modifications will be bolt on and off (wheels, shocks, and sports exhaust). I reserve the extreme modifications for my outlaw 911s.

The driving experience so far is illuminating. As the youngest members of the collection, the refinement and comfort of the 964 and 993 is light years ahead of my 1970s and 1980s era cars, maybe too refined? I'll reserve judgement until I get some more seat time.



**1978 911 SC**



**Wilhelm Lutjeharms**  
Cape Town, South Africa

**Date acquired:**  
January 2015

**R**ather embarrassingly, checking my SC's oil level revealed that a top up was long overdue. The fact that it has a few leaks didn't help, so a refill was urgently needed.

After asking Porsche and a few collectors, I decided to buy oil that fellow owners have used and suggested. After all, they have been driving and restoring these cars for a number of decades. The result is that I bought 15W-40 multigrade oil, an oil that a 911 engine specialist also suggested.

On a different note, I was rather shocked to discover just how many air-cooled 911s are leaving South Africa. Unfortunately, that happens when a currency weakens as much as ours did in 2015, and the Euro and Pound Sterling are so strong – suddenly it makes financial sense to import a car from South Africa to Europe.

I'm also still researching the best way to restore my car. Currently, I am thinking of having only the gearbox and engine done, and doing the body at a later stage!

**2003 996 Turbo**



**Ray Chandler**  
Surrey, UK

**Date acquired:**  
August 2011

**I've just sold two cars and bought a new one, too. In the past I have not bothered about the road tax left on a car I am selling, unless it had another 11 months or so to go, of course.**

Since the demise of the paper tax discs, you can no longer transfer tax with a car. I went onto [www.gov.uk](http://www.gov.uk) and made a declaration of sale for both cars and received two cheques in the post a few days later. This got me thinking about the new car – is it taxed or do I have to do it as, I read, the dealership cannot? Or, worse, if the dealership are too slow in notifying the DVLA of the sale, then the car is automatically declared as 'not taxed'. This grants the DVLA the ability to clamp your new car on the spot, the instant their vehicle-mounted camera reads your shiny new registration plate – which will not do your blood pressure any good at all.

As for Christmas, someone needs to have a serious word with that Santa, as I hung up my stocking (sock, actually) with a note asking for a new 991.2 but was left with the keys for a brand new AMG Mercedes Benz S Class instead. So, in the Year of the Monkey, could I wish for next year to be the Year of the 991.2, please?

I'm sad to say that is all from me for a while, as my beloved 996 Turbo is now sold. It has been a real privilege owning my 996TT and good fun, too. A big thank you to John Hawkins of Specialist Cars of Malton, and to the Editor, Lee Sibley, who has encouraged and guided me to write on Porsche technical topics close to my heart. Au revoir for now, and happy motoring.



## 1967 912 & 1979 911 SC



**Sean Parr**  
Harpenden, UK

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

**T**here is progress on the SC. Yes, I still own it and it's still at Trade Werx, however, Barry and Steve have finally given themselves the hurry up (with some persuasion) and things are progressing. Unhappy with the paint finish, they have put it under the gun again, with another thick layer of Guards red and four coats of lacquer, and it looks amazing – inches thick and lovely. And, it's coming back together.

The expensive seals and rubbers are almost all fitted and the battery box surface rust has been treated and painted. We need a few more rubbers, which has slowed things down a bit, but Nick Moss from Early 911 has come good with the anodising of the door frames and the few parts that are unobtainium from Porsche, as well as the powder coating of the door handles. Wow, they look amazing and the car is going to be an utter stunner. Final fitting will take place soon, and then the steering rack will be stripped and sent off for refurbishment. I am getting very excited about getting the car back, although I'm not sure I am the sort of person who should own such a perfect car.

The 912, my great mate Jonno and I went off a couple of Sundays ago to the Bicester Heritage Sunday Brunch Scramble open morning and what a fantastic morning it was. Filthy weather, but the car went perfectly, and



the centre is an absolute joy for all of us old car nuts. The Bicester Heritage Centre is set up on an old RAF base to provide a centre of excellence for classic car restoration and race car engineering on a variety of classic cars from Alvis to Lotus, as well as a magnificent version of our beloved Porsche, this time a red 356 Speedster. The visitor cars ranged from a load of lovely Porsches, all under the PCGB banner, to old Land Rovers, Alvis, Rolls Royce, Triumph etc. If you haven't visited the Bicester Heritage Centre yet, do find the time to make a trip, it's just fantastic.

And, I have added a delicious Momo Prototipo to the 912, as I managed to pick one up cheap and then sought to use the Momo hub that I had for my old 911 Targa. I then found the pre-1973 hub was different, so I managed to find one through a wanted advert on DDK, which I bought from Will (Scalino65 on DDK,



where would we all be without forums?). But, I still struggled to get the wheel to fit. With the new hub the wheel went on perfectly, however, it seemed to be lacking something to stop the lateral movement of the steering column (yes, that would be as scary as it sounds!). After another help message on DDK, it appeared that I needed a collar underneath the hub to remove the play.

You can buy them for £30 from Porsche, it appears, but as a fanatical cyclist and someone who does all the work on his bikes himself, I have tons of spares. It turns out, the collar that sits over the steerer of the forks in the headset fits the 912 like a glove, removing all the play and now the Momo fits absolutely perfectly – and all for a part which in cycling terms is a five pence part!

Porsche tax? Not when you use bike parts for your Momo-Porsche interface!



Porsche recommends Mobil 1 and MICHELIN

## Total 911 Magazine's Top Sales Team of the Year 2015: Porsche Centre Bournemouth

Thank you to all Total 911 readers who voted us the **Official Porsche Centre Sales Team of 2015**.

We received many accolades this year, but to be voted for by customers and dedicated Porsche fans is always more special for us.

For more information please drop into our Centre, call **01202 697 788** or email **info@porschebournemouth.co.uk**.



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# PREMIER PORSCHE

Everything you need for your 911

## Sharkwerks

Inside the NorCal company making Zuffenhausen's iconic car even better



# Data file

Full specs, ratings, and market values of every 911, including both generations of 991 Carrera, can be found beginning on **page 86**



## Plus

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# SHARKWERKS

Nearly 6,000 miles away from Zuffenhausen, a small family-like business is making Porsche's performance icon even more exhilarating, as Total 911 investigates...

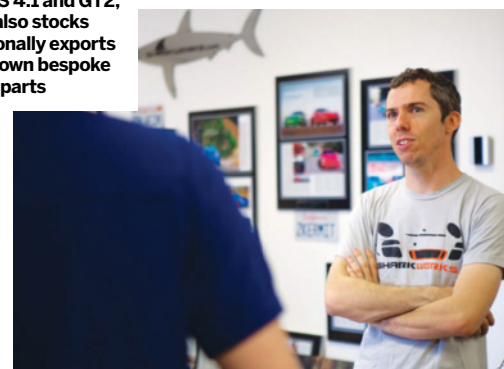
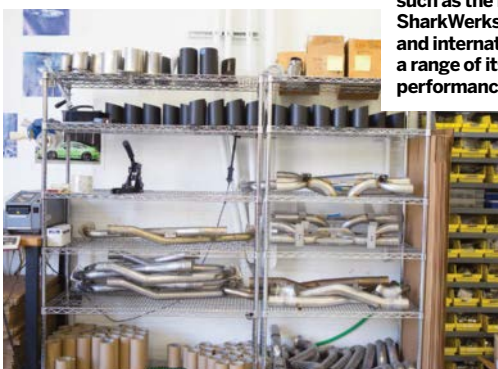
Written by **Lee Sibley** Photography by **Patrick Lauder**







Alongside their passion for and experience in all-out engine tuning, creating critically acclaimed cars such as the RS 4.1 and GT2, SharkWerks also stocks and internationally exports a range of its own bespoke performance parts



It is incredible to think that SharkWerks is only just over a decade old. Already a household name in the international Porsche industry, their tuned cars and products regularly reach as far afield as Europe, the Middle East and Australia – and what's even more phenomenal is how this envious global following has been cultivated through the hard work of just four people. Regular readers of **Total 911** will, of course, be familiar with the breathtaking 'Sharkafied' Porsches created by Alex 'Sharky' Ross, Joan Wood, James Hendry and Dan Kennedy, each creation hailing from the humble SharkWerks premises in Fremont, California. But how and why was the company formed in the first place?

James, who cofounded SharkWerks with Alex, tells me the story of the company's beginning during my tour of their nautically-themed headquarters: "I met Alex back in 2004. We were both Porsche owners and weren't happy with what was available in our area in terms of performance tuning," he says, "so we quickly decided the reasonable thing to do was to start our own business to put that right."

SharkWerks was born in 2005, just in time for the 997-generation of 911 to begin reaching dealer showrooms. Not long after, these same new 997s would find their way to Fremont for tuning, and the tradition has continued through every Turbo, GT and Rennsport release since, right up to and including today's 991s – with owners known to have driven their new 911 straight from the showroom

floor to SharkWerks' front door. Needless to say, the focus at SharkWerks has always been towards the water-cooled Porsches thanks to the big power gains their flat six engines offer, with every variety of 996, 997 and 991 variants tuned to improve outright performance as well as driving experience.

However, it is the turbocharged cars that offer the greatest performance gains, and this is an area close to the heart of Alex 'Sharky' Ross in particular. So nicknamed because of his lifelong obsession with the fearsome elasmobranch fish, Sharky grew up in London, England, and has fond recollections of the mesmerising 930, complete with that appropriately named whaletail. This obsession with forced-induction Porsches would follow him to America, culminating in the purchase of a 996 Turbo in 2001.

He continues the story: "When I first got it, my friend (at the time) Dan and I were looking at ways to get more power and race people at the quarter-mile track in Bakersfield. From stock to tuned we were quickly able to go from 12 seconds to 11 seconds. That part was relatively easy. By 2004 I had met James at a local shop and he was interested in helping me get more serious with modifications to try and get the car into the 10 seconds. There weren't many folks showing up to the racetrack with 911 Turbos but we stuck at it and, admittedly, it was a somewhat short – some would say juvenile – but nevertheless fun way to test and tune." This hunger for more testing and tuning led to Alex's 996 Turbo securing the National Hot Rod

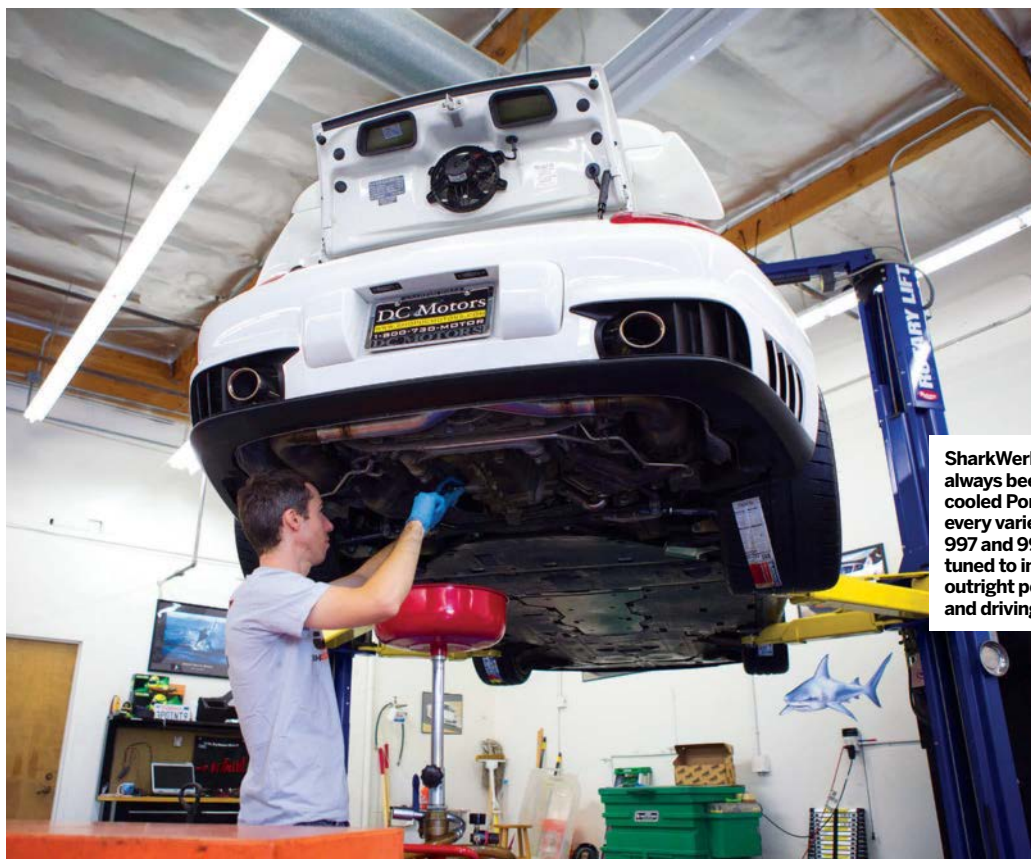
Association's street car quarter-mile record at 10.5 seconds – a record that stood for well over a year.

The blue touch paper had been lit and now others were talking. Alex continues: "I couldn't really continue to have meet and greets on my garage floor at home, so James and I started up a small shop. Our friend Todd at EVOMS also gave us a nudge, inviting us to line up with his shop 996TT at the drag strip in Arizona for a double attempt to get to 9 seconds. Sad but true, we both made it about an eighth of a mile as he grenaded his transmission and I lifted the heads on the motor on the same run. No, we didn't get into the 9 seconds, but a bond was born that day. We all went home and learned from it. That really kicked off the engine-building programme on those cars and laid the foundation for what we do nowadays.

"At that time, James and I were also dabbling with going to private track days, and corners started to become more interesting. Setting up these understeering AWD cars to handle better was another fun challenge. I think that by living, driving and testing these cars in all sorts of scenarios we got a good gauge for what works and what doesn't. Testing, tuning & R&D'ing on our own cars is a philosophy we still have today. We don't trial and error on customer cars and once we have gotten our cars to what we feel is dialed, true and tested, then we release parts, kits and packages."

As you can see, SharkWerks isn't merely a trio of businessmen looking to profit from California's thriving Porsche 911 sub-industry. Far from it. ➡





SharkWerks' focus has always been on water-cooled Porsches, with every variety of 996, 997 and 991 variants tuned to improve outright performance and driving experience



## “These are drivers who love cars, know a lot about how they work and where they can be bettered, and are ready to help those who want in on this knowledge”

These are drivers who love cars, know a lot about how they work and where they can be bettered, and are ready to help those who want in on this knowledge, particularly when it comes to a car with Zuffenhausen's prancing horse affixed to its nose. Even better, it quickly becomes apparent during our visit that Alex, James and Dan are all convivial, affable guys who enjoy what they do immensely. Adept at discussing the most intricate Porsche engineering details, they're not afraid to share their sense of humour with you either, advocating a genuine family-like atmosphere unlike anything I've ever experienced at a specialist. However, a customer isn't paying for charm, so what of SharkWerks' products themselves? Again, only excellence reigns supreme.

SharkWerks' most famous work comes in re-engineering Zuffenhausen flat sixes, often involving an increase in capacity using their own tooling. Their 3.6 to 3.9-litre conversions on the 997.1 GT3 were ground-breaking from the outset (Alex, James and Dan marketed this long before the factory RS 4.0-litre, don't forget) and this set the benchmark for further adventures with the Rennsport's Mezger heart. The pinnacle of this came in the form of the brilliant RS 4.1 – based on the factory 3.8-litre

997.2 GT3 RS – our cover star of issue 122 and undoubtedly one of the greatest 911s we've ever had the privilege of driving. It really is that good.

Away from all-out engine tuning, SharkWerks stock a range of their own bespoke parts for customers to buy individually. And, when they're not making their own performance products, SharkWerks are working with others of a similar reputation in the industry. As such, their list of partners is enthralling, with the likes of EVOMSit, TechArt, Werksl, Tubi, RSS, Cargraphic, Brembo, Bilstein and HRE collaborating to cover every possible dimension of Porsche performance tuning. Dan, a friend of Alex's and who has worked at SharkWerks for eight years, underlines the importance of SharkWerks' parts arm, particularly with regard to international business. He tells us: “Export is a huge part of what we do. About 25 per cent of our products go to the Middle East, 25 per cent to Europe and the rest currently goes to the Far East.”

Interestingly, SharkWerks split their upgrades down differently to other tuners, too, giving more flexibility as to the individual needs of each car, as James explains: “We don't offer stage tuning as such as it's arbitrary, instead we offer areas of tuning in suspension, engine and the like.” Whether it's

## Company profile

- **Founders:** Alex Ross, Joan Wood and James Hendry
- **First opened:** 2005
- **Location:** Fremont, California, USA
- **Area of expertise:** Tuning any water-cooled 911
- **Craziest 911 build:** “The most used and abused car is our GT2 (featured in issue 134). It's turned out to be a bit of a swiss army knife but our hearts belong to the blue 4.1 RS. Intense, nutty, gnarly and with 2.5 years of R&D, set-backs, humbling experiences, breakthroughs and overall an emotional roller-coaster!”

## Contact

- **Website:** [www.sharkwerks.com](http://www.sharkwerks.com)
- **Telephone:** +1 (510) 651-0300



turbocharged or naturally aspirated, SharkWerks' ten years of experience means that they are well versed at getting the very best from a Porsche 911.

And what of the future? Well, Alex is keen to keep it in the family, so to speak. “I don't ever see us growing or expanding into anything else. We're a tight-knit, family-run operation and quite resistant to change, PDK, more buttons and driver aids! I think after ten years we're starting to feel old and grumpy perhaps? I mean, do we really need 28 different flavours of 911, not to mention 12 Panos, ten Cayennes et al? I hope Porsche settles down a bit and re-focuses on making fun driver cars,” he says. If it doesn't, this will no doubt turbocharge the ever-growing appeal behind what SharkWerks are doing with Porsche's icon, all the way from the tranquillity of that premises in Fremont. **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 June 2016. The last was for March 2016.

## 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:	1,991cc
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:	1,991cc
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:	1,991cc
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 Bial aluminium/iron items, which gave more efficient cooling, and carbs instead of fuel injection.

Production numbers:	6,318
Issue featured:	127
Engine capacity:	1,991cc
Compression ratio:	8.6:1
Maximum power:	110bhp @ 5,800rpm
Maximum torque:	156Nm @ 4,200rpm
0-62mph:	8.8sec (est)
Top speed:	124mph
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 2,341cc engine size.

Production numbers:	16,933 (including F series)
Issue featured:	n/a
Engine capacity:	2,341cc
Compression ratio:	7.5:1
Maximum power:	130bhp @ 5,600rpm
Maximum torque:	197Nm @ 4,000rpm
0-62mph:	7.6sec
Top speed:	128mph
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

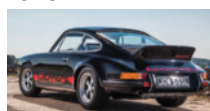


A 2.4-litre engine increased torque. The mostly chrome brightwork had a black decklid grille with a '2.4' badge. Engine oil filler on right rear wing confused some.

Production numbers:	5,054 (including 1973)
Issue featured:	120
Engine capacity:	2,341cc
Compression ratio:	8.5:1
Maximum power:	190bhp @ 6,500rpm
Maximum torque:	211Nm @ 5,200rpm
0-62mph:	6.6sec
Top speed:	140mph
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

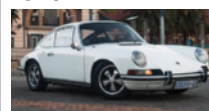


The RS had a 2,687cc engine that developed 210bhp. The body was lightened and fitted with flared rear arches and an optional ducktail spoiler. Sport and Touring versions available.

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:	5.8sec
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 under the engine decklid. Fitted with the front spoiler of the 911S.

Production numbers:	4,406 (including E series)
Issue featured:	117
Engine capacity:	2,341cc
Compression ratio:	8.0:1
Maximum power:	165bhp @ 6,200rpm
Maximum torque:	206Nm @ 4,500rpm
0-62mph:	7.5sec
Top speed:	137mph
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 Cali cars)
Issue featured:	116
Engine capacity:	3,299cc
Compression ratio:	7.0:1
Maximum power:	300bhp @ 5,500rpm
Maximum torque:	412Nm @ 4,000rpm
0-62mph:	5.4sec
Top speed:	160mph
Length:	4,291mm
Width:	1,775mm
Weight:	1,300kg
Brakes:	
Front:	304mm discs
Rear:	309mm discs
Wheels & tyres:	
Front:	7x15-inch; 205/55/VR16
Rear:	8x15-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:	8.5:1/8.6:1/9.8:1
Maximum power:	180/188/204bhp @ 5,500rpm
Maximum torque:	265/265/267Nm
0-62mph:	6.5sec
Top speed:	141/146mph
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



### (B series)

#### 911E 1968-69



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

Production numbers: 2,826  
Issue featured: n/a  
Engine capacity: 1,991cc  
Compression ratio: 9.1:1  
Maximum power: 140bhp @ 6,500rpm  
Maximum torque: 175Nm @ 4,500rpm  
0-62mph: 7.6sec  
Top speed: 130mph  
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: 9.9:1  
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-dip zinc coated undersides.

Production numbers: 4,927  
Issue featured: 107  
Engine capacity: 2,195cc  
Compression ratio: 9.1:1  
Maximum power: 155bhp @ 6,200rpm  
Maximum torque: 196Nm @ 4,500rpm  
0-62mph: 7.0sec  
Top speed: 137mph  
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: 9.8:1  
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: Front: 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



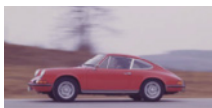
The 911S had the same upgrades as the 911E, including deletion of the external oil filler. It also adopted black trim around the front and rear lights and black front quarter grilles.

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



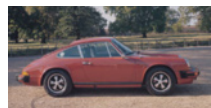
Updated version of the 1973 2.7 RS, complete with impact bumpers and Turbo-spec whaletail rear spoiler. Steel arches added by hand at the factory, with 917 brakes.

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



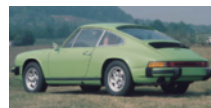
'911' was now the entry level. Bumpers were added to conform to US regs. From 1976, all 911s were hot-dip coated and fitted with 'elephant ear' mirrors.

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: 9x15-inch; 185VR  
Rear: 6x15-inch; 185VR



### (G, H, I, J series)

#### 911S 1974-77



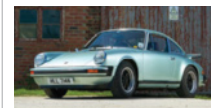
911S was now a mid-range model comparable to the previous 911E. It had the same body changes as the base model, and came as standard with 'Cookie Cutter' rims.

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



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### 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: 4.6sec  
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)



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### 930 SE 1986-89

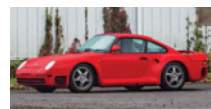


Slantnosed and based on 935 race cars, with pop-up headlamps. Front spoiler made deeper to accommodate extra oil cooler, rear intakes fed air to brakes.

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: 290mm discs  
Wheels & tyres:  
Front: 7x15-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



### 964 Carrera 4 1989-93



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

Production numbers:	13,353 (Coupe)
Issue featured:	111
Engine capacity:	3,600cc
Compression ratio:	11.3:1
Maximum power:	250bhp @ 6,100rpm
Maximum torque:	310Nm @ 4,800rpm
0-62mph:	5.7sec
Top speed:	162mph
Length:	4,250mm
Width:	1,652mm
Weight:	1,450kg
Brakes:	
Front:	298mm discs
Rear:	299mm discs
Wheels & tyres:	
Front:	6x16-inch; 205/55/VR16
Rear:	8x16-inch; 225/50/VR16



### 964 C2 Speedster 1993-94



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

Production numbers:	936
Issue featured:	128
Engine capacity:	3,600cc
Compression ratio:	11.3:1
Maximum power:	250bhp @ 6,100rpm
Maximum torque:	310Nm @ 4,800rpm
0-62mph:	5.5sec
Top speed:	161mph
Length:	4,250mm
Width:	1,652mm
Weight:	1,340kg
Brakes:	
Front:	320mm discs
Rear:	299mm discs
Wheels & tyres:	
Front:	7x17-inch; 205/60/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



TO VIEW CALL: 07522 911 911

### 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





## 964 Carrera 2 1990-93

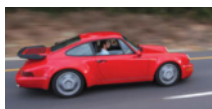


Rear-drive Carrera 2 offered an emphatically more traditional 911 experience, and was 100kg lighter, but looked identical to the Carrera 4. Tiptronic was a new option.

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:	1,652mm
Weight:	1,350kg
Brakes:	
Front:	298mm discs
Rear:	299mm discs
Wheels & tyres:	
Front:	7x17-inch; 205/55/ZR16
Rear:	8x16-inch; 225/50/ZR16



## 964 Turbo 1991-92



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

Production numbers:	3,660
Issue featured:	116
Engine capacity:	3,299cc
Compression ratio:	7.0:1
Maximum power:	320bhp @ 5,750rpm
Maximum torque:	450Nm @ 4,500rpm
0-62mph:	5.4sec
Top speed:	168mph
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 uprated, 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 uprated suspension.

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



TO VIEW CALL: 07522 911 911

## 993 Carrera 4S 1995-96



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

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



TO VIEW CALL: 07522 911 911

## 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:	8x18-inch; 225/40ZR18
Rear:	10x18-inch; 265/35ZR18



TO VIEW CALL: 07522 911 911

## 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



## 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 uprated.

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:	9.4:1
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 bodyshell, without rear air intakes, but with a full-width rear reflector panel. Suspension and brakes were similar to the Turbo spec.

Production numbers:	23,055
Issue featured:	124
Engine capacity:	3,596cc
Compression ratio:	11.3:1
Maximum power:	320bhp @ 6,800rpm
Maximum torque:	370Nm @ 4,250rpm
0-62mph:	5.1sec
Top speed:	174mph
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 uprated turbocharged engine and suspension. PCCB was standard. Revised ECU later gave an extra 21bhp.

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

### How does Porsche stop limited edition cars going to speculators?



Historically, Porsche Centres have used a 'first come first served' system for choosing the allocation of limited production models such as the latest 911 GT3 RS. "We always felt it was very fair to have a letter of intention," explains Karl Meyer, business manager at Porsche Bournemouth. "And, if you're number one on the list you get the first. If you're sixth, you get number six." However, the speed with which examples of the latest Rennsport have reached the second-hand market has shown that something needs to be done to stop true enthusiasts losing out to speculators.

Both Meyer and Mark Sumpter, proprietor of Paragon (and soon to be a 991 GT3 RS owner) agree there are no legal avenues that Porsche can pursue. "The customer has to own the car and, once they own it, they can't do this thing where they say, 'You can't sell it for six months'," Sumpter explains. "All they can do is make it harder the next time." The latter seems especially key to the Porsche expert, who points out that, "the guys that do flip the cars don't seem to get punished." Therefore, the Paragon owner would like to see Porsche compile a list of those who quickly sell on their cars and prevent them from further purchases, something he admits would be difficult "if that guy has been in recently and bought a Cayenne Turbo and a Panamera and then wants an RS."

Meyer explains that Porsche doesn't want to let it get to that stage, though. "We'll be looking at Porsche CVs, looking at what cars people have," he explains. However, the business manager doesn't want the process "to be so elite that the same seven or eight people get the cars all the time." Increasing production runs is not something that either expert believes would help. While Sumpter feels it may help slightly, it could lead to a repeat of the issue seen with 996 GT2s: "Porsche did a second production run but by the time those cars hit the dealerships, most of the first production run were up for sale. Suddenly, they had to discount those because there were too many GT2s for the market." Meanwhile, Meyer feels that the limited production mentality is needed to maintain balance for Porsche's volume aspirations in the SUV market.

From his own experiences with buying a new Carrera GT, Sumpter hypothesises that creating more of an "experience" from the sales process may prevent speculators. "If they said, 'There's a year lead up to it and we'd like you to come out to Geneva', the true fans would think it was fantastic," he explains, "If there were four meetings over 12 months and you had to go to half of them." This would also allow Porsche to vet potential customers, all while making buyers more invested in their purchase. It's a left-field idea, but it may just work.

### Gen2 996 C2 2002-04



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

Production numbers:	29,389
Issue featured:	n/a
Engine capacity:	3,596cc
Compression ratio:	11.3:1
Maximum power:	320bhp @ 6,800rpm
Maximum torque:	370Nm @ 4,250rpm
0-62mph:	5.0sec
Top speed:	177mph
Length:	4,430mm
Width:	1,770mm
Weight:	1,370kg
Brakes:	
Front:	318mm discs
Rear:	299mm discs
Wheels & tyres:	
Front:	7x17-inch; 205/50/R17
Rear:	9x17-inch; 255/40/R17



### Gen2 996 C4 2002-04



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

Production numbers:	10,386
Issue featured:	107
Engine capacity:	3,596cc
Compression ratio:	11.3:1
Maximum power:	320bhp @ 6,800rpm
Maximum torque:	370Nm @ 4,250rpm
0-62mph:	5.0sec
Top speed:	177mph
Length:	4,430mm
Width:	1,770mm
Weight:	1,430kg
Brakes:	
Front:	318mm discs
Rear:	299mm discs
Wheels & tyres:	
Front:	7x17-inch; 205/50/R17
Rear:	9x17-inch; 255/40/R17



### 996 Anniversary 2003-04



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

Production numbers:	1,963
Issue featured:	112
Engine capacity:	3,596cc
Compression ratio:	11.3:1
Maximum power:	345bhp @ 6,800rpm
Maximum torque:	370Nm @ 4,800rpm
0-62mph:	4.9sec
Top speed:	175mph
Length:	4,430mm
Width:	1,770mm
Weight:	1,370kg
Brakes:	
Front:	330mm discs
Rear:	330mm discs
Wheels & tyres:	
Front:	8x18-inch; 225/40/R18
Rear:	10x18-inch; 285/30/R18



### Gen2 996 GT3 2003-05

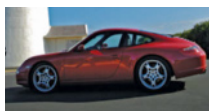


Based on facelifted 996 Carrera, but with new wings. Suspension lowered and updated, PCCB optional. Full-spec interior unless Clubsport option was ordered.

Production numbers:	2,313
Issue featured:	107
Engine capacity:	3,600cc
Compression ratio:	11.7:1
Maximum power:	381bhp @ 7,400rpm
Maximum torque:	385Nm @ 5,000rpm
0-62mph:	4.5sec
Top speed:	190mph
Length:	4,435mm
Width:	1,770mm
Weight:	1,380kg
Brakes:	
Front:	350mm discs
Rear:	330mm discs
Wheels & tyres:	
Front:	8.5x18-inch; 235/40/R18
Rear:	11x18-inch; 295/30/R18



### 997 Carrera S 2004-08



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

Production numbers:	41,059
Issue featured:	107
Engine capacity:	3,824cc
Compression ratio:	11.8:1
Maximum power:	355bhp @ 6,600rpm
Maximum torque:	400Nm @ 4,600rpm
0-62mph:	4.8sec
Top speed:	182mph
Length:	4,427mm
Width:	1,808mm
Weight:	1,420kg
Brakes:	
Front:	330mm discs
Rear:	330mm discs
Wheels & tyres:	
Front:	8x19-inch; 235/35/R19
Rear:	11x19-inch; 295/30/R19



### 997 Carrera 4 2005-08



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

Production numbers:	8,533
Issue featured:	3
Engine capacity:	3,596cc
Compression ratio:	11.3:1
Maximum power:	325bhp @ 6,800rpm
Maximum torque:	370Nm @ 4,250rpm
0-62mph:	5.1sec
Top speed:	174mph
Length:	4,427mm
Width:	1,852mm
Weight:	1,450kg
Brakes:	
Front:	318mm discs
Rear:	299mm discs
Wheels & tyres:	
Front:	8x18-inch; 235/40/R18
Rear:	10x18-inch; 295/35/R18



### 997 Carrera 4S 2005-08



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

Production numbers:	30,973
Issue featured:	111
Engine capacity:	3,824cc
Compression ratio:	11.8:1
Maximum power:	355bhp @ 6,600rpm
Maximum torque:	400Nm @ 4,600rpm
0-62mph:	4.8sec
Top speed:	179mph
Length:	4,427mm
Width:	1,808mm
Weight:	1,475kg
Brakes:	
Front:	330mm discs
Rear:	330mm discs
Wheels & tyres:	
Front:	8x19-inch; 235/35/R19
Rear:	11x19-inch; 295/30/R19



### 997 Turbo 2005-10



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

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



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### Gen2 997 C2 2008-12



Revised with restyled LED rear lights and front driving lights. M97 engine replaced with a 91 DFI unit, using fewer parts – with no problematic intermediate shaft.

Production numbers:	10,500
Issue featured:	89
Engine capacity:	3,614cc
Compression ratio:	12.5:1
Maximum power:	345hp @ 6,500rpm
Maximum torque:	390Nm @ 4,400rpm
0-62mph:	4.9sec
Top speed:	179mph
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:	12.5:1
Maximum power:	385hp @ 6,500rpm
Maximum torque:	420Nm @ 4,400rpm
0-62mph:	4.7sec
Top speed:	187mph
Length:	4,435mm
Width:	1,808mm
Weight:	1,425kg
Brakes:	
Front:	330mm discs
Rear:	330mm discs
Wheels & tyres:	
Front:	8x19-inch; 235/35/ZR19
Rear:	11x19-inch; 295/30/ZR19



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### Gen2 997 C4 2008-12



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

Production numbers:	1,384 (Coupe)
Issue featured:	41
Engine capacity:	3,614cc
Compression ratio:	12.5:1
Maximum power:	345hp @ 6,500rpm
Maximum torque:	390Nm @ 4,400rpm
0-62mph:	5.0sec
Top speed:	176mph
Length:	4,435mm
Width:	1,852mm
Weight:	1,470kg
Brakes:	
Front:	330mm discs
Rear:	330mm discs
Wheels & tyres:	
Front:	8x18-inch; 235/40/ZR18
Rear:	11x18-inch; 295/35/ZR18



### Gen2 997 C4S 2008-12



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

Production numbers:	7,910 (Coupe)
Issue featured:	111
Engine capacity:	3,800cc
Compression ratio:	12.5:1
Maximum power:	385hp @ 6,500rpm
Maximum torque:	420Nm @ 4,400rpm
0-62mph:	4.7sec
Top speed:	185mph
Length:	4,435mm
Width:	1,852mm
Weight:	1,480kg
Brakes:	
Front:	330mm discs
Rear:	330mm discs
Wheels & tyres:	
Front:	8x19-inch; 235/35/ZR19
Rear:	11x19-inch; 305/30/ZR19





### 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



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



### 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/R19
Rear:	12x19-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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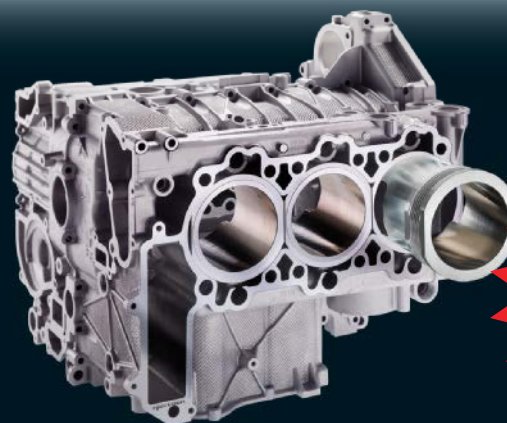
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## 997 Speedster 2010



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



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## 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: 136  
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: 9.5x21-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: 137  
Engine capacity: 2,981cc  
Compression ratio: 10.0:1  
Maximum power: 370hp @ 6,500rpm  
Maximum torque: 450Nm @ 1,700-5,000rpm  
0-62mph: 4.2sec  
Top speed: 183mph  
Length: 4,499mm  
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: 10.0:1  
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





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 25bhp. The GTS is laden with Porsche options.

Production numbers:	Unknown
Issue featured:	118
Engine capacity:	3.800cc
Compression ratio:	12.5:1
Maximum power:	408hp @ 7,300rpm
Maximum torque:	420Nm @ 4,200-5,600rpm
0-62mph:	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:	137
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-

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

Production numbers:	Currently in production
Issue featured:	124
Engine capacity:	3.800cc
Compression ratio:	12.9:1
Maximum power:	475hp @ 8,250rpm
Maximum torque:	440Nm @ 6,250rpm
0-62mph:	3.5sec
Top speed:	196mph
Length:	4.545mm
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:	380mm discs
Rear:	380mm discs
Wheels & tyres:	
Front:	8.5x20-inch; 245/35/ZR20
Rear:	11x20-inch; 305/30/ZR20

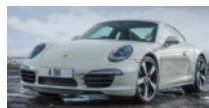
★★★★★

**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 @ 2,100-4,250rpm
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:	181mph
Length:	4.499mm
Width:	1.852mm
Weight:	1.480kg
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 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:	137
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:	189mph
Length:	4.499mm
Width:	1.852mm
Weight:	1.490kg
Brakes:	
Front:	350mm discs
Rear:	330mm discs
Wheels & tyres:	
Front:	8.5x20-inch; 245/35/ZR20
Rear:	11.5x20-inch; 305/30/ZR20

★★★★★

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:	9.8:1
Maximum power:	540hp @ 6,400rpm
Maximum torque:	710Nm @ 2,250-4,000rpm
0-62mph:	3.1sec
Top speed:	199mph
Length:	4.507mm
Width:	1.880mm
Weight:	1.595kg
Brakes:	
Front & Rear:	330mm discs
Wheels & tyres:	
Front:	9x20-inch; 245/35/ZR20
Rear:	11.5x20-inch; 305/30/ZR20

★★★★★

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:	137
Engine capacity:	3.800cc
Compression ratio:	9.8:1
Maximum power:	580hp @ 6,750rpm
Maximum torque:	750Nm @ 2,250-4,000rpm
0-62mph:	2.9sec
Top speed:	205mph
Length:	4.507mm
Width:	1.880mm
Weight:	1.600kg
Brakes:	
Front:	350mm discs
Rear:	330mm discs
Wheels & tyres:	
Front:	9x20-inch; 245/35/ZR20
Rear:	11.5x20-inch; 305/30/ZR20

★★★★★

N/A

**911R**  
2016-

**Coming soon!**

N/A

**991.2 GT3**  
2016-

**Coming soon!**



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58,240 km (36,400 miles) • 1995 (N)  
**£249,995**

**911 2.4 S (LHD)**

Light Yellow • Black Leatherette Sport Seats • Manual Gearbox • 15" Fuchs Wheels • Side Oil Filler Cap • Porsche Certificate of Authenticity • 1972 (K)  
**£249,995**

**911 Carrera RS (964 LHD)**

Maritime Blue • Triple Tone Leather Bucket Seats • Manual Gearbox • 17" Magnesium Cup Wheels • 93,656 km (58,195 miles) • 1992 (J)  
**£209,995**

**911 Carrera RS - NGT (964 LHD)**

Grand Prix White • Triple Tone Leather Bucket Seats • Manual Gearbox • 17" Magnesium Cup Wheels • 90,737 km (56,381 miles) • 1993 (L)  
**£189,995**

**911 GT2 (996)**

Arctic Silver • Black Leather Bucket Seats Manual Gearbox • Porsche Ceramic Composite Brakes • Rear Roll Cage  
48,992 miles • 2002 (02)  
**£119,995**

**911 Carrera 4 GTS (997 GEN II)**

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

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

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

**911 Carrera 2 S (997 GEN II)**

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

**911 Carrera 2 S (997 GEN II)**

Basalt Black • Black Leather Seats Manual Gearbox • 19" Carrera S II Wheels • Switchable Sports Exhaust  
27,756 miles • 2009 (09)  
**£43,995**

**911 Carrera 4 S Targa (997)**

Basalt Black • Black Leather Seats Tiptronic 'S' Gearbox • 19" Carrera Classic Wheels • Satellite Navigation  
28,490 miles • 2008 (08)  
**£42,995**

**911 Turbo (996)**

Polar Silver • Dark Blue Leather Seats Tiptronic S Gearbox • 18" Turbo II Wheels • Electric Sunroof • 61,383 miles 2002 (02)  
**£39,995**

**911 Carrera 2 S (997)**

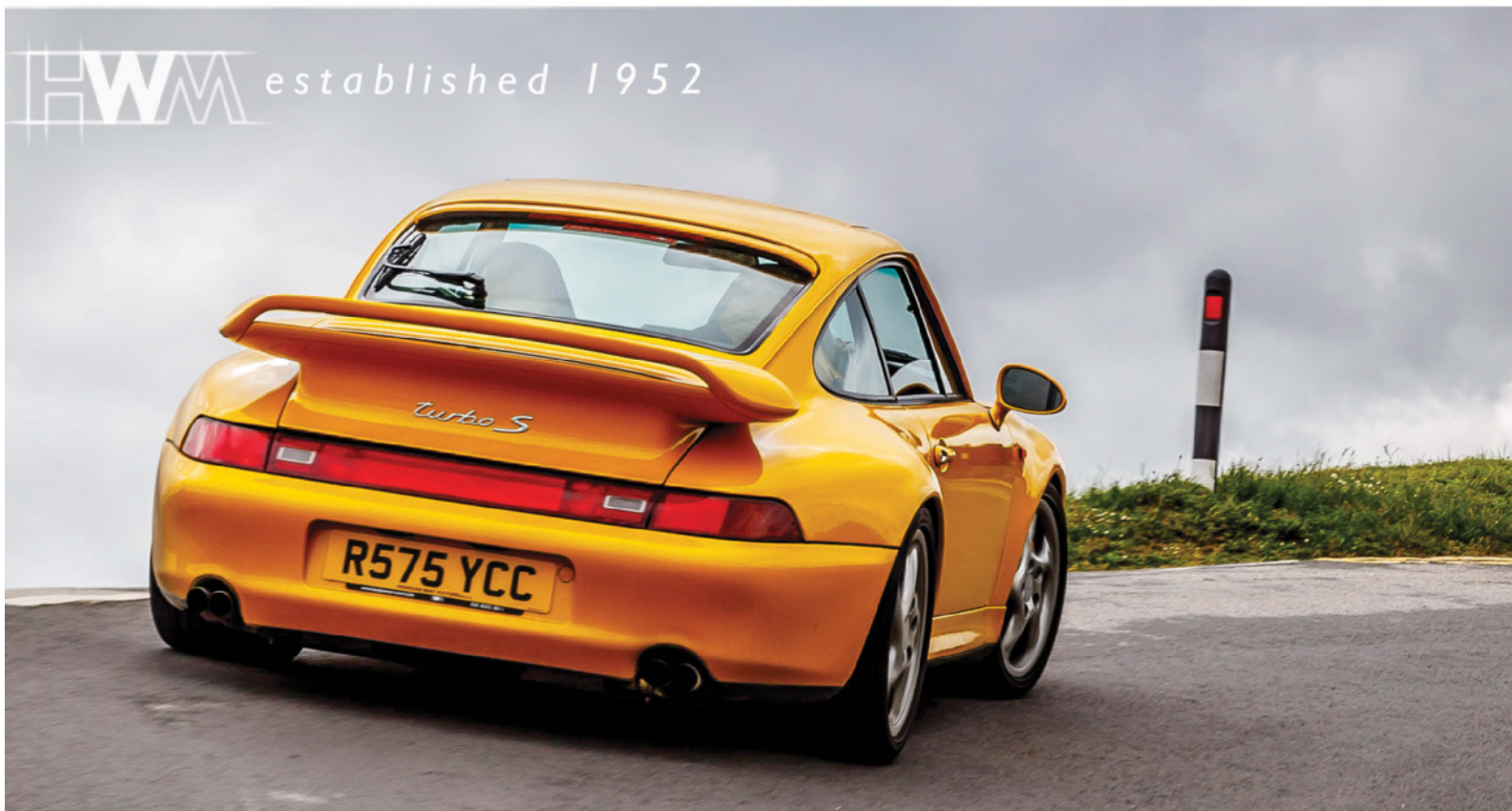
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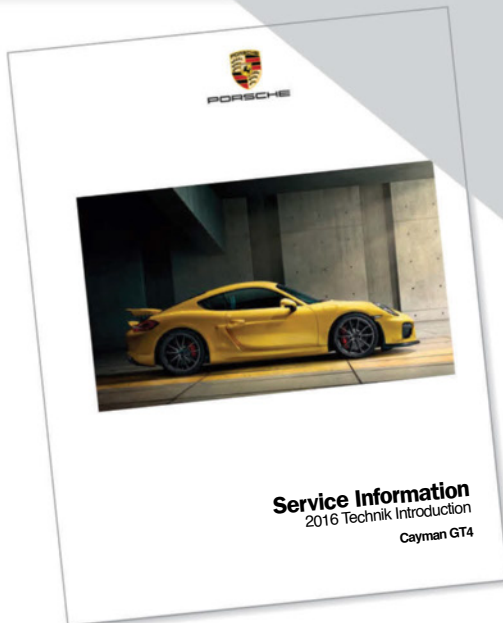
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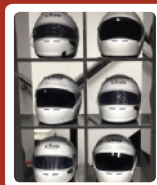
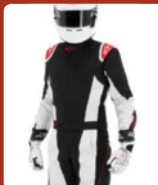
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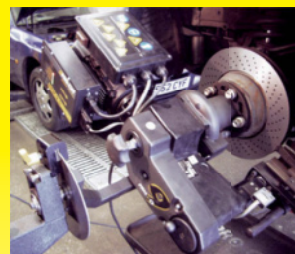
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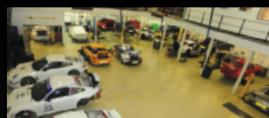
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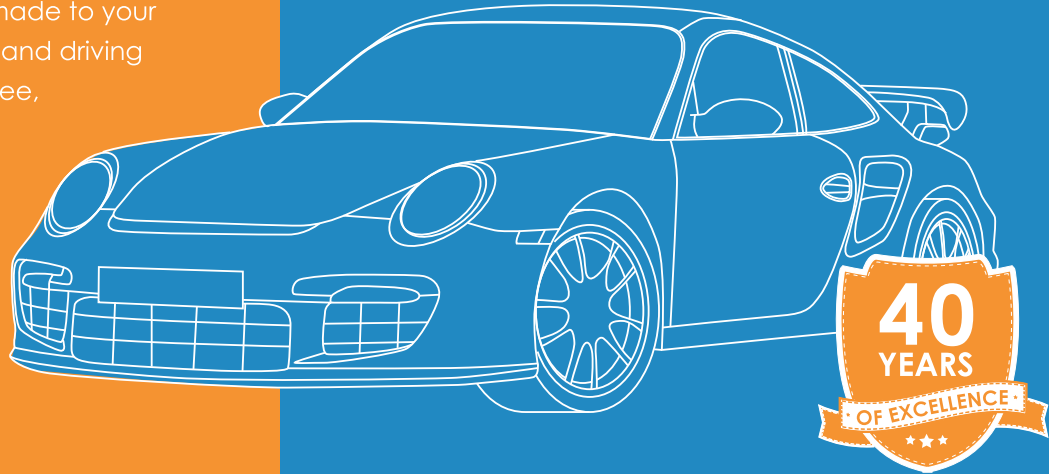
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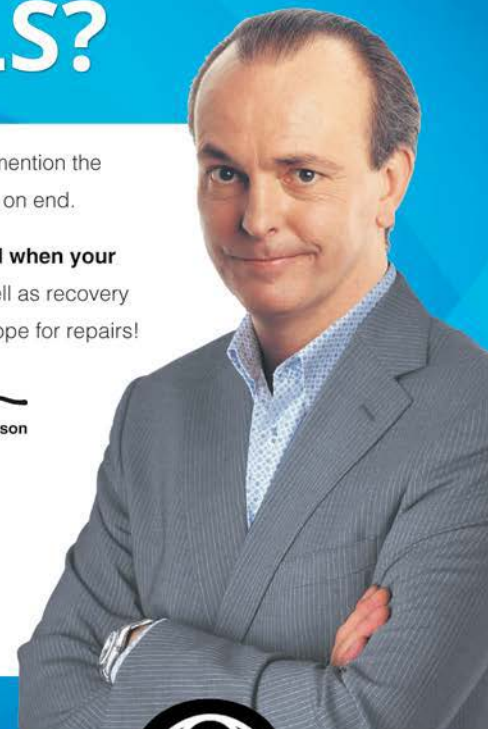
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# NEXT ISSUE

Issue 138 in shops and available for download from 23rd March

## 993 Turbo v Turbo S

Is the Exclusive-built Turbo S worth its hefty premium over the standard 993 Turbo?



### 911L ON ROAD AND TRACK

With only 1,603 examples built in two years, what's the appeal behind the Lux?



### STORY OF THE 934 RACE CAR

The incredible history of this 934 with its famous Jägermeister livery



### 911S AT 50: THE EARLY YEARS

A look at the first ten years of the 'Special' 911's historical significance



# A686, Hartside Pass, Cumbria

Written & Photographed by **Alisdair Cusick**

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## Essential info

**LOCATION:** Penrith, Cumbria  
**COORDINATES:** 54.770284, -2.550888



**TOTAL LENGTH OF DRIVE:**  
20.9 miles

### POINTS OF INTEREST:

Lowther Castle and Gardens,  
Lake District National Park;  
North Pennines Area of  
Outstanding Natural Beauty;  
Coast to Coast Cycle Route

### FOOD AND ACCOMMODATION:

Hartside Top Cafe, [www.transportcafe.co.uk/truckstops/a-b-roads/256-hartside-top](http://www.transportcafe.co.uk/truckstops/a-b-roads/256-hartside-top)  
Sharro Bay Hotel,  
[www.sharrowbay.co.uk](http://www.sharrowbay.co.uk)

This lofty UK route connects the North East to the North West along an array of mountainsides, offering stunning views and twisty tarmac

It isn't often that we're in the overcrowded South East of England for Great Roads, and with good reason. To find our typical fodder, one thing we don't need is lots of people. Instead, **Total 911's** intrepid team of researchers regularly head out away from the vast swathes of the commuter belts to open country, and hopefully, space. It is a trick that turned up our latest Great Road, the A686, starting in Cumbria.

The North West of England has its own attractions, namely the Lake District, to cause congestion – but fear not. We may be following the holiday masses North, but then we turn 180 degrees away from the Lakes at Penrith, heading inland. Now not many Great Roads begin at a motorway junction either, but ours sort of does here, for the A686 meanderingly connects the

20 miles between Penrith to Alston, who's claim to fame is that it shares the title of 'Highest Market Town in England' with Buxton. Altitude may flag alarm bells to the astute, but more on that later.

We start in the West, leaving the M6 and threading our way out through classic Cumberland villages until we reach Melmerby. From here, the road changes altitude and steadily rises to the summit at Hartside. It is from this summit that the road gets its other name – the Hartside Pass. At 1,904 feet above sea level, this is one place that you will definitely experience 'weather'. Good, bad and ugly; be ready: those snow poles aren't decoration.

From the wonderful, swooping curves up to the summit, then around the hairpin just before the cafe, the next section is glorious. Well-sighted,

open; it puts you right amongst the scenery, through seemingly nothing but superb views. You can see the best of the Lake District's peaks and even as far as Scotland on a clear day. From the summit's cafe to Alston there are few tight bends, meaning you can leave it in third or fourth gear and take pleasure in merely setting the car up. Looking for the line becomes almost hypnotic.

Watch for bikers buzzing you from behind – it's a popular route for them to have accidents on, no surprise. Stop in the cafe, check out the display board pointing out the views, and have a great time. Oh, yes – the weather. We visited the Hartside Pass early one January where there must have been a -10°C wind chill. We got the job done and duly raced for home. Five hours later, it snowed, closing the road for almost a week. As I say, watch the weather! **911**



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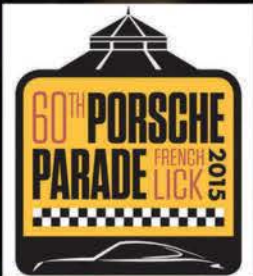
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