



997.2 GT3 ULTIMATE BUYING GUIDE: EVERY STAT REVEALED

Total 911

THE PORSCHE MAGAZINE

2.7 CARRERA V 2.7 RS

Same flat six, very different drive
– which is the best overall 911?



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INSIDE:
PATRICK
LONG
SPEAKS

1 of 12

RARE 964S

DRIVEN: Turbo flatnose &
RS N/GT 'Racing Package'

1 of 20

50
YEARS OF
911 S

RACE SIMULATORS

How does virtual reality serve as crucial pre-race training for a modern pro driver?



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ISSUE 139

ENDURANCE GT3 RS

On track in a 996 GT3 RS built by Weissach for FIA-approved racing around the clock



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Welcome



Our cover car last issue, the new 911 R, stirred up a torrent of correspondence from many of you passionate Porsche enthusiasts all over the world, irate at one small yet crucial detail as to the car's availability. Namely that, right from its launch, it wasn't available at all.

When the embargo on the R was lifted, Porsche Centres were inundated with excited if curious calls from customers wishing to put down a deposit and snap up a precious example of this limited-numbers 991. However, these calls were met with bemused responses from staff who had to explain time and again to disappointed customers that allocation of the new 911 R was complete before details of the car went public.

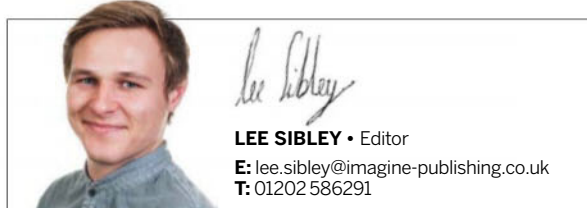
Rightly, lots of people – including devout Porsche enthusiasts with large collections of Zuffenhausen exotica – were outraged, as the only way they can now get into a 911 R is by entering the used market after the car's release, no doubt having to contend with hugely inflated figures over list price. So, while there's no doubting the new R has underlined the perpetual engineering brilliance at Porsche, it's also brought to

the fore an issue that first reared its head during orders for the 997 GT3 RS 4.0, and became more widespread for the 991 GT3 and 991 GT3 RS.

In my view, there are three key questions that need swift answering from Porsche: how exactly are such cars 'allocated' to customers? What factors allow these customers to know a certain car is coming to market in the first place? And how do these customers then gain entry to the waiting list? You can expect us here at **Total 911** to chase relentlessly for these answers on your behalf in the coming weeks and months.

One thing's for sure, it's well known there is no 'points-based' system as such for access to buying limited-numbers cars, in comparison to, say, that well-known outfit from Maranello, so it's hard not to assume that the process involves little more than friends looking after friends. This is bad for the enthusiast and bad for the brand in return, particularly as we then saw a great number of low-miles GT3 and GT3 RSs enter the used market last year for hugely inflated prices. Let's hope the same doesn't happen for the 911 R, though I'm not holding my breath.

“What factors allow a customer to know a car is even coming to market?”



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Shot ⁹¹¹ Opening

No, don't worry, you haven't accidentally bought the first copy of *Total 968* magazine. This really is a genuine, Zuffenhausen-built Porsche 911 – it's one of just 12 right-hand-drive 964 Turbo 3.6 Flachbaus but, unlike previous factory Flatnoses, the 964 version was bestowed with the googly-eyed pop-up headlights from the front-engined 968.

Photograph by **Phil Steinhardt**

Contents

20 RARE 964S: RS N/GT

“Destined for a one-make racing series in Macau, these 20 cars were each painted in a different colour and marketed as a ‘Racing Package’”



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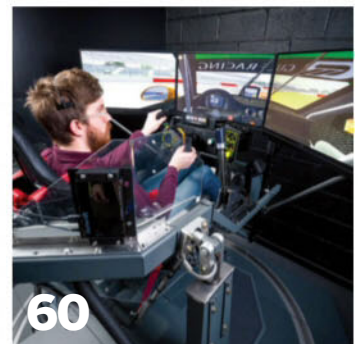
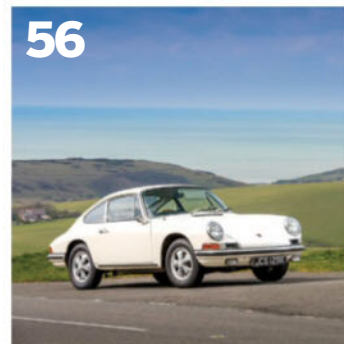


Essentials

- 08 Update**
The latest Porsche news from Stuttgart, auction houses and specialist centres
- 12 Racing columnists**
Ben Barker revs up for his WEC debut, while Patrick Long reveals the highs and lows of being a works driver
- 16 Views**
The best of your memos from our social media, emails and **Total911.com**
- 34 Subscriptions offers**
Subscribe to **Total 911** and save at least 30% on the cover price
- 74 Living the Legend**
Our international band of owners update you on their 911 experiences
- 81 Premier Porsche**
Looking for your next 911? Our section of specialist partners is all you need
- 86 Data file**
Every Porsche 911 model rated with stats, specs, and market values
- 113 Coming soon**
A glorious run-down of what to expect from issue 140
- 114 Great Roads**
Our search for the world's best driving route takes us back to the Golden State

Features

- 20 Rare 964s: RS N/GT**
Lee blasts through Exmoor in a special factory rendition of the 964 RS N/GT you've never heard of
- 26 Rare 964s: Turbo flatnose**
Josh gets to grips with a coveted 964 Turbo sporting a unique silhouette
- 36 997.2 GT3 buyer's guide**
Choose wisely and a 997.2 GT3 is one of the most rewarding 911s to take to the track. Here's how to get a good example
- 44 2.7 RS v 2.7 Carrera**
They boast the same iconic engine but these 911s couldn't be more different...
- 52 Nick Faure interview**
The revered former Porsche racer and demonstrator driver gives his take on the 911's evolution through the years
- 56 911 S at 50**
Now half a century old, the S was instrumental in forming the 911's illustrious reputation for racing
- 60 Driving simulators**
Simulators are becoming a key part of racing preparations. Josh finds out more...
- 66 996 GT3 RS race car**
We head to Killarney Raceway with the last manual endurance racing 911



Update

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



991 GT2 RS test mule spotted

Weissach caught winter testing surprise new widowmaker prototype in Turbo bodyshell

At the launch of the new 911 R, Andreas Preuninger admitted the GT department had plans for more Weissach-fettled road cars before the 991 platform is grandfathered (expected to be in 2018). After the admission, **Total 911's** spies in Sweden caught evidence of this on camera, spotting what we believe to be a new 911 GT2 RS undergoing winter testing.



The test mule doesn't give much away aesthetically thanks to the near standard 991.2 Turbo Gen2 bodyshell, however, there are a few clues that suggest this is the basis for the next widowmaker. The most obvious is at the rear where the prototype features a unique quad exit exhaust system. The setup is no doubt intended to help the heavily boosted GT2 engine breathe better and includes unusual perforated tips. The new exhaust is larger than the current system with Porsche having to cut the lower part of the rear bumper away to accommodate the setup.

Another clue is the fact that, despite the standard Turbo bodyshell, our spy shots show that this particular car was running the optional Porsche Exclusive Aerokit. Under Preuninger, all Rennsport 911s have enjoyed extravagant aerodynamics and the addition of the aerokit suggests that, unlike the

Turbo, the GT2 RS will feature fixed wings in an effort to provide more downforce than the former. While the test mule is predominantly painted in Sapphire blue, the bonnet has been painted black, which may be an inside joke on Porsche's behalf, referencing the unpainted carbon item seen on the 997 GT2 RS, the last widowmaker to roll out of Weissach.

Power wise, rumours have it that the 991 GT2 RS will comfortably outdo its predecessor, generating 700hp fed exclusively to the rear wheels. Unlike previous GT2s, PDK may make its debut on the 991 generation, but the option of a six-speed manual may also be offered. The same gearbox – also found on the 911 R – is set to feature in the face-lifted 991 GT3. A Gen2 prototype was spotted hacking around the Nürburgring with rumours that a clutch pedal will return to the GT3 for the first time since 2009.

Salon Privé set to return to Blenheim

The prestige automotive extravaganza, Salon Privé, will once again return to the regal setting of Blenheim Palace for its 2016 edition, running from 1-3 September. With more than 11,000 visitors last year, the event will run to the same format, headlined by the Chubb Insurance Concours d'Elegance on the Thursday, the UK's most prestigious Concours competition.

In addition to the main event, Salon Privé will also run a number of Cars and Coffee-style breakfast meets at



Blenheim Palace on 12 June, 3 July and 21 August, each featuring their own distinct themes. For more information, head to salonpriveconcours.com.

Falken release new performance tyre

Inspired by the lessons learnt on the track with its GT3-class Porsche 911 race programme (see the motorsport section for the team's new launch), Falken has announced a new high-performance tyre: the Azenis FK510. The latest rubber has been developed using Nano Design Technology, a process that has enabled the company to analyse

compound performance on a molecular level.

Available from May, the Azenis FK510 boasts a more consistent pressure on the road thanks to a revised tread pattern, boosting braking performance and wet weather grip. The tyres are available in ten sizes, ranging from 17-inch wheels through to 20-inch alloys.





What's on in 2016

• PSDS Master RSR
23-24 April
Porsche Sport Driving School holds its top-level course at Leipzig Experience Centre

• California Mille
24-28 April
The annual four-day tour takes in 1,000 miles of California's best roads

• Porsche Tour Côte D'Azur
26 April – 2 May
Explore the South of France's stunning coastline with this official Porsche tour

• RM Sotheby's Monaco
14 May
The auction heads to the world's most famous principality

• PCGB Knockhill track day
7 May
The Porsche Club GB heads north of the border for a track day at the Knockhill circuit

2016 Amelia Island auction results

Seinfeld's collection collects numerous headlines as classic Turbos under perform

Ahead of the 2016 Amelia Island auctions, Jerry Seinfeld's collection, from which 17 cars – including seven Porsche 911s – were consigned to Gooding & Co's auction, wracked up numerous column inches. However, when the final hammer dropped in Florida, there was no let up as the American comedian's collection realised a total of \$21.2 million (£14.7 million).

While some observers felt that the collection as a whole under performed in the sales room,

the same cannot be said of his Porsche 911s, which fetched a combined \$5.8 million (£4 million). Leading the way was the genuine 1974 Porsche 911 Carrera RSR IROC, selling for an incredible \$2.31 million (£1.59 million), which is nearly double its original estimate price.

It was one of three 911s from the Seinfeld collection to exceed its estimate price, with the other two cars that exceeded expectations both Speedsters – a 1989 3.2 example and a rare 997 version.

Away from the famous selection, Porsche 930s were expected to perform well under the hammer, with RM Sotheby's predicting that their time-warp 1979 911 Turbo could well break the model world record with an estimate of \$300,000 to \$375,000 (£208,400 to £243,200). However, the car failed to sell, leaving a 1989 930 3.3 to take up the mantle of "most expensive classic 911 Turbo", realising \$308,000 (£214,000) at RM Sotheby's official Amelia Island sale.



Piloti driving shoes return to the UK

High-end Italian-made driving shoes hit British shores

Italian driving shoe craftsman, Piloti, has announced it is returning to the UK market with three distinct ranges: 'Casual', 'Performance' and 'Luxury'. The former features the Prototipo and Spyder designs, which both feature the tyre tread sole rolled smoothly over at the heel with the 'Roll Control'™ design to provide the perfect action when you're working all three pedals at once.

The Performance range is all about the FIA approved Competizione race boot, a high-cut lace-up boot with a single Velcro ankle strap. Available in a range of colours, it features a dynamic side profile

design and reinforcement panels on the outside edges to provide protection when heel-and-toe downshifting.

The Luxury range consists of three styles, led by the classic Officina, a traditional driving loafer featuring the signature tyre tread rubber sole and available in a host of eye-catching colours. Elsewhere in the range, the mid-cut Mille boot looks as good out of the car as in it thanks to its combination of suede and leather, paired together with subtle red stitching. Prices start at £115 and the full selection of styles and colours can be found at Piloti.uk.com.



Porsche enjoys record-breaking 2015 sales

Sales revenue hits €21.5bn as profits improve by 25 per cent in 2015

Porsche AG has revealed that 2015 marked the most successful fiscal year in the company's esteemed history, with sales revenue hitting €21.5 billion (£17.1 billion), a rise of 25 per cent compared to the previous year.

Operating profits also grew last year by 25 per cent to €3.4 billion (£2.6 billion), the fifth consecutive year in which Porsche has broken its own financial records.

The figures are the result of a record-breaking year for sales at Zuffenhausen, with Porsche delivering more than 225,000 vehicles in 2015, a growth

of 19 per cent. At the presentation of the financial reports, Chairman of the Executive Board, Oliver Blume, pointed out that these were "extraordinary results, even by Porsche's standards."

As a result of the most successful year in the company's history, Porsche announced that it was awarding 15,600 employees with a bonus of €8,911 (approximately £6,998) – of which €8,211 will be paid directly to each worker as a "thank you" for the incredible achievement, while the remaining €700 will be paid to employees as a pension contribution.

Motorsport

THE LATEST NEWS AND RESULTS FROM RACING SERIES AROUND THE GLOBE



Works 911 RSR takes podium at 64th 12 Hours of Sebring

US factory squad salvages third place at rain-affected endurance classic

The no. 912 Porsche North America Racing crew continued their solid start to the WeatherTech United SportsCar Championship by securing their second successive podium of 2016, finishing third at the 12 Hours of Sebring after a faultless run in the demanding Floridian endurance event. However, like Daytona, there was more disappointment for the sister no. 911 entry after an accident forced it into retirement around the halfway mark.

After focusing on race preparation during the 15-minute qualifying session, the two US factory Porsche 911 RSRs started towards the back of the GTLM field and were initially running on the fringes of the top five when rain started to fall at the Sebring event for the first time since 1997.

Thanks to calling the tyre strategy perfectly as the conditions got wetter, the no. 911 car of Patrick Pilet, Nick Tandy and Kévin Estre (with the former at the wheel) leapt towards the head of the field, closely followed by the no. 912 RSR of Frédéric Makowiecki, Earl Bamber and Michael Christensen. With the rain intensifying, Tandy took over the no. 911 Porsche

and began lapping faster than any other car on the track, taking the GTLM lead after just over two hours of racing. Behind, in the sister car, Bamber occupied second in class when a two-hour red flag period was called due to the weather at the four-hour mark.

When racing got underway again, the works 911s continued to head the field but were now closely challenged by the Corvettes and the BMWs as the track began to dry out. While disputing the lead, Estre and Jan Magnussen in the no. 3 Corvette collided while lapping a backmarker at turn one, causing both cars to spin off and crash into the barriers. While the latter continued, the no. 911's race was finished with Estre taken to hospital (and later discharged) for medical checks.

On a now dry track, the no. 912 Porsche 911 RSR couldn't stop the no. 4 Corvette from taking the lead, nor could it stop the no. 26 BMW M6 from snatching second at the final round of pit stops. However, the no. 912 team's third place finish ensured that Porsche left the 12 Hours of Sebring event still in second place in all of the IMSA standings ahead of the Long Beach Grand Prix.



New 991 GT3 R takes first international victories

Long and Lewis break the new GT3 racer's duck in 2016 Pirelli World Challenge openers

The new Porsche 911 GT3 R took its first international victory in the hands of works driver, Patrick Long at the opening round of the 2016 Pirelli World Challenge series, held at COTA in Austin, Texas. Long, who qualified the no. 31 EFFORT Racing car on pole, lost the lead at the start before snatching it back with just ten minutes left of the 50-minute race, eventually winning by 2.1 seconds from Bryan Heitkotter's Nissan GT-R.

The second race of the weekend quickly saw things head south for Long though, with a startline crash destroying his new 991 GT3 R and forcing him to miss qualifying at the next meeting on the streets of St Petersburg, Florida. Thankfully, Long's EFFORT Racing teammate, Michael Lewis dominated rounds three and four of the 2016 PWC, leading both races from lights-to-flag to take his first Pirelli World Challenge triumphs.

The 25-year-old American racer, Michael Lewis was the class of the field on the 1.8-mile street course, taking pole position for both encounters too. Despite multiple safety car periods in both races, he guided the no. 41 EFFORT Racing Porsche to two comfortable victories, vaulting himself into third in the championship table.

Motor racing in 2016

April	May			
USCC Monterey Grand Prix 28 April – 1 May	VLN Round 2 30 April	FIA WEC Six Hours of Spa 5-7 May	Blancpain Endurance Series Silverstone 14-15 May	Pirelli World Challenge CTMP 19-22 May



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Patrick Long

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Living and breathing all things Porsche

2016 is already keeping Patrick busy, but his work is bringing results both on and off the track



After a year racing in the FIA World Endurance Championship, it feels good to be back full time in the US. The Pirelli World Challenge has changed and grown a lot since I last raced there in 2011 and the first round at Austin was probably the best example of this. The track was the busiest with fans I've ever seen it, bar the Grand Prix, so it was cool to give the new Porsche 911 GT3 R its first international victory in race one. It was a pretty monumental triumph but the weekend was also an excellent reminder of how racing can humble you really quickly. The second result was an absolute catastrophe, with an accident at the start destroying the front and rear of the car. The EFFORT Racing squad did an incredible job getting it ready for the second round at St Petersburg, especially as we are the smallest two-car team in the championship.

My calendar for 2016 is quite exciting with the sprint race format of the PWC backed up by a classic endurance schedule, book ended with outings in most of the FIA WEC rounds and the longer races in the IMSA series, giving me a little bit of everything. The reality is racing trips are probably just 50 per cent of it all, with testing and PR journeys taking up the rest of my time. I'm part of the Old Guard at Weissach in the GT department so I feel very lucky that I've been given so many hats to wear and that Porsche trust us to do it well.

Away from the track, the rest of my time is spent organising the latest Luftgekühlt meeting, the third event we've put together since Howie Idelson and I

started in 2014. It's been interesting to see the way the event has progressed and it's been refreshing to let people discover it in their own way. Much of the work was finding a venue that had the right vibe for us, as we focus more on an overall experience than a traditional car show; we put on music and food because the success of the events has been as much about the social side of things as it has the cars. Some people wanted to know all the details six months in advance but we think that, by withholding the key information until closer to the time, it has helped us generate a lot of excitement during the build up, especially on social media. It also allows us to be flexible and shape the events to the different venue that hosts us each time.

Luftgekühlt was always designed to help tell the incredible story of the many air-cooled cars that make up this huge Porsche family. As well as the famous cars from the likes of Jeff Zwart and Bruce Meyer, we opened up the latest meet to submissions from other people and it's been awesome to hear from single-car owners who have got Porsches in incredible colours that we had never heard of before, or have been long-term owners and regular users of 2.7 RSs but never felt the inclination to join a public event. These are the people who wouldn't necessarily have gone to a normal show.

We wanted Luftgekühlt to be accessible to everyone, including those who maybe didn't know the difference between an SWB 911, a G-Series and a 993, so it had to tell a story and it *had* to inspire people. It's been great to hear people's stories and

to hear of young guys who have saved up to buy a humble 1.8-litre 914 just to get involved in this air-cooled community and attend our show. Ultimately, it's awesome to see cool cars out being used and it's humbling when we're accused of helping inspire this.

One of the big highlights for this event was our Safari-inspired 911 project car that we auctioned off, with the proceeds going to the Autumn Leaves Foundation, a charity dedicated to funding pancreatic cancer research. A project car had been a plan of mine for a while and when we decided to do the charity auction, I thought, "Why not combine the two?" The decision was pretty late in the day and made for a crazy short time scale but we've had some of the best people in the business help out, led by Joey Seely. When you mention 'charity' it always helps to clear peoples' diaries and it means we've had help from the likes of JRod Emory, Jeff Gamroth and even my racing buddy Leh Keen. Leh's own Safari build on the east coast was the inspiration and we wanted to build something that hadn't really been seen before in Los Angeles but that could be used everyday and still had the function (as well as the form) to go off-road, in the spirit of the Baja-style desert races that are part of our history in California.

There are plans to eventually take the Luftgekühlt concept abroad, potentially to Europe, and there was the possibility to do it in the next 12 months. However, we want to do it properly, in our own time, with a suitable venue. When it does happen, it will be a toe-in-the-water like the original event at Deus Ex Machina, so be sure to watch this space.

Ben Barker

THE FIA WEC NEWCOMER SHARES ALL ABOUT HIS MAIDEN WORLD CHAMPIONSHIP CAMPAIGN



Getting a 911 RSR re-acquaintance

After nearly a year-and-a-half away, Barker returned to the RSR's cockpit for the Prologue test



The last time I sat in the seat of Gulf Racing's Porsche 911 RSR was the final round of the 2014 European Le Mans Series at Estoril in Portugal. However, that all changed last month at the FIA World Endurance Championship's 'Prologue' test, held at the Paul Ricard Circuit in southern France, where I finally got back behind the wheel of the RSR after 17 months away from its cockpit.

In the GTE-Am class, the FIA WEC rules only allow you to run a GTE car that is at least one year old (while the manufacturer teams in GTE-Pro class are able to run the latest specification machinery). This meant that, since driving it two seasons ago, the car had been updated ahead of the test with what was basically last year's Pro package, including a modified front bumper, providing slightly more aerodynamic grip, and a revised air restrictor.

Most significantly though, the updates to Gulf Racing's 911 RSR included access to Michelin's previously confidential 2015-spec tyres, developed in conjunction with the factory Porsche team. This was the biggest change that we noticed during the test. As you would expect, it's a very solid tyre

that seemed to last pretty well at Paul Ricard, to be honest. We did some long, consistent runs and the car felt good. We were able to find a comfortable setup balance relatively easily and we think that throughout the upcoming races it should prove strong. Whether that means we can double stint, we don't know. Certainly for Le Mans we will, but we're not sure about the six-hour races. What we can tell is that it looks good over an hour-long stint with no major drop-off. Ultimately, it's what you'd expect from such an extensively developed tyre.

After a year away exclusively racing 911 GT3 Cup cars, it felt great to be back behind the wheel of the RSR. As good as the Cup cars are, I love having the extra downforce of the RSR; you can really feel the extra development that Porsche has put in and no driver is going to complain about having more grip. The 911 RSR is also much more direct as it doesn't roll as much. While this can catch out the amateur drivers, for a professional, it makes it a much sharper experience behind the wheel, too.

We were at Paul Ricard for three days of running (Friday, Saturday and Monday) and the whole test went really smoothly. The Gulf Racing team really gelled together and it was fantastic to blow

off my own winter cobwebs. Mike Wainwright, our Bronze-graded driver, has really improved since we last ran together in 2014 and, while I didn't get a chance to run on new tyres, my own pace was pretty comparable to my other teammate, Adam Carroll (which was pleasing). On the Friday evening, we even got the chance to run at night, which was really cool. It was amazing to share the track with the LMP1 prototypes and it was amazing to see how fast they can close up on you, blinding you with their headlights in the process! I can see how managing them in traffic will be a key part of racing this year.

After the first two days of testing, we all went karting as a team on the Sunday, which I'm pleased to say I won, before returning to the track on the Monday for a private test session (organised by the Toyota LMP1 team). For 2016, Gulf Racing is focusing purely on this FIA WEC campaign and, while we're new to the championship, we're all going into it thinking we can challenge for the title. The 24 Hours of Le Mans will require a slightly different approach, but I see no reason why our line-up can't be running right up the front there either. While it's always hard to draw any conclusions from testing, Paul Ricard showed we are definitely in with a shout.

Lifestyle

TOTAL 911 PRESENTS THE BEST IN MID-RANGE CHRONOGRAPHS TO ENSURE YOU KEEP TIME IN STYLE AT THE TRACK OR IN THE OFFICE

Certina DS Podium WRC Edition £725

For a non-automatic chronograph, the DS Podium WRC Edition is certainly not cheap. However, this is the only fully Swiss-made watch in our selection, with Certina enjoying 128 years of experience building premium timepieces. Made to celebrate an official partnership with the FIA World Rally Championship, this limited edition DS Podium features a genuine carbon fibre dial face, electric green details, a high-strength rubber strap and a 44mm stainless steel casing for an undeniably sporting look.

www.watchshop.com

Elliot Brown Bloxworth £550

Some watches are built to last and some are built to look nice. Elliot Brown watches effortlessly do both. The 44mm, marine-grade stainless steel casing of the Bloxworth chronograph houses a Swiss quartz movement inside a shockproof carrier, while the bolted-down caseback and unique triple seal ensure protection from water, even if the crown is pulled out. With high-polished silver accents and an adjustable bracelet, this is a timepiece that can handle you at your best and worst.

www.elliottbrownwatches.com

Christopher Ward C7 Rapide £299

The Christopher Ward C7 Rapide may be one of the British watchmaker's older designs but that doesn't mean its style is ageing. Now in MK II form, with an improved Ronda movement providing a split-timing chronograph function, the C7 Rapide is clearly influenced by Britain's motorsport heritage; the caseback mimicking the classic steering wheels of days gone by. Available with a range of straps, the C7 pictured here comes with a versatile rubber strap and a timeless dial with silver five-second markers.

www.christopherward.com



Citizen World Time Eco-Drive £399

Built in Japan, Citizen's unusual Eco-Drive movement uses solar energy to charge a lithium-ion power cell, negating the need to ever replace the battery like a traditional quartz watch. The World Time version uses a radio signal to automatically adjust the time of your watch wherever you are in the world. You don't even need to change the date, even on leap years. Housed in a 43mm stainless steel casing with a blue record-groove face, this is a great timepiece for regular business travellers.

www.watchshop.com

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1964 Porsche 356C Cabriolet

Light ivory with red leather interior. Gorgeous color combination. Equipped with a 1600S motor with a four-speed manual transmission, dual side mirrors and certificate of authenticity.

.....\$135,000



1972 Porsche 911T Coupe
Bahia red with black interior. Five-speed manual transmission, air conditioning and Fuchs wheels. Same owner for many years. Mechanically sound.\$59,500



1971 Porsche 914-6
Black with tan interior. 2.0 liter manual transmission, matching numbers running gear and certificate of authenticity.\$49,500



1965 Porsche 911 SWB
Light ivory with gold script and black interior. Matching numbers and certificate of authenticity. Chrome details, wood steering wheel and dash.\$149,500



1968 Porsche 911 Sportomatic Coupe
Irish green with black interior and gold script. Equipped with period correct engine with a Sportomatic transmission. Same owner for many years.\$64,500



1987 Porsche Carrera Cabriolet
Matching numbers in nougat brown metallic with matching brown canvas soft-top and Fuchs wheels. Five-speed G50 transmission. Same owner for many years.\$42,500



1963 Porsche 356B Cabriolet
Ivory with burgundy interior. Equipped with four-speed manual transmission and a model correct 1600B engine. Highly collectible.\$115,000



1989 Porsche Carrera 3.2 M491
Matching numbers in original black with black interior. Five-speed G50 transmission, air conditioning and power windows. Limited production.\$49,500



1985 Porsche Carrera Cabriolet
Matching numbers, 75,364 on the odometer with navy blue interior and navy blue soft top. Five-speed manual transmission.\$47,500



1991 Porsche 964 Turbo
Black with tan interior, wood trim and 46,472 on the odometer. Comes with a receipt for a \$20,000 engine rebuild. Highly collectible.\$108,500



1995 Porsche 993 Cabriolet
Guards red with tan interior with 44,086 on the odometer. Clean CarFax. One owner. Six-speed manual transmission. Original paint.\$39,500



1973 Porsche 911S Targa
Matching numbers in gold metallic with brown interior and black trim. 2.4 liter, mechanical fuel injection and five-speed manual transmission.\$115,000



1968 Porsche 912
Original silver metallic with black interior and matching numbers. Five-speed manual transmission, wood steering wheel and short wheel base wheels.\$46,500

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



R for “Really?”

Dear Sir,

I am a big Porsche fan from Sweden and I enjoy reading your magazine (which, by the way, is great). But lately things are happening which are not so great and it has caused me to wonder about the direction of Porsche's future.

Porsche is born on the track and is famous for its victories there. Not for its “driver involvement on the road.” I have had a number of Porsches over the years, using them to take part in track days as well as racing them for eight years in Porsche Club Sweden's racing section. In the beginning, the cars were air-cooled with manual transmissions but lately I have made

the switch to the latest PDK-equipped 911s. I now read about the Porsche “enthusiasts and purists” who want to have a third pedal. The idea of driver involvement, to me, seems like rubbish! What kind of driver involvement is it that a manual car has? I am really happy to only have two pedals – I have only two feet – and I can change gear with the paddles on the steering wheel.

When the 911R was introduced, Porsche said that the R stood for “Racing” but it can't, as now it must be R for “Road-going.” The new 911R is compared with the true 911R from the 1960s, which was a true race car with a great engine and low weight. But the new 911 R

is just assembled from parts off the shelf – the GT3, Turbo and GT3 RS. It's a bad comparison.

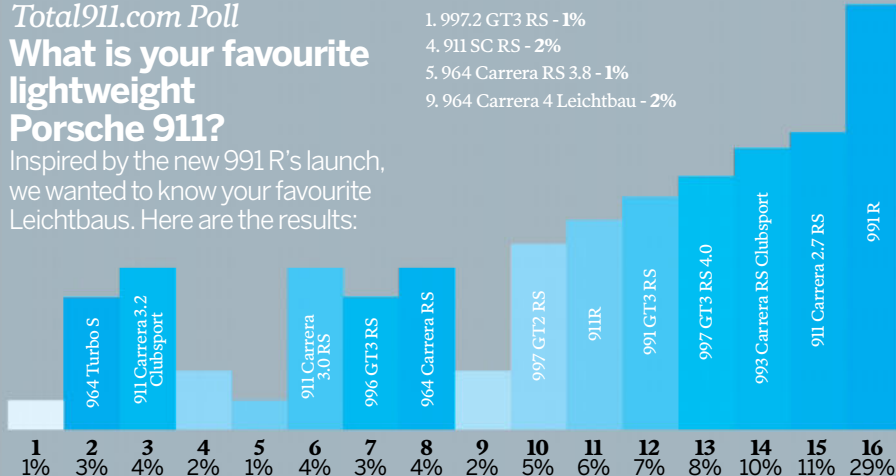
Sadly, for the “enthusiasts and purists”, it looks like the 991 R will only be available to investors and will be put into garages to see the value go up! It's a really sad development. Maybe the next step will be an air-cooled car with carburetors, old points ignition system and unassisted brakes?

Instead though, I'd say “No.” I'd rather Porsche continued the development of fast race cars for the road and forget the so called purists. The latest GT3 RS is, after all, fantastic already.

Lars Frenning

Total911.com Poll What is your favourite lightweight Porsche 911?

Inspired by the new 991 R's launch, we wanted to know your favourite Leichtbaus. Here are the results:



@Total911

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



@RPMTechnik Dropped car off to new customer last night and this morning it is at #RSDay @oultoupark with the fellow RSs



@PorscheRaces The new retro bodywork kit of Kremer Racing for @vln_de #nordschleife makes a #911GT3Cup look like a 935 K3 of 1979



@NickTandyR Today I picked up the car I ordered for myself after winning Le Mans last year, and it was worth the wait! #GT3RS



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!



My first 911

Dear Sir,

I've been dreaming of the 911 since I was a child. I'm 38 and I can remember as if it were yesterday my first sighting: it was a 911 SC in Guards red. Love at first sight.

Last year my dream came true when I bought my first Porsche 911. It's not an SC because they are now too expensive for me, but now I drive a 2000 996 Carrera 4 Cabriolet in black with 110,000km on the clock. I've paid about the same as you would for a new VW Golf (quite funny, isn't it?) but it's a dream to drive it and, if I take care of it, I'll be repaid.

Before the 996, I've owned Mercedes-Benzes and a BMW M3 but the Porsche is *the* one. When I look at it, when I drive it, even when I clean it. For me, there is so much more interaction with the 911, not just my love for this car but also the stories about the brand.

I hope more of **Total 911**'s readers will have the chance to drive a part of Zuffenhausen's never-ending story. With all due respect for the 986 Boxster, although it shares too many common parts with the 996, it is not enough to state that the latter is a B-Series 911. The same things happen today with most car manufacturers. So, in my opinion, people should say thanks to the fried egg headlights and the water-cooling, because if they enjoy a 997 or a 991, it's thanks to the 996. Many greetings from Italy.

Marco Menejo



Winged wonders

Dear Sir,

I've just read issue 138's article on the 991 R, which I am sure will be an awesome car. What I particularly like is the absence of any great wing at the rear, allowing the vehicle to retain a classic Porsche line. But that brings me to a question.

If Porsche can maintain stability on a vehicle that can exceed 200mph, why do we have to put up with that hideous large wing on the GT3 RS? It looks dated, spoils the lines of the vehicle and is becoming something you will find at your local stock car racing circuit. I can't really think of any other manufacturer who still puts such a large wing on its cars. If a customer is really desperate for a wing to use on

track or on the road, then Porsche, I believe, could make it a bolt-on option without too much difficulty.

Chris Bettinson

Traditionally, the RS has always had some form of rear wing and even during the air-cooled era these could be quite exuberant (the 993 RS Clubsport rear wing springs to mind). The large rear wings don't just help stability but they also increase rear downforce, improving the ultimate lap time achievable by each generation of Rennsport. What's more, they also help to homologate a similarly large rear wing for competition use, so it's unlikely we'll see a wingless RS any time soon.



Return of the Clubsport

Dear Sir,

If all the internet talk in the wake of the 991 R's release is true, it looks like there is a significant demand among Porsche enthusiasts for a similar car that isn't limited edition. There was talk long before the R's launch that a back-to-basics 911 was in Porsche's pipelines. So, with the renewed enthusiasm brought about by the 991 R, isn't it time that Zuffenhausen launches something with a more basic engine, no rear seats and a manual gearbox? It sounds like they should dust off the Clubsport badge. **Benjamin Whaddon**

While we'd certainly relish a more basic version of the 911R, it could be argued that Porsche already builds this car in the shape of the Carrera GTS. Also, talk on the internet is cheap and we'll never know how many people bought the R because it was an exciting driving proposition or because its limited production makes it a good investment.

Join the debate

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

@Total911 What is your favourite Porsche 911 backside?
@rich911draper @Total911 it's not a great pic, but how can you not include a wing-free WB 993? Best arse ever! J-lo would be jealous



@Total911 Up early to beat the traffic? Why not check out the Hartside Pass, our latest Great Road.
@RAFGooding @Total911 up earlier



@elan_pr Great to see @Total911 today @Autofarm - thanks for the visit! #Porsche



Total911.com: What you've been reading

On computers, tablets and smartphones across the world, these are your favourite online articles from the last month:

New Porsche 991 GT2 RS test mule spied

The next Widowmaker is making waves online and you can read more about it in our Update section on page eight.

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

Our latest online sales debate looks at the merits of a standard 997.1 with the help of the expert opinions of Autofarm and LN Engineering.

2016 Porsche 991 R unveiled ahead of Geneva

The initial launch details from the Porsche 991 R unveiling are proving popular but, to get the full lowdown, you'll want to pick up issue 138.

Video: The new Porsche 911 R is the 991 you've always wanted

The first action footage of the new Porsche 991 R got your hearts racing. If you haven't seen it, check it out here now.

Total 911's top seven favourite limited edition Porsche 911s

They may mainly be the preserve of collectors now, but that doesn't make limited edition Neunelfers any less cool. Here's **Total 911**'s favourite septet.





Modified mantra

Dear Sir,

There are many arguments for and against project cars on **Total911.com**. A project car is a very individual creation, and the satisfaction of actually building our own project car is more important than the trends that we follow or impose. People should build projects that they are inspired by,

and that they love. If that means the project will be judged by others and seen as a copy or a second best (or eleventh best), then so be it.

Although, as Porsche owners, we all have a responsibility to the history and the brand that we're so passionate about, and the cars are, in the end, an individual expression of our tastes and likes, not a piece of metal that others

can pass judgement on. So, I say, if you want to build a backdated project, an outlaw or a track car, do it!

The satisfaction of doing a project, and doing it to your desires, far outweighs the few unwarranted comments from those that would judge a project based on a metre stick that is really a white whale.

Ramon Hasbun

WIN! Win a pair of Piloti driving shoes



The lucky winners can choose between the lightweight P1 Spyder design, or Piloti's hugely popular Prototipo shoe. The former is available in black, grey, red or black/blue/red colourways with the latter offered in either black, charcoal or navy. All shoes are available in UK sizes 7.5 to 11 (although they can come up a little small, so Piloti advises to go for a half size bigger than your normal shoes). Whichever style you choose, you won't be disappointed thanks to the sublime build quality and superb ergonomics of Piloti's offerings. Both the P1 Spyder and Prototipo make extensive use of suede, providing a truly premium feel to each shoe's upper, while the tyre tread sole gives plenty of grip in all conditions. However, Piloti's real trump card is the patented 'Roll Control' heel design and the reinforced outer edges on the toe box, enabling comfortable and perfectly executed heel-and-toe downshifts.

To be in with a chance of winning this excellent prize, all you have to do is find the answer to the following simple question on Piloti's UK website:

The P1 Spyder and Prototipo driving shoes belong to which Piloti shoe range?

Once you have found the answer at piloti.uk.com, email your answer, along with your preferred shoe style, colour and size, to competitions@total911.com with 'Piloti' 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 17 May 2016. Good luck!

With manual-gearboxed Porsche 911s making a comeback (they never went out of fashion at **Total 911**), there has never been a better time to brush up on your heel-and-toe skills. However, whether you drive a three-pedal or a two-pedal Porsche 911, you'll want a decent pair of driving shoes for those early morning blasts and summer track days. This is where our latest competition comes in. We've teamed up with Italian driving shoe maestros, Piloti – who have recently announced their return to the UK (see page nine) – to give away a pair of their excellent shoes to three lucky **Total 911** readers.

Total 911
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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). CO₂ emissions: 204 – 180 g/km. The mpg and CO₂ figures quoted are sourced from official EU-regulated tests, are provided for comparability purposes and may not reflect your actual driving experience.

ONE OF 20 RS N/GT 'RACING PACKAGE' PEAK 964 RS PERFORMANCE

A firecracker road car with race-ready pedigree, an N/GT is a scintillating 964 Rennsport. **Total 911** uncovers the story of a unique example with a mysterious yet fascinating history

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



When the email and accompanying pictures came through, I had to double take. At first the car on screen appeared to be a 964 RS N/

GT: with only 290 units ever produced, the car is a fairly rare find by Porsche standards, accounting for around 12 per cent of total 964 Rennsport production. However, I'd soon realise this isn't an ordinary N/GT. An extra special and substantially rare sub-production model straight from Weissach, just 20 examples of this car were made, each finished in a different colour. Its story is both enthralling and peculiar (though positively credible), the sort of Porsche legend that perpetually excites both writers and readers of this fine publication, and the perfect start to our 'rare 964s' double bill for issue 139. First though, a little history.

Originally a lightweight homologation special of the 964 Cup cars, the N/GT was a competition-ready fire breather permitted on the public road. A true performance thoroughbred, the suffix attached to that famous 'Rennsport' moniker simply denoted the competitions it was applicable for, this being FIA group 'N' (ostensibly production vehicles in competition), and GT racing.

Denoted from the factory as a 964 RS with option code M003 (M001 being a Cup car and M002 being the Touring model), the specification of an N/GT was Rennsport in its purest form. On top of the usual RS liturgy of a strengthened, seam-welded shell, an alloy front boot lid, no rear seats, front bucket seats with no electrical adjustment, thinner glass for side and rear windows, magnesium wheels and a lightweight rear bumper, M003 stipulated a complete removal of sound deadening (which, as well



22 | Rare 964s: RS N/GT

as the engine compartment cladding, meant the removal of all interior carpets and headlining, as well as carpeting in the front boot). A sun visor was only present on the driver's side, and a welded Matter roll cage was installed as standard equipment. Carpets in the front of the N/GT's cabin were replaced with plywood footboards, and the bucket seats, colour-coded and covered in leather in the RS Touring, were covered by flame-retardant Nomex material. Schroth harnesses held the driver in place and a bigger-capacity fuel tank was installed, along with an onboard fire extinguisher and cut-off switch. Like the 964 RS Touring and Lightweight, power was boosted for the N/GT by 10bhp, the result of modified pistons and cylinders as well as the deletion of catalytic converters, though the DME was relocated on N/GTs. The result is an aggressive Rennsport that's an uncompromising if not brilliantly exhilarating race car that, somehow, was deemed fit for the public road.

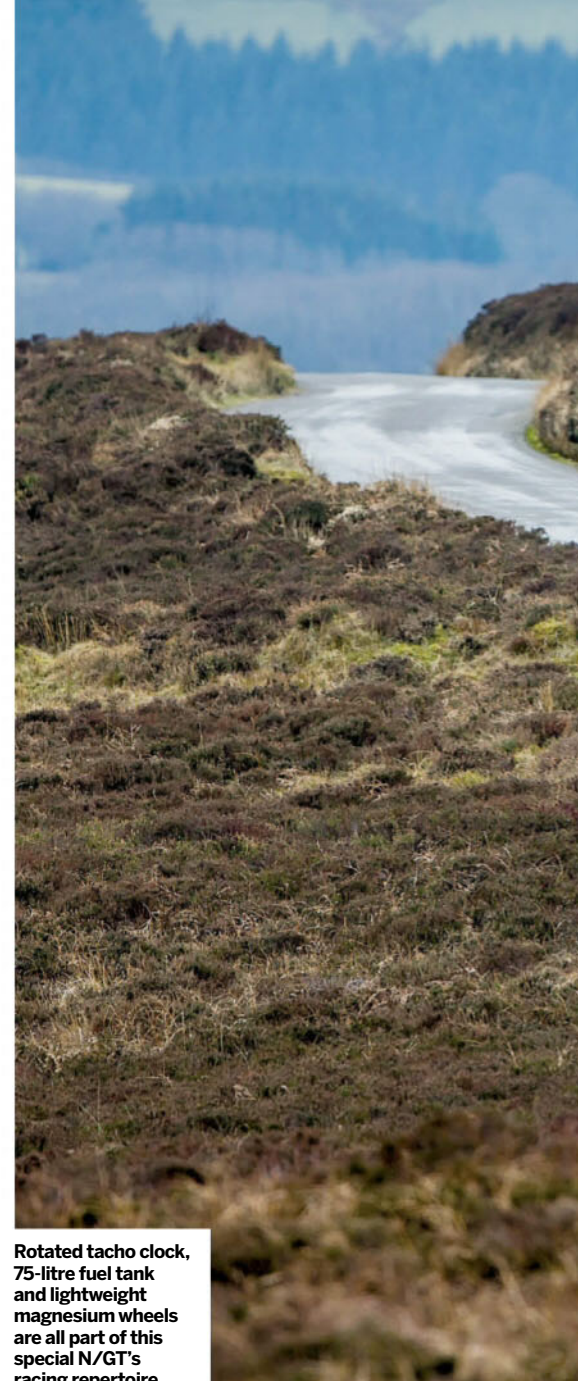
And that's where the subject of that aforementioned email enters the frame. Originally destined for a one-make racing series in Macau in the early 1990s, 26 cars had been ordered from Porsche with the intention of making the grid for the first race. However, the championship was canned before the first green flag was waved, leaving Weissach in possession of 26 unwanted 1992-spec N/GTs (GT Racing was already moving on to the mighty GT2, of course). One-time Porsche importer for Japan, Mitsuwa, originally offered to buy 20 of the cars from Weissach in 1995 providing they were refitted with interiors more befitting a road car. Porsche obliged with the cabin accoutrements, though later that year (and again before the cars could be delivered) Mitsuwa were issued with a cease and desist order to use the Porsche name, culling the deal. Instead, the 20 cars were sold to Art Sports in Osaka, who marketed the cars as the 964 RS 'Racing Package'.

These 20 cars, each painted in a different colour, went on sale for 8.8 million Yen, which was substantially cheaper than the 13.5 million Yen a 964 RS Lightweight cost at the time. All were sold in Japan and most are believed to still be in the Land of the Rising Sun, though **Total 911** is aware of an example recently sold at Pannhorst Classics in Germany. The Polar silver car in our pictures is the sole example residing in the UK, sold to current owner Richard Cook in 2015 by independent specialists JZM.

Sure, elements of the story surrounding those early years of this unique mini-run of Japanese Rennsport N/GTs may be shrouded in relative mystery but what is clear is the interior retrofit was done at the Porsche factory. These options recognised by Porsche include a leather covered cage, triple leather covered RS Touring bucket seats and a full RS carpet fitted, thereby serving up a race-ready N/GT with some choice upgrades that make it more palatable for cross-country blasts. Of course, we had to drive it. ➡



Rotated tacho clock, 75-litre fuel tank and lightweight magnesium wheels are all part of this special N/GT's racing repertoire



“With only thin carpet for sound deadening, you’re constantly treated to an orchestral-like symphony of sounds as the 964 shoots along the asphalt”



Other super-rare 964s

The 964-generation of Porsche 911 boasted a mouth-watering array of special models within its repertoire:



964 RS 3.8
Production run: 55

Again a homologation special, the 3.8-litre 964 Rennsport was built on the virtues of its earlier 3.6-litre stablemate, though an additional 40bhp was garnered from the M64/04 engine while, impressively, the 3.8-litre RS was 20kg lighter than the 3.6 in Touring guise. A uniquely special road-going Rennsport guaranteed by its rarity – only two were produced in right-hand drive – the 3.8-litre car’s exotic looks of a Turbo body and Speedline split-piece alloys also give it clear substance over narrow-bodied forebears. It’s perhaps the 964 to have, if you can ever find one.



964 Turbo S Flatnose
Production run: 76

The Turbo S was already a special 964 while retaining its customary silhouette: effectively a turbocharged Rennsport in all but name, an extra 61bhp was eked from the 3.3-litre blown flat six, while a huge 180kg was shaved off the original Turbo’s weight. With an RS-specification suspension, and intakes in the rear quarters feeding cool air to the brakes (a style format later used on the 3.6-litre Turbo), the 964 Turbo S is both a performance icon and a collector’s dream. Total production of the 964 Turbo S reached just 93, with only 76 of those in the rarer flatnosed aesthetic (just 27 RoW).



964 Speedster wide-body
Production run: 15

Feeding off the back of the 3.2, which first brought the ‘Speedster’ look to the 911, the 964 was perhaps most true to the heritage of Porsche’s famous drop top due to its minimalist interior, including plain door cards, lightweight bucket seats (taken from the RS production line), and a Clubsport steering wheel. Melding a 964 body to the hood and windscreen of the earlier 3.2 Speedster, demand fell for the 964 version and only 936 were produced. However, those were narrow-body examples: just 15 wide-bodies were created by Porsche Exclusive, which came with Speedline wheels.



964 C4 Lightweight
Production run: 22

The C4 Lightweight has long been a **Total 911** favourite. Created by Jurgen Barth himself, the car showcases the very best of the 964’s mechanical capabilities: four-wheel drive was carried over from the 959 supercar, with a four-way adjustable differential allowing the driver to constantly alter levels of mechanical grip available thanks to two dials on the dashboard of the sparse, carpet-free interior. A short ratio gearbox and a featherweight mass of just 1,100kg ensured lightning-quick acceleration. This was a true competition thoroughbred, illegible for the public road.

Model	964 RS N/GT
Year	1992
Engine	
Capacity	3,600cc
Compression ratio	11.3:1
Maximum power	260bhp @ 6,100rpm
Maximum torque	325Nm @ 4,800rpm
Transmission	Five-speed G50
Suspension	
Front	Independent; MacPherson struts; coil springs; gas-filled double action shock absorbers; anti-roll bar
Rear	Independent; semi-trailing arms with telescopic dampers; coil springs; anti-roll bar
Wheels & tyres	
Front	7.5x17-inch magnesium Cup wheels; 205/55/ZR17 tyres
Rear	9x17-inch magnesium Cup wheels; 255/40/ZR17 tyres
Dimensions	
Length	4,250mm
Width	1,650mm
Weight	1,230kg
Performance	
0-62mph	Not tested
Top speed	Not tested



Top left: M64 engine in Rennsport guise gains an extra 10bhp over Carrera 2 variants

Top right: Unique N/GT interior features carpeting, headliner and leather seats. Cage is leather-clad, too

Three weeks later, I'm stood in front of the N/GT in a garage just outside Exmoor as Richard, the car's owner, recites his reasons for buying this truly unique, 'hot' 964. Originally entering the market in search of a good 964 Rennsport, Cook explains how he found far more than he was bargaining for: "I was attracted by the pretty unusual colour of this particular RS, then Russ [Rosenthal] from JZM filled me in on what he knew of the car's documented history, and the more I learned the more intrigued I became," he says.

Inviting me to take a closer look at the car, I conclude that, as with those original pictures sent to me electronically, from the outside this looks like any other RS. Sitting squat over those magnesium 'Cup' alloys thanks to the M030 sports suspension, there's brake cooling ducts in the front bumper,



'Cup' mirrors affixed to either door, and the lightweight rear bumper is present, too. Opening the front boot, the lid is clearly alloy and very light by comparison to a Carrera 2 or 4, and a few N/GT traits begin to appear. The large, 100-litre fuel tank sits either side of the suspension top mounts in the uncarpeted boot compartment, while a battery cut-off switch resides down in front of the ABS servo (interestingly, all left-hand-drive 964 Rennsports came with ABS as standard, while right-hand-drive examples did not). Venturing round to the driver's door, I click it open and take my first look inside.

For the discerning Porsche enthusiast, the sight here is nothing short of fascinating. The presence of carpets, headlining and leather seats with tricoloured inserts would have you assume it's an RS Touring after all, but look closer and Schroth harnesses, a Clubsport wheel, and a DME relocated behind the seats are obvious traits of N/GT, while the tachometer, rotated so peak power at 6,100rpm stands at 12 o'clock, makes for a covert nod to this 911's competitive intentions. Further proof is needed, so I peel the scant carpet away from the footwell and, sure enough, underneath the plywood footboards the car's floorpan is painted Polar silver, matching the exterior hue. Exactly as you'd find in an N/GT.

Next to grab my attention is the leather-clad roll cage. Comprising of door bars at either side, with 'A' pillar supports stretching forward from the roofline

and falling down to the base of the dashboard where it's bolted to the floor at the front, it's certainly extensive, with a huge x-brace and bolting points in the rear of the cabin, too. That's nothing though, compared to the cow-hide perfectly wrapped around every bar: akin to that of a show car (or perhaps a Singer?), the immaculate stitching is nothing short of exquisite. It's so perfect it could only have been administered at Porsche.

But don't get this confused with your dearest Concours winner. As with the carpet on the floor, the headlining is thin and I can feel the contours of the roof's bracing through the fabric. Meanwhile, the seats – covered in yet more leather – work splendidly with the Schroth five-point straps in anchoring me firmly into position behind the feelsome Clubsport wheel. Motorsport is the clear objective from inside the cockpit and I'm ready to sample the capabilities of this unique N/GT.

I turn the thin key in the ignition barrel as the engine catches immediately, emitting a loud, gruff growl as the flat six settles quickly to idle. The shrill bark of that M64 power plant reverberates throughout the cabin, punctuated by the familiar transmission chatter of a single mass flywheel. Depressing the clutch pedal, I'm surprised to find there's a rather light weighting to it (owing to the factory fitted moulded facing for street use) but the biting point is gloriously low and after a quick



counter-flick of my right and left feet, the 964 is away and running.

Hours pass in quick succession as the N/GT devours the sweeping roads around Exmoor's expansive national parkland, its hardy character willing me to commit through each and every apex with aplomb. Typical 964 RS traits are displayed here, namely a tendency for the front end to go light very early into a corner, requiring a sure-footed synergy in both steering wheel and throttle inputs from a committed driver. Steering itself is a wonderful experience here, with left-hand-drive examples such as this benefitting from the heavy, unassisted steering system. As a result, the small-circumference Clubsport wheel perfectly illustrates the front two tyres' relationship with the road through my palms with little fuss, aiding my confidence to kick down further as the RS N/GT hunts for the horizon. That M64 engine is quick to react to any prod of the accelerator, swinging the rpm needle enthusiastically around the tachometer to 4,000rpm when another shove of thrust is unleashed, pushing me further back into my seat as the 964 screams all the way to the redline.

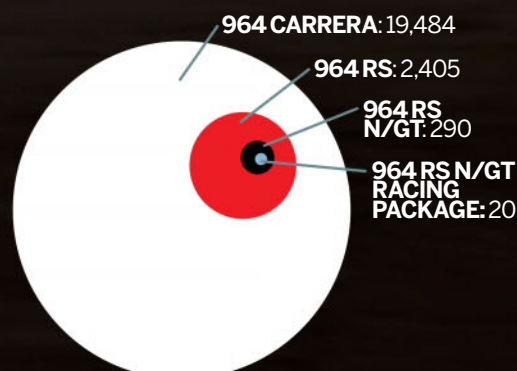
The chassis is wonderfully taut, too, a hallmark of the M030 suspension featuring a lowered ride height and uprated dampers and springs. Impressively nimble, the N/GT displays an envious turn of pace that belies the performance

capabilities of a car soon to be turning a quarter of a century old. Perhaps most satisfying, though, is the sensory appeal of the N/GT. With very little in the way of sound deadening, as a driver you're constantly treated to an orchestral-like symphony of sounds as the 964 shoots along the asphalt. Primed by that unfiltered mechanical wail of the flat six, its kamikaze tones imitating that of rapid machine gunfire as the crank spins ever faster, on the road you'll also hear the pinging of catseyes right through the car as the front tyres hunt to use all of the road for a fast corner. Complementing the aforementioned steering, the gearbox feel is wonderfully positive. Short but precise in its throw, the five-speed G50 rewards a driver for holding on to each cog to really wring out the revolutions before a quick change up to a new gear. The entire setup makes for a sensational drive.

Pleasingly, too, there's a civility to this N/GT that ensures longevity to the fun to be had from continuous driving. A 'normal' N/GT would not make for the ideal tourer; its unapologetically raw nature would in fact be overawing after long stints at the wheel. Here, however, I'm inclined to drive the car all day long, the virtues of performance not ever undone by the vices of discomfort. That's not to say this 'Racing Package' has blunted that all-out appeal of the N/GT, more just refined it ever so slightly for a more palatable experience

for both road and race use. Its very being may well be the stuff of a proper Porsche legend, another scintillating tale from inside Stuttgart, but this special RS N/GT offers a drive that's as unique as its own story of existence. Perhaps showcasing the 964 era in its very best light from a performance perspective, its rarity and desirability only adds to the appeal of this petite Polar silver predator. Want in on the exclusive fun? There's another 19 cars out there somewhere... **911**

RARITY OF THE RS N/GT



AN EXOTIC

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



ODDITY

Total 911 gets to grips with an Exclusive-built 964 Turbo sporting a unique Flachbau silhouette and a regal history





Foot flat to the floor in third gear, I'm still waiting to make any meaningful progress around the high-speed test track, the location for today's latest **Total 911** drive. As the orange needle on the VDO tachometer sweeps past the 3,000rpm mark though, the whistling that had previously been but a mere mumble through the cockpit grows to a more pronounced shriek. The flat-six sound track swells, too, in unison, growling angrily as the aural experience combines with an old school dollop of single turbo boost.

The pace has switched from 'pedestrian' to 'brutal' in the blink of an eye, the 911 Turbo galloping forward with indecent haste as the tree trunks lining the road blur into an organic mess in my peripheral vision. The road has seemingly narrowed, too, with this Neunelfer chasing the horizon so violently that it appears to have outsprinted my eyes' ability to compute the perspective of the situation. In fact, the 964 Turbo 3.6's 385bhp, wrought from a single KKK

turbocharger, has left nearly all of my senses needing recalibration.

My first experience of the Turbo 3.6's full throttle theatrics thumps me in the small of my back, leaving my internal organs feeling like they've been deposited some distance further back down the road; the place where the full 0.8 bar of boost kicked in; the place that is now almost invisible in the rear view mirror. After too long spent in silky smooth twin turbo 911s, I had forgotten what a magical experience the old 911 Turbos could deliver, like a roller coaster that has just pitched over the top of its crest.

Each time I push down with my right foot, after an appreciable half-a-second or so of lag, I'm continually shocked by the ferocity of the acceleration, the car squatting over its wide rear haunches like a 100 metre sprinter launching from the blocks. I didn't realise a car that is now 22 years old could pack such a powerful punch. The sound track to this barely-tamed beast only serves to heighten the addictiveness of the thumping

motor's boost, the bark of the flat six overlaid with an unbridled whoosh from the turbocharger, followed by that classic air-cooled chatter and a subtle hiss as 11.6psi of pressure is suddenly exhaled on the overrun. I'm so excited by the speed that it seems incredible this particular 911 has only seen 1,014km of action. How could the previous owner have just this left car idle for most of its life? However, this isn't any normal 964 Turbo 3.6 and its original owner – as you'll find out – wasn't any normal 911 buyer.

As you will undoubtedly have noticed, this 964 Turbo 3.6 features a Flachbau front end. However, don't think that this is some sort of aftermarket modification. Just like the 930 SE, this is an official Flatnose conversion (performed on just 76 Porsche 964 Turbo 3.6s in the latter half of 1993) carried out by the factory in Zuffenhausen.

The Flatnose story begins more than a decade earlier, not long after Peter Schutz succeeded Ernst Fuhrmann as the head of the company. At the time, the 911 Turbo was not on sale in the US due to new emissions rules that had come into effect in 1981, leading to a number of aftermarket companies modifying European cars in an attempt to meet emission and crash-testing standards Stateside. Some of the companies were even trying to improve on the base car (with somewhat varying degrees of success). The formation of this grey import market had caught the attention of Porsche's executives, planting the seed of an idea.

Ferry Porsche tasked engineer, Rolf Sprenger, with the creation of a department that would take care of Porsche customers' personalisation requests and, when the latter saw some of the work carried out by third parties, he knew "we can do better at the factory." After some brainstorming, the new Special Wishes Programme was agreed but with no budget, the programme's brochure only consisted of a



The first Flatnose

Like the Sultan of Brunei, if you're fabulously wealthy and an extreme automotive enthusiast, you can get Porsche to do almost anything (for a suitably excessive price). This was how, in 1983, Zuffenhausen came to build the very first flatnose 911 Turbo for Mansour Oijeh, head of TAG Group, the company putting its name to the Porsche-developed V6 engine used in McLaren's Formula One campaign.

Oijeh tasked the Exclusive department (at the time known as the 'Sonderwunsch' programme) with developing a street legal 935. However, when Rolf Sprenger – head of Porsche's personalisation requests – realised that a 935 could not meet German

road regulations, his team decided to modify a 930 instead, fitting an early 935-style rear wing and the ubiquitous Flachbau front end. Under the decklid, the Special Wishes team fitted a 934 flat six (complete with horizontal fan), which was good for 409bhp and 490Nm of torque.

Known as the 935 Street, the car came with its very own special VIN identifier and sat on special 15-inch BBS split-rim wheels. The panelwork was finished in a rouge metallic known as 'Brilliant red' while the interior was trimmed out in 'Crème caramel' leather and came with a gold-topped gearlever. And the price for all of this? DM 350,000 – equivalent to £232,000 today.



“From dead ahead, the front was certainly striking but the aesthetics made it more of an exotic oddity”

Top left: Flachbau conversions were ordered and carried out on just 76 Porsche 964 Turbo 3.6s in 1993, 12 of which were in right-hand-drive

Above left: The Flatnose's 385bhp came from a single KKK turbocharger and a 3.6-litre air-cooled flat six



few typed pages listing around a dozen of the department's abilities.

Known as 'Sonderwunsch' within Stuttgart, Sprenger's first major project was commissioned by Mansour Oijeh, owner of TAG Group, in 1982. Oijeh's request was to have a 935 built up for road use, however, when Sprenger's team found this impossible, they instead decided to modify a standard 930 as far as they could, creating the first road legal slantnose 911.

Inspired by the fire-breathing, race-winning 935s, the Flatnose look instantly caught the imagination of some Neunelfer enthusiasts who previously had to go through independent specialists – such as DP Motorsport – for their Flachbau fun. Sprenger realised the Oijeh car was a turning point, creating a new M505 option code for regular customers, allowing them to specify their new 911 Turbo with the Flatnose treatment. However, not everyone within Zuffenhausen was as excited about the developments as Sprenger and his team.

Porsche's head of design, Tony Lapine, refused to help develop the Flachbau kit for Mansour Oijeh's 930, claiming the sloping front end ruined

the simple, flowing lines of the standard 911 shell. That forced the Sonderwunsch programme to work alongside the motorsport department instead, with Norbert Singer helping out in the wind tunnel to improve the M505-option's aerodynamics. During the 1983 model year, Sprenger's team turned their attentions to the engine bay of the Flatnose, offering a performance kit that boosted the 3.3-litre 930's power to 330bhp thanks to a larger turbocharger, improved intercooler and a new four-pipe exhaust system.

Coinciding with the rebranding of the Special Wishes department in 1986 (it would now be known as Porsche Exclusive), Zuffenhausen launched the 930 SE, a slantnose 911 Turbo with the kit included as standard but this model would only sell in minimal numbers during its three-year lifespan and, by 1989, it looked like the Flachbau's time was up, especially as the 935s that inspired it had long finished their competitive careers on track.

It was, therefore, a huge surprise to everyone – including Porsche's own dealerships – when news of a new Flatnose emerged, just as Zuffenhausen was bringing the 964 generation to a close.

Dealers were informed about the car – based around the 964 Turbo 3.6 – in August 1993, ensuring that these Exclusive-built Flachbaus would be the very last 964s off the production line. At the time, there was only one photo of the finished article and a few paragraphs of blurb. Off the back of this, customers were expected to pay a deposit of \$20,000 (equivalent to DM 33,200). In today's money that's just under \$33,000. For a 911 they (nor anyone else bar a select few at the factory) had ever seen in the metal. Madness.

Despite this, Porsche took a total of 76 orders for the 964 Turbo 3.6 Flatnose, all of whom were willing to pay the substantial DM 290,000 list price. To put that into perspective, in 1993 that was the equivalent of \$174,699; in today's money that figure equates to a staggering \$286,429 (or just shy of £200,000 if you live on Total 911's side of the Atlantic).

The price tag did bring with it a number of revisions (both aesthetic and mechanical) over the standard 964 Turbo 3.6, the new Flachbau front end being the most prominent. While the ten cars destined for Japan had to make do with the old, 930 SE-style pop-up headlights, the rest



“I didn’t realise a car that is now 22 years old could pack such a powerful punch”

of the Turbo 3.6 Flatnoses took their uncovered headlight design from the 968, while underneath the unusual wings, a new front splitter ducted air towards the brakes and oil cooler. The makeover from Sprenger’s department didn’t end there, however. The rear wheel arches spawned 959-style air vents (as seen on the 3.3-litre 964 Turbo S two years prior) while the rear wing was now entirely body coloured.

An hour or so earlier, when Hexagon Modern Classics wheeled this particular example from its trailer, I have to admit I wasn’t immediately taken with the 964 Flatnose’s face. The drooping snout and exposed-but-flattened headlight profile didn’t seem to suit the butch, purposeful rear end. From dead ahead, the front was certainly striking but the aesthetics made it more of an exotic oddity. However, as time goes on, the looks have started to grow on me. It looks a little bit out of place at today’s test track but I can imagine myself cruising through Miami in it (complete with the obligatory flannel suit).

Of course, it wasn’t the aesthetics that got me hooked on this Turbo 3.6. Underneath the unusual metalwork, Porsche Exclusive didn’t neglect to

fettle with the standard 964 Turbo’s engine and drivetrain, extracting an extra 25bhp from the flat six. Based on the engines built by Andial for Brumos’ championship-winning IMSA Supercar campaign, the M64/50S motor’s designation hinted that this was effectively a 3.6-litre Turbo S (with many of the 964 Flatnoses destined for the US badged as such). The X88 performance kit – later offered on 1994 model year 964 Turbos – included a larger turbocharger, different valve timing courtesy of a revised camshaft, reworked cylinder heads, modified inlet manifolds and intermediate pipes, an extra oil cooler and – like the original 930 SE – a four-pipe exhaust system.

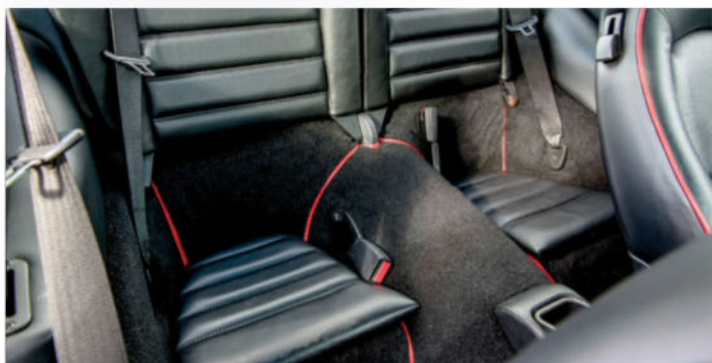
The engine drove through the Turbo’s standard five-speed gearbox with a limited-slip differential, providing 40 per cent lock under acceleration. The suspension was carried over from the standard car while, at all four corners, ‘Big Red’ brakes were housed inside 18-inch split-rim Speedline alloys taken from the 964 Carrera 3.8 RS. Inside, the standard equipment list was equally as extravagant, with a full leather interior, electrically adjustable seats and climate control. The only option available to the 76 customers who

Model	964 Turbo 3.6 Flatnose
Year	1993
Engine	
Capacity	3,600cc
Compression ratio	7.5:1
Maximum power	385bhp @ 5,750rpm
Maximum torque	520Nm @ 5,000rpm
Transmission	Five-speed G50-type manual
Suspension	
Front	Independent; MacPherson struts; coil springs; anti-roll bar
Rear	Independent; MacPherson struts; coil springs; semi-trailing arms; anti-roll bar
Wheels & tyres	
Front	8x18-inch Speedline alloys; 225/40/ZR18 tyres
Rear	10x18-inch Speedline alloys; 265/35/ZR18 tyres
Brakes	
Front	320mm ventilated discs; four-piston calipers
Rear	299mm ventilated discs; four-piston calipers
Dimensions	
Length	4,250mm
Width	1,775mm
Weight	1,470kg
Performance	
0-62mph	5 secs
Top speed	Unknown



Thanks

Thanks to Hexagon Modern Classics for loaning us the stunning Turbo flatnose in our pictures. Parties interested in purchasing the Flachbau should call Jonathan Franklin on (+44) 7522 911 911.



placed an order was whether they wanted to spec an electric sunroof or not. I suppose, when you're paying nearly three times the price of a standard 964 Carrera 2, you would expect the car to come fully loaded.

As I mentioned earlier, this specific 964 Turbo Flatnose has led a remarkably sheltered existence since leaving Zuffenhausen, covering just over 600 miles from new. When you look at this Neunelfer's history though, that doesn't actually come as too much of a surprise (despite my early protestations). That's because this Flachbau was originally delivered to Hassanal Bolkiah. You don't recognise the name? Let me try again. The Sultan of Brunei. Yes, the prolific collector of rare and exotic automobiles.

Actually, "prolific" doesn't really do the Sultan's obsession justice. Depending on which report you read – the Sultan is notoriously secretive – his

collection stands somewhere between 5,000 and 6,500 cars. Along with his brother, Prince Jefri, the Sultan of Brunei ordered 12 Porsche 964 Turbo 3.6s, one of which is the Flatnose example you see on these very pages. It's incredible though that despite the low mileage, this Porsche 911 has survived in such incredible condition.

Apparently, with so many cars on his books, much of the Sultan's collection is simply rotting away through a lack of use. Rubber perishing, paint peeling in the glass-clad showroom and eaten away at by a lack of air conditioning, most of the cars in his custody are driven sparingly before becoming overlooked in favour of the next big thing.

Every so often though, a car manages to escape the Sultan's clutches and among that miniscule number of survivors is this 964 Turbo 3.6 Flatnose. After 21 years in the Brunei collection, the car is rumoured to have been sold via an auction in Hong Kong before finding its way to esteemed specialist, Hexagon Modern Classics, in North London. Selling the car on hasn't been a simple affair to Paul Michaels' concern, however. After taking delivery of the car in 1994, the Sultan of Brunei sent the car to Ruf to have it fitted with the German company's electronic clutch system

(EKS) developed in conjunction with Sachs. This meant the car's clutch assembly was extensively overhauled (including the removal of the third pedal). In order to get the car ready for its next owner, Hexagon have spent a not insignificant five-figure sum converting the Flatnose back to a manual gearbox, sourcing a suitable Turbo 3.6 transmission, gearlever and clutch pedal. The interior trim in the driver's footwell even had to be reworked to re-accommodate the latter. But, now, after many months of hard graft, the car is back in its factory specification and ready for the next chapter of its life.

It may not be to everyone's tastes but this Turbo 3.6 Flachbau is a remarkable curio from the end of the hand built Neunelfer era. Hopefully, the new owner will get behind the wheel every now and again to experience Porsche Exclusive's full work in action. **911**



Modify a GT2,
GT3, or RS?
Crazy?




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991: A NEW ERA FOR THE GT3

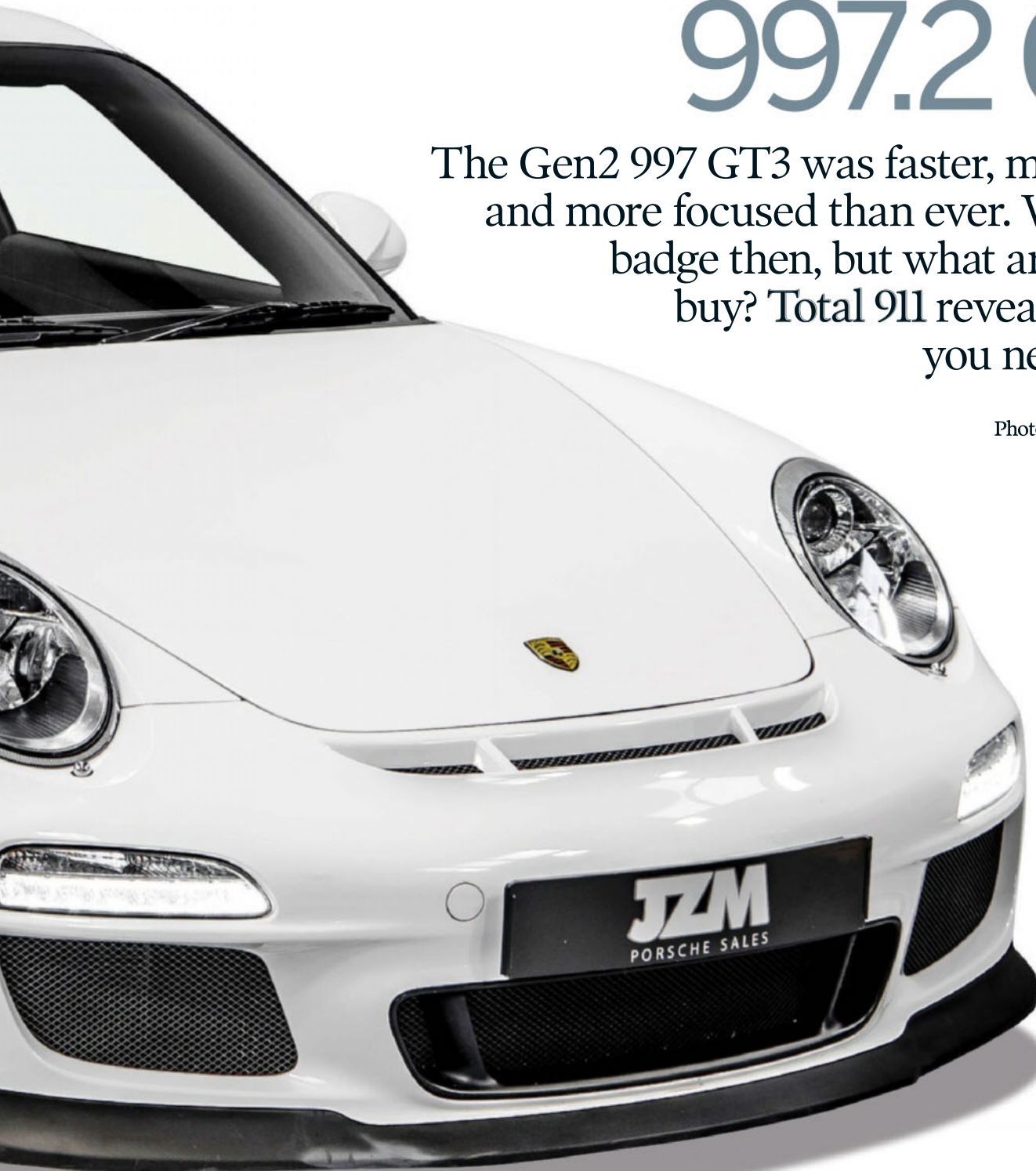
It was bigger and heavier than the 997 GT3 but by heck did the 991 version make up for any dimensional issues. It arrived in 2013 sporting a naturally aspirated and direct injected 3.8-litre flat six, with 475hp and a race-ready 9,000rpm redline. It guaranteed searing performance with the 0-60mph benchmark dismissed in an organ-rearranging 3.5 seconds, and while not everyone was impressed with idea of PDK as the only transmission, it was mighty effective and featured an unusual 'paddle neutral' mode: pulling both paddles disconnected the two clutches and you could re-engage them at standstill or on the move with spectacular results. Porsche Torque Vectoring (PTV Plus) took care of traction and there was electromechanical rear-wheel steering for supreme agility. Oh yes, and there was that recall business over the potential for engine fires thanks to a loose con-rod bolt.



997.2 GT3

The Gen2 997 GT3 was faster, more powerful and more focused than ever. Worthy of the badge then, but what are they like to buy? Total 911 reveals everything you need to know...

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



GT3 TIMELINE

1999

The Geneva Show sees Porsche introduce the first GT3 with the 996 generation. Substantially lighter than the Carrera, its 360bhp ensures a 0-62mph time of 4.8 seconds. 1,858 produced

2003

The second-generation 996 GT3 version arrives, boasting 381bhp and optional ceramic brakes. The stripped-out Clubsport version is as popular as ever. 2,313 produced

2006

Once again, it's a Geneva Show launch for the 997 GT3. Power is raised to 415bhp, helped by the addition of VarioCam variable valve timing. 2,378 produced

2009

The Gen2 997 GT3 gets a 3.8-litre motor with power hiked to 435bhp. Lightweight bodywork features as before, and dynamic engine mounts and a nose lift system are options. 2,200 produced

2013

The latest 991 gets the GT3 treatment, with power upped to 475hp from the 3.8-litre engine. There's no manual gearbox though, just PDK. Unknown production numbers

2017

The Gen2 991 GT3 version is eagerly awaited – and the good news is that it will stay naturally aspirated. We really can't wait...

The launch of the 991 version in 2013 marked the latest in a line of GT3-badged Neunelfers stretching back to the 996. The Mezger engine had gone and not everyone was happy with the PDK-only transmission but it was as beguiling to own and drive as ever. However, the car we're interested in here, the second-generation 997 model, is considered by some observers to be the most accomplished of the breed.

Launched in 2009 at the Geneva Motor Show and with a reassuringly high £82,000 price tag, it boasted more power and torque than the Gen1 GT3 and some very impressive performance numbers, including a 0-62mph sprint cut down to 4.1 seconds and a top speed of 194mph. That extra

shove came courtesy of a new 3.8-litre motor – the last of the Mezger units – that produced 435bhp at 7,900rpm and 430Nm of torque at 6,250rpm, improvements of 20bhp and 25Nm respectively compared to the first-generation model.

Forged aluminium pistons and titanium connecting rods were part of a tasty specification that included VarioCam for inlet and exhaust cams, dry-sump lubrication with an oil-to-water heat exchanger and the £800 option of dynamic engine mounts. It's an immensely strong unit that, unless used for pounding endlessly around the Nordschleife, shouldn't give any problems. Clearly, any example you find should have been meticulously maintained so any gaps in the service history should ring alarm bells; and unless you're certain of previous usage, then it

makes sense to get it checked over by an OPC or specialist, including an over-rev check to ensure it's not spent too many hours nudging the redline.

One area worth checking is the front-mounted radiators as their position in the nose could have allowed road debris to cause damage or corrosion: examine the units and the connecting pipework for any leaks. And ensure that the exhaust system is healthy, as the standard Sports item costs £3,300 in parts alone should replacement be needed. The six-speed manual gearbox is equally tough and more than capable of handling the occasional circuit foray, but it goes without saying that any odd noises or baulkiness in the shift will need careful investigation. The standard transmission oil cooler helps with longevity. Care is needed in establishing that the clutch

“The engine is an immensely strong unit that, unless used for pounding endlessly around the Nordschleife, shouldn't give any problems”

Model	997.2 GT3
Year	2009-2012
Engine	
Capacity	3,797cc
Compression ratio	12.2:1
Maximum power	435bhp @ 7,900rpm
Maximum torque	430Nm @ 6,250rpm
Transmission	Six-speed manual, rear-wheel drive
Suspension	
Front	MacPherson struts with coil springs and anti-roll bar
Rear	Multi link with telescopic dampers, coil springs, and anti-roll bar
Wheels & tyres	
Front	8.5x19-inch; 235/35/ZR19
Rear	12x19-inch; 305/30/ZR19
Dimensions	
Length	4,460mm
Width	1,808mm
Weight	1,395kg
Performance	
0-62mph	4.1 secs
Top speed	194mph





997.2 GT3 featured 19-inch centre-lock wheels, though the hubs need to be replaced every 10,000 track miles. Weight reduction was by aluminium doors and front lid, as well as PCCB ceramic brakes



PARTS PRICE CHECK

• Bonnet	£659
• Front wheel	£2,394
• Clutch kit	£880.57
• Axle lift pump	£10,097.16
• Front PASM damper (with lift)	£446.68
• Exhaust system (complete)	£3,269.57

Prices are inclusive of VAT and come courtesy of Paragon Porsche

997.2 GT3 VALUES

The figures above are typical of what you'd expect to pay for a cared-for GT3, but expect some variation for mileage and condition. Project cars don't really exist, although you might pay less for an example with left-hand drive, high miles, or evidence of serious track use.

• Good	£95,000
• Concours	£125,000





“The brakes are more than capable of handling anything even the most enthusiastic owner throws at them”

is healthy, so ensure there's no hint of judder or slippage. Parts themselves are around £900 and you can expect to pay around £1,700 in total to have it replaced by a specialist, so factor this in if you suspect it's not in the best of health. And last of all, it's worth listening carefully for any groans from the limited-slip differential during low-speed manoeuvring, or shunt from the driveline in traffic. Replacement will be eye-wateringly expensive so don't dismiss any issues here.

Given the performance available, Porsche ensured that the brakes were more than capable of handling anything even the most enthusiastic of owners could throw at them. As standard, the GT3 was fitted with discs clamped by aluminium

monobloc calipers, six-piston at the front and four-piston at the rear. PCCB ceramic items were on the options list but, as we've pointed out before, replacement is hugely expensive so if they are fitted to the example you're looking at, you'll need to be absolutely certain of their condition. In any case, the standard setup is more than adequate but check them for wear and any signs of heat cracking around the cross-drillings. RPM Technik charge around £3,400 to refresh the discs and pads all round so evidence in the history of a recent change is clearly good news.

The GT3's suspension was equally capable, the strut front and multi link rear arrangement coming with Porsche Active Suspension

Management (PASM) fitted as standard. The geometry was adjustable, with tweaks possible to the ride height, camber, toe angle, and anti-roll bar settings; amateur tinkering isn't advisable so it's worth getting the alignment checked to ensure the settings are at their optimum. Check the tyres for feathering at the edges, which indicates hard use or a setup that's gone awry.

Another new option for the Gen2 model was a front-axle lift system that could raise the nose by 30mm to avoid grazing the expensive front splitter on speed humps and the like. Early cars suffered a few issues, with the potential issue of the system getting stuck in the raised or lowered position or displaying warning lights on the dash. It was sorted under warranty so shouldn't be a concern now, which is just as well as Porsche quotes a somewhat terrifying £10,000 to replace the pump and associated switches. Useful if fitted, be sure to check it operates correctly. A replacement PASM damper for a car so-equipped is £450. The variable-ratio, hydraulically-assisted steering



Inside the Gen2 GT3, there was a choice of Comfort or Clubsport at no extra cost. Clubsport included a half roll cage, a six-point harness, a fire extinguisher and a battery master switch. This was only available in conjunction with lightweight seats, which saved 20kg

is trouble-free but the GT3 benefitted from the fitment of gorgeous 19-inch centre-lock wheels, which Porsche say should be replaced after 10,000 track miles, so knowledge of previous usage is important. A new front rim is £2,400 including VAT, so in any case you'll want to check their condition for any scuffs.

And while on the subject, Porsche recalled 455 2010 model year GT3s due to a problem with the rear wheel hubs; certain types of use could lead to premature failure and detachment of the wheel, and they were replaced with uprated items under warranty. The service history should show that this has been done on affected cars.

Mechanically then, the GT3 holds few fears as long as it's been maintained regardless of cost, but what of the exterior? Well, the good news is that the quality was impeccable with deeply impressive levels of fit and finish. Weight reduction was helped by fashioning the doors and front compartment lid from aluminium, and the adjustable rear wing from composite. There ➡



BUYING TIPS

997s were renowned for their quality when it comes to construction and materials, so a car that's been neglected will be obvious. It's less likely with models like the GT3 but it pays to be wary all the same. Buying from a reputable source is best for peace of mind.

- **History:** Quite simply, this should be flawless. Be mindful of track use, so ensure there's no evidence of major crash repairs lurking in the paperwork.
- **Bodywork:** There are no issues with corrosion so the bodywork should be perfect. GT3-specific parts are very pricey, so check them carefully.
- **Engines:** The 3.8-litre motor is effectively bulletproof but an over-rev check adds peace of mind. Servicing prices are reasonable, so there's no excuse for worrying gaps in the maintenance history. Also check the radiators and pipework for corrosion or leaks.
- **Transmission:** The manual gearbox is incredibly strong but clutch wear is more likely, so ensure it's healthy. You'll need to budget around £1,700 to have it changed so it's a good bargaining point.
- **Brakes/suspension:** Wear and tear are the key issues here, but a careful owner should have kept on top of replacing consumables. Watch for overheated brakes and adjustable suspension that may have been fiddled with. Also, make sure the optional front-axle lift system is working properly.
- **Interiors:** It's worth taking the time to establish the specification as the options list was lengthy. Corroded condensers will lead to inoperative air-conditioning, but otherwise just check for worn trim and ensure everything works as it should.

are no inherent issues, so it's mainly a case of ensuring that the panels are still pristine with no dings or stone chips. Panels and aerodynamic parts will be costly, though – a new bonnet is £660 before painting and fitting – so be sure to check them carefully.

And then, of course, there's the thorny issue of accident damage. This was a car designed for the racetrack (the Porsche Traction Management system could be switched out in two stages depending on skill/bravery levels), and despite the hefty purchase price, it's not unreasonable to expect that many owners would have exercised their car on a circuit at some point in its lifetime. Buying from an OPC or reputable specialist negates many of the concerns here, but if you're tempted by a privately sold example it's vital to delve thoroughly into the car's history. And make sure that the underneath gets a thorough examination for any signs of damage caused by trips into the gravel trap. It's also worth checking that light units are undamaged – bi-xenon head lamps were fitted as standard, while LED units were used at the rear and there are reports of some examples suffering from condensation within the lamp housing. Replacements cost around £800 each.

Inside a GT3 you'll find a cabin boasting superb build and material quality, and one that holds little

concern for buyers. Owners could choose from Comfort specification or the Clubsport package at no extra cost, the latter bringing a half roll cage in the rear, a six-point harness, a fire extinguisher and wiring prep for a battery master switch.

The track-focused layout was only available in conjunction with the optional lightweight seats, which saved 20kg, or there were carbon buckets for an additional £3,000. Make sure you can live with the more hard-core layout if you plan on regular road use. There was plenty of leather and Alcantara trim, so just look for scuffs and abrasion and ensure you know what's been fitted and that it all works, as there was a typically lengthy options list for those wanting to titivate their GT3 further – many opted for items such as Sport Chrono and upgrades for the Porsche Communication Management system. Also check that air-conditioning is blowing cold as the front-mounted condensers were prone to corrosion caused by the accumulation of road muck.

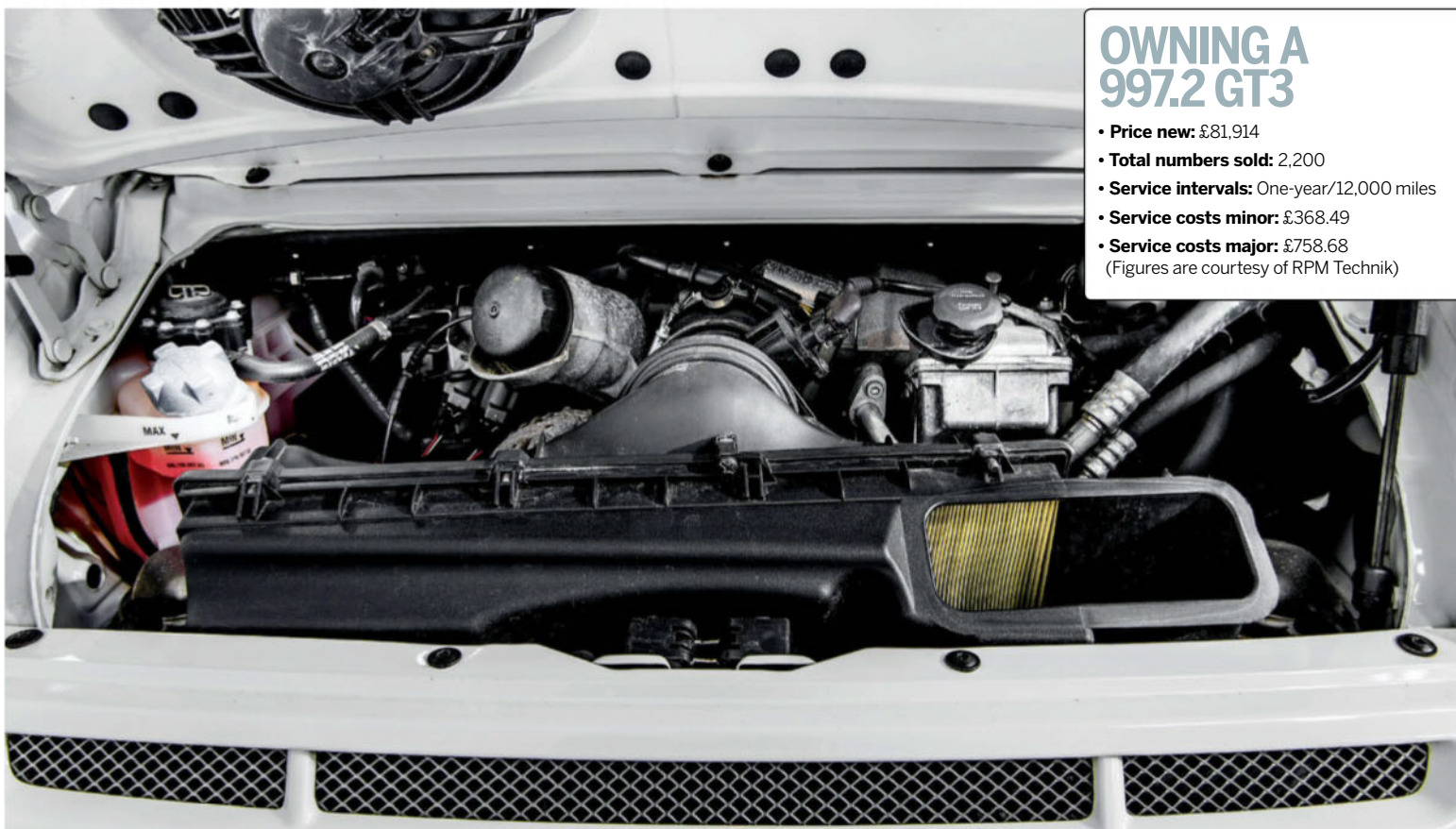
If what we've said so far gives the impression of an essentially trouble-free 911, then you'd be right. The 997 was renowned for its quality and longevity and the GT3 benefits from those same attributes. It won't be a cheap car to buy, nor to look after if things do go wrong, so tread carefully, but buy well and it's one you'll want to keep forever. **911**

SPECIALIST VIEW

The Gen2 997 GT3 really was a high point in the GT3 evolution – the last of the manual cars and with an engine of race pedigree, it really captures buyers' hearts. The cars also have an intangible thing that just makes them feel different to every other GT3 before them. I think it is a mixture of an amazing damper setup and a car that was built towards the end of the 997 production run, so the build quality was top notch and it really shows. The cars were also supplied in relatively small numbers, which is good for their potential future values. We would buy one now, cherish it, maintain it and, above all, get it out and drive it!

Greig Daly,
RPM Technik





OWNING A 997.2 GT3

- **Price new:** £81,914
- **Total numbers sold:** 2,200
- **Service intervals:** One-year/12,000 miles
- **Service costs minor:** £368.49
- **Service costs major:** £758.68
(Figures are courtesy of RPM Technik)



Thanks

The GT3 in our pictures is currently for sale at JZM. For inquiries call (+44) 1923 269 788 or visit the website jzmporsche.com.

A photograph of two red Porsche 911s driving on a road. The car in the foreground is a 2.7 Carrera, shown from a front-three-quarter view. The car in the background is a 2.7 RS, shown from a front view with a driver visible. The background features a stone building and trees.

2.7 RS **V** 2.7 CARRERA

These two Seventies stars may be powered by identical 2.7-litre flat-six engines but their character couldn't be more different, as **Total 911** finds out...

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





We drive up the cobbles into the square below the castle. Tourists stare fascinated, spurning the delights of dramatic Renaissance

Schloss Wewelsburg for a moment as they contemplate two of Porsche's finest from the early 1970s. Two red cars that, to the uninitiated, look similar. But we know different, and here's why.

We've come to Lippstadt, in north Germany, as guests of PS Automobile's Dirk Sadlowski, a time-served Porsche enthusiast and racer who has created his own backdate, dubbed the S/T in appreciation of the 911 race car from 1970/71. He's taken a pair of original 911s out of his showroom of road-race exotica for us to shoot, a 1973 2.7 Carrera RS Sport Lightweight and a 2.7 Carrera from 1975. But first of all, a bit of background to the models.

The 2.7 Rennsport was a racer for the road, and in less than a year it had spawned the 2.8 RSR, a purpose-built racing car, and for 1974, the 3.0 Carrera RS and the even more extreme RSR. There had already been a steady stream of competition oriented development that spawned the 911R, 911T/R and aforementioned S/T variants, and an

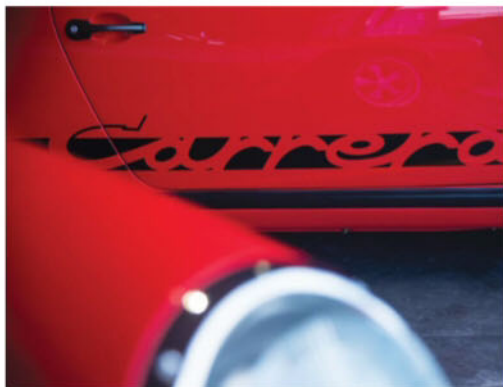
FIA rule change for GT cars in 1970 prompted Porsche to raise the engine capacity to 2.7-litres. The regulations called for a minimum of 500 units, but the specification was immediately attractive: a lightweight 975kg car with a 210bhp, 2.7-litre engine, a top speed of 150mph and a cost of 33,000 DM (£14,000) made it an instant hit.

Unveiled in November 1972 at the Paris Salon de l'Automobile, the first 500 RSs sold immediately. It was the first time the phrase 'less is more' reflected a commercial success. In keeping with Porsche's preoccupation with racing, the 2.7 RS stood out. The Carrera graphics were applied along the car's lower flanks, along with distinctive Porsche script on the engine lid, and Carrera RS written on the new flip-up ducktail. These decals could be ordered in green, red or blue, giving the white RS three colour variations. But like our Bahia red subject car, 2.7 RSs could be ordered in any colour on the Porsche palette. This extended to the Fuchs wheels, too, with matching five-spoke centres.

The price gap was mind-blowing: a fully equipped 911S cost £5,211 in 1971, rising to £6,249 by 1974, yet the 2.7 RS was more than double that. Aficionados who could afford the 2.7 RS were in

a position to refine their purchase, and Porsche catered for this by building three subtly different versions. Their codes indicate their purpose: M471 is the Lightweight Sport version (200 units built), perfectly road-usable but the weapon of choice for sprinting and mild competition use in the pre-trackday era. The M472 is the Touring version with 911S equipment (1,375 units made), and M491 is the hard-core racing version. 1,590 2.7 RSs were built in three production runs during 1972 and 1973, including the original 17 RSH ultra-light 960kg homologation cars and prototypes.

The M471 bodysells were constructed in lighter gauge steel and weighed to satisfy TÜV and FIA requirements, and during assembly they were fitted with glass fibre bumpers instead of the M472 Touring's steel ones. With only the bare essentials onboard, the Sport versions were lightweights by comparison. The Touring version's creature comforts were sourced from the 2.4 S parts bin and installed in the lightweight shell, according to customer order, adding 100kg. Comparative weights were 975kg for the M471 and 1,050kg for the M472. Then, only a year later in 1974, the goalposts shifted dramatically. Our second red car in the story, the 2.7 Carrera, hails from one of the most significant moments in the evolution of the 911 when the classic long-bonnet look that defined the first decade of 911 and 912 production was replaced by the formidable impact bumpers, designed to absorb 5mph nudges. When shunted, the concertina bumpers travelled backwards up to 50mm, bouncing off collapsible steel tubes in EU and RoW cars, and hydraulic rams in US cars. The 2.7 Carrera had the flared rear wheel arches



Above: The 2.7 RS features original carbon fibre bucket seats, with no headrests, and the smaller-diameter RS steering wheel

Left: Carrera graphics were applied to the lower flanks and Carrera RS was written on the new flip-up ducktail





introduced with the G-Series, along with the 2.7 RS's Fuchs wheels and tyres, while the entry-level 1974 2.7 S retained the narrow body of the F-Series cars, with the same sized Cookie Cutter wheels front and back, albeit with the new concertina bumpers and short bonnet. Paradoxes abounded.

With RSs no longer in production, the 2.7 Carrera was the flagship in 1974, retaining the 2.7 RS engine with its Bosch mechanical fuel pump, while residual narrow-bodied 2.7 911 Ss ran the latest low-emissions, 8.5:1 low compression engine with Bosch K-Jetronic injection, dumbed down to appease Stateside legislators. Twelve-blade cooling fans were still fitted, but the location of the new bumpers called for a single battery instead of two single ones. The exhaust system featured upgrades aimed at reducing noise levels and emissions, such as aluminium coatings on the heat exchangers and a double-skinned stainless-steel silencer. The flat-six engines differed externally, too, in the air intake and inlet manifold configurations.

We expect 911s of this era to have five-speed 915 gearboxes as a matter of course, and although RoW cars got them, the standard issue in the US was a four-speed gearbox, with five ratios optional. The Carrera's brake calipers were also larger and the fabricated-steel rear semi-trailing arms were replaced with lighter and stiffer forged

aluminium items. Space saver spare tyres supplied by BF Goodrich were the new thing, along with an 80-litre petrol tank and a headlamp washer system. The 911S came with chrome window surrounds, while the Carrera's were black. The only anti-rust protection was a zinc coating of the floorpan and Porsche continued using the 2.7 Carrera RS unit until 1976.

So, back to our red devils. The 1973 F-Series 2.7 RS is completely original. "It's a proper factory-built lightweight RS Sport," says Sadlowski, "and it's been used for club sport racing, hence the roll cage, and in 1974 the owner tried to improve the engine by fitting high-compression pistons but they never worked with that engine." So from 1974 the car was sitting idle, and when Sadlowski found the car, it was disassembled. "Every nut and bolt was still there, even the original carpet, seats, wheels. It's even got the special mounting point in the front compartment for the racing fuel cell. We overhauled the engine and changed the high-compression pistons to the originals and it runs perfectly, it's 213 horsepower instead of 210 and it's back to original spec just as it left the factory."

It rides on 6-inch and 7-inch Fuchs wheels and Pirelli P6000s, 185/70 R15s in front and 215/60 R15s on the back. Sadlowski points out the original RS rear wheel arches with their characteristic

flattened-off curve, which many RSs lack due to ignorant restoration or because they weren't available after 1974. Only the lightweight RS Sport had magnesium window frames, 40 per cent lighter than steel, with aluminium trim plate at the top of the doors and rear window surround, which is rounded rather than flat. Sadlowski continues the guided tour: "If you take the door panel off you can see it's a specially made door for the RS Lightweight – they don't have a door opener, they only have this little leather thong." This degree of sophistication is not found in the 2.7 Carrera.

The seats are made of carbon fibre and are original, not reupholstered, and they look peculiarly small, with no headrests, although they were available with them. The correct smaller-diameter RS steering wheel is still present, along with the proper gauges including rev-counter, speedo, lightweight carpeting and factory roll-cage, which is uncomplicated compared with modern constructions. The modern lap-and-diagonal belts are recent installations, replacing four-point harnesses for convenience. The gaiter around the gearlever is original, and there's no glove compartment or loudspeaker holes, because Lightweights usually didn't come with speakers or radios. The RS Sport's external panel work was of thinner gauge steel, and Sadlowski makes the point



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2.7 CARRERA **2.7 RS**
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2.7 CARRERA ★★★★★
2.7 RS ★★★★★

NUMBERS BUILT
2.7 RS X 1,590 **2.7 CARRERA X 1,667**

by pushing on the roof and doors; the metal has a certain give to it. The 2.7 Carrera doesn't behave in the same way, with virtually no bending under pressure. "The Lightweights, especially the early ones, are thinner. This is an early chassis number and the headlight lens is clear glass, coded 1973 H1 (Halogen 1), and the later ones weren't coded and the lens was frosted," says Sadlowski.

Our other subject here is a 1975 European-spec G-Series 2.7 Carrera, delivering 210bhp and unlike its illustrious forebear, it was never offered as a Lightweight Sport. "In 1974 they changed from mechanical fuel injection to electronic for the American market," Sadlowski explains, "because they couldn't meet Californian emissions standards with the mechanical fuel pump cars, but that's what they sold in Europe, which is why this car is MFI. It's actually quite rare as only 780 were built in 1974, 650 in 1975 and another 240 in 1976. This is a 1975 car that went to Spain and has all the stamps in the logbook. The only problem is that red fades, so we painted it in its original colour again. It's got the original ducktail engine lid as the 1974/75 cars came with a ducktail, a plain rear wing, or without a rear wing at all and, for me, the ducktail is the nicest." Black window frames and trim replaced the aluminium and magnesium brightwork and chrome was available to special order.

Out on the road in the 2.7 Carrera, I'm anticipating a much softer touch. The seat upholstery is red tartan, which looks nice but there's not a great deal of support as it's a chair I'm sitting on rather than in; it's not a body-hugging bucket seat, and there's no lateral bracing, which means I'm also having to sit quite upright. At first I assumed that the seats had been re-stuffed and that after a while they will soften up, but Sadlowski says they are all original items, so that's just how they are.

The relationship of feet-to-pedals is fine, as is arms-to-steering wheel. Unlike the RS's dogleg first gear, first in this 915 gearbox linkage is straight ahead. On the move, the quality of the 915 gearbox is excellent, and at some point it's either been rebuilt or had its shims renewed, so there's no problem finding gears – though fifth is quite a long way across the gate. It's a beautifully agile car, jinking this way and that in the corners, with a fair turn of speed in between, as you'd expect from an RS-powered 911, though it feels more planted and less flighty than its long-bonnet predecessor.

So, basically, the 2.7 Carrera is almost as sprightly as a 2.7 RS Touring, but the Sport version we have here is harder-edged in stance and when cornering; it's got the edge in everything like the handling, which is more acute, and the ride

is firmer. During our shoot I'm following the lightweight RS Sport and it's a way more sexy posterior than the impact-bumper car. And in the turns it says racing car. But, both of these cars are so alive and, as you'd expect, the Lightweight Sport rather more so than the regular 2.7 Carrera.

So what about the respective values of these two red cars? The 2.7 RS Sport is pegged at €1.3m – that's not a pie-in-the-sky figure, it's just sold for that, as Sadlowski explains: "Good cars are selling fast and achieving good prices, whereas medium quality cars take a little longer. People are very knowledgeable and they want the best, so why sell for less if there are buyers? It's the same with the 2.7 Carrera you've been driving, you can pick up a car like this for €220,000 to €230,000, and my car is €275,000 because it has 87,000 kilometres and one owner, has been painted once and everything matches – every nut and bolt is correct."

These are two cars from opposite ends of two eras that abut one another: the 2.7 RS Sport is the culmination of the original 911 dynasty, and the 2.7 Carrera is the hopeful harbinger of the new impact-bumper generation, and while they share the same fundamental running gear – and paint scheme – they are different characters on the road, testimonials to the eras they've come to represent. A halcyon hero and a new kid on the block. **911**



Carrera 2.7 RS
Lightweight

1973

2,687cc (911/83)
8.5:1
213bhp @ 6,300rpm
255Nm @ 5,100rpm
None

Five-speed, 915/08

Wishbones, MacPherson
struts, longitudinal torsion bars,
hydraulic dampers, anti-roll bar
Semi-trailing arms, transverse
torsion bars, hydraulic dampers,
anti-roll bar

6x15-inch Fuchs;
Pirelli P6000 185/70/R15
7x15-inch Fuchs;
Pirelli P6000 215/60/R15

4,163mm
1,610mm
975kg

5.8 secs
152mph

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

911 Carrera 2.7

1975

2,687cc (911/83)
8.5:1
210bhp @ 6,300rpm
255Nm @ 5,100rpm
None

Five-speed, 915/16

Wishbones, MacPherson
struts, longitudinal torsion bars,
hydraulic dampers, anti-roll bar
Semi-trailing arms, transverse
torsion bars, hydraulic dampers,
anti-roll bar

6x15-inch Fuchs;
Pirelli P6000 195/65/R15
7x15-inch Fuchs;
Pirelli P6000 215/60/R15

4,291mm
1,610mm
1,075kg

6.3 secs
148mph





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Nick Faure

Long known as ‘Mr Porsche’ due to his glittering racing and sales career with Zuffenhausen’s finest, **Total 911** talks all things motorsport with the first man to race a Porsche 911 in Britain

Written by **Kieron Fennelly** Photography by **Nick Faure**



Nick Faure was the first man to race a 911 in Britain: he won the Saloon Car Championship in 1968 and later graduated to a very successful season with a 2.7 RS. He then had a year racing the 3.0 RS followed by a series of drives in RSRs, 934s

and the Kremer K3 at Le Mans. Appointed official demonstration driver by Porsche Cars GB, he alone was allowed to drive the first 911 Turbo in 1974. Long known as ‘Mr Porsche’, Nick Faure traded used Porsches for over 30 years and continued to race air-cooled 911s in occasional historic events until the early 2000s. **Total 911** met him at his home on the UK’s south coast to reflect on his glittering career with Zuffenhausen’s sports cars.

How did you become interested in racing?

I was at Stowe School in the early 1960s and you could hear Silverstone just over the hill. In those days, the circuit still belonged to the school and to get in [to the track] I just needed to be wearing my school tie. In fact, I got fantastic access and I was able to wander about the pits during the week when teams were testing. I took numerous pictures of people like Clark, McLaren and Hill and even managed to get some shots of John Surtees and Jack Brabham testing the very short-lived rear-engined Vanwall F1 car.

Further education took you to Switzerland and your first car, a VW Beetle...

Yes, I was living in Neuchâtel and that’s where I

learned car control with the Beetle. The winter of 1962 to 1963 was a very hard one and for weeks many of the roads were covered in ice or hard packed snow. Grip just disappears and steering and braking require altogether different techniques in those sorts of conditions.

You have been a lifelong Porsche exponent: how did that come about?

The chap I was sharing accommodation with in Neuchâtel had a 356. Compared with my Beetle, that was something else. It’s the steering – a Porsche talks to you. It’s a pure driver’s car. When I got back to Britain in 1965, I bought a three-year-old 356 for £600. Imagine that! I also started racing, though not with the 356, but with a Mini Cooper: it was the oversquare 970cc engine so it really revved and that got me established in the British Saloon Car Championships.

But what I really wanted was a 911: Porsche had homologated the 911 for saloon car racing and I managed to buy GVB 911D. That’s the 911 that started life as Isleworth’s demonstrator, which Vic Elford used to beat the Lotus Cortinas in the first ever Rallycross event in Britain at Lydden Hill. Then the car was rebuilt with a 225bhp Carrera 6 engine, and Elford won the 1967 European Rally and UK Saloon Car Championships with it. I acquired GVB 911D in 1968: it cost me £4,000 and I had to sell a couple of family heirlooms to pay for it!

Did the results justify it?

I won the [1968] Saloon Car Championship against the likes of Gordon Spice, Frank Gardner and John

Fitzpatrick. I was even faster than Elford had been the previous year on some circuits. After the first few wins, Porsche UK took over the preparation of the car.

That proved useful...

We had lots of stupid problems because GVB had the oil tank high in the wing with the filler next to the petrol flap. When the car cornered, the drive shaft was crushing the oil feed pipe and we blew up three or four engines through oil starvation before we understood the reason. Another time, I was in the support race to the British GP at Silverstone and I went from the second row to the lead by Copse Corner, but the oil light came on and that was that. Someone had left a rag in the engine and it got twisted around the pulleys, pushing the fan belt off!

But I had some fantastic races in GVB. I remember at Cadwell Park in 1968, I just beat Mike Crabtree’s Escort with three more Escorts in close attendance: 1.2 seconds covered first to fifth!







Above: Nick Faure reminisces on a glittering Porsche career that saw him win the UK Saloon Car Championship in 1968 and become the fastest demonstration driver in the UK

You didn't race in 1969?

No, as I had to start working! I'd been putting it off, so reluctantly GVB had to go. I am a freelancer as a commercial artist and over the years I have done a lot of work for Fleet Street. Paddy Hopkirk had a long running column entitled '*Driving With Paddy Hopkirk*' in the *Sunday Mirror* and I used to do the illustrations for that.

When did you return to the track?

I had got to know John Aldington (boss of AFN) when I had GVB and in 1972 he asked me to drive one of two Lightweight RS 2.7s that AFN was entering in the UK Saloon Car Championships. By March 1973, Porsche still hadn't delivered our right-hand-drive Lightweights and John didn't want to miss the season so he sent me out in the demonstrator, a standard RS Touring with just a roll cage added. We won first time out and that qualified as the RS 2.7's first victory anywhere!

Then the Lightweights arrived and the demonstrator went back to the sales department. The Lightweight pair had exactly the same specification and at Castle Combe the lap times were identical. However, the steering was so

sensitive that it took some getting used to. We scored 17 wins that season.

For 1974, we switched to the 3.0 RS, but this time in the modified sports car class. That was more of a challenge: the RS was faultlessly reliable, but couldn't win against the highly tuned Jaguar XK 120 of Jack Pearce.

The 3.0 is reputed to have much more torque than the 2.7: what was it like?

Lovely to drive, it's a gorgeous car. It was the last

RS 2.7s and 3.0s were and they were competitive in races well into the 1980s. I remember out of a stock of 20 911s for sale on my forecourt in the mid 1980s, five would be RS 2.7s selling for £12,000-£15,000.

Why did Porsche build so few RS 3.0s (109 were made of which 55 were then converted to RSR specification)?

First it was very expensive: the UK price was over £12,000 when the RS 2.7 had been below £6,000, which really disappointed people. Then the oil crisis more or less killed it off. It was a real shame. Porsche had stated me as a works driver, one of six in RS 3.0s for the German championships, but in the end, it didn't happen.

But you managed to get into Le Mans...

I was hired by Jacques Swaters, team owner of Ecurie Belge, and asked to drive his RS 3.0 in the six-hour race at Brands Hatch in 1974. On the strength of that I was invited to race at Le Mans for Ecurie Belge in 1975. But the condition was that I had to get £1,000 sponsorship.

I managed to charm Harley Davidson and another sponsor into parting with the necessary amount

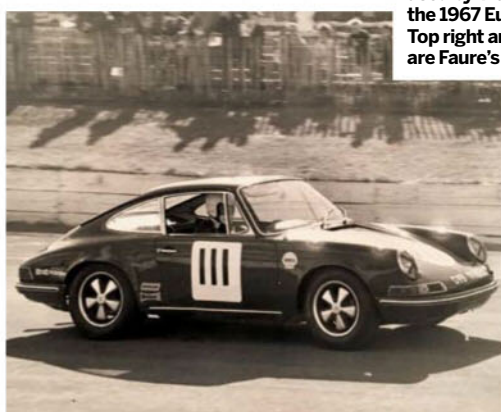
“I acquired GVB 911D in 1968: it cost me £4,000 and I had to sell a couple of family heirlooms to pay for it”

generation of 911 to lift the inside front wheel. That was fun: you'd hear it thump as it came back into contact with the tarmac as you came out of the corner, rather like an aircraft landing wheel.

For the Turbo, Porsche designed shorter trailing arms, which countered the tendency to lift, and these became standard for all 911s. I don't think Porsche ever really appreciated how good those



Faure had a stint in GVB 911D, a car that started out as Isleworth's demonstrator and was used by Vic Elford to win the 1967 European Rally. Top right and below left are Faure's own drawings



and I painted the car myself – today it's known as the 'Harley Davidson' RS! It even ran with the 69 number I painted on it. I reckon that was probably the best £1,000 Harley Davidson ever spent because we finished second in class behind a Georg Loos (effectively works) RSR and sixth overall! I remember it was a fantastic race, tremendous camaraderie. In 1976 we went back, this time with the 934. But it was a disaster.

Porsche hadn't fully understood that when the engine is switched off, the turbo carries on spinning, but without proper lubrication. We went through four turbos just to finish the race. In 1977 I drove a Kremer K2 935 with Guy Edwards and John

Fitzpatrick: effectively a works car that was a mighty 911, with 750bhp and 220mph on the Mulsanne.

By then I was taking the kink (on the Mulsanne straight) flat out without thinking about it, but I could not resist sneaking back to this point on the circuit outside of my stints just to watch and listen to cars going past at maximum revs: quite staggering. John went off at Arnage so we failed to finish.

You became the fastest demonstration driver in the country. How did that come about?

When AFN at last got its hands on a right-hand-drive Turbo in 1974, Porsche made it clear it was the only one they could have so they had to be a bit circumspect about how they used it – there was no question of lending it to the press!

John Aldington asked me to be the demo driver and I worked my way round the official Porsche outlets doing customer rides. The dealer would draw up a route locally and the most important thing was to get the local police chief to come on the first run in order to impress him with the car and to show it was in safe hands, after which we got 'carte blanche' (otherwise known as minimal

interruptions from the local constabulary) for the rest of the day. Turbocharging was completely unknown in those days and the shock as the boost suddenly came in used to stun the passengers. This was really great fun: 40 years ago the roads were much quieter than they are today and with the Turbo I could blast well into three figures.

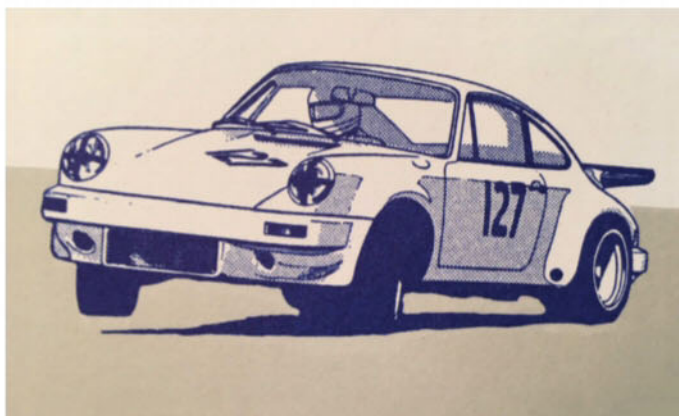
In fact, I remember doing over 160mph on Marlow Bypass. Approach speeds were so great you really had to learn to look ahead, though the Turbo's brakes (ex-917) were always up to the job. What we didn't know at the time was that our preproduction Turbo had 1.2 instead of 0.8 bar (and probably well over 300bhp against the standard car's 260bhp) so there were a few disappointed customers when Porsche finally started deliveries!

Do you think you had the best of it?

People said I was a natural driver and I never went beyond my ability. I could adapt to a car within a few laps and I could always remember circuits like the Nürburgring Nordschleife after just a handful of laps. I'd love to have had a chance to drive the Targa Florio in a works team, though.

And what about today?

I still get invitations [to drive]: if it's ready in time you'll see me driving a Shelby Mustang at Goodwood this year. **911**



The 911 S

— 50 YEARS OF EXCELLENCE —

Revealed in July 1966, the first S was the Super 911 that set the benchmark for Porsche performance cars adept at both competition and road use, as **Total 911** investigates...

Written by **Kieron Fennelly**



Announced at the 1963 Frankfurt Motor Show, Porsche's new Coupe, initially named prototype number 901, did not enter production for another year. Nevertheless, by early 1965, enthusiasts were already racing the standard 130bhp car, now renamed the 911, and Porsche's thoughts turned to a tuned version.

Porsche had defined the final shape of the 911 some time before it decided on the engine configuration. An air-cooled flat six rather than the 356's flat four would clearly offer greater refinement and performance potential and, initially, technical director Hans Tomala proposed an overhead valve, wet sump arrangement, effectively an extension of Porsche's VW-derived flat four.

Fortunately, at this point Hans Mezger, who had been working on Porsche's flat eight F1 engine, became involved. Together with the ambitious Ferdinand Piëch, he developed an altogether more modern flat six using chain-driven overhead camshafts and a dry sump. The latter was particularly important for it not only enabled the engine to sit lower, it also prevented oil starvation of the outside bank of cylinders during cornering. Oversquare with a bore of 80mm and a stroke of 66mm, this 1,991cc engine would also run readily to high revs, another important attribute for tuning and competition.

During 1964, Porsche developed a racing version of this engine, the 901/20. With modified cylinder heads raising the compression ratio to

10.5:1, polished ports and dual plug ignition, this unit produced 210bhp and proved reliable enough to propel a works 904 to second place in the 1965 Targa Florio, which was the first of several successes, underlining the fundamental robustness of the engine design.

At the same time, Zuffenhausen began preparations for the 911 to take part in the Monte Carlo Rally using a virtually standard production 911. Minor engine modifications included Weber rather than Solex carburettors, polished ports and cylinder head revisions, raising the compression ratio to 9.8:1. This 911 ran like clockwork, rewarding the crew of Herbert Linge and Peter Falk with an unprecedented fifth place out of 237 starters. Behind the scenes 911 development continued at ➤





a pace: Porsche employed 1962 European Rally champion Eugen Böhringer, charmed from his usual Mercedes mount by Huschke von Hanstein, to assess a stock 911. Accompanied by Porsche technician Rolf Wütherich, Böhringer drove almost 3,000 miles around the Alps evaluating everything from handling, tyres and steering to cabin and seat comfort.

As Zuffenhausen caught up with the production backlog, plans were made for the more overtly sporting 911 that would broaden the appeal of the range, which included the entry level flat-four 912 and the flat-six 911. This reprised how Porsche had long presented the 356, with the base ‘Damen’ model (not an appellation they would dare use today) the Super and the range-topping Carrera. The new 911S would derive its engine largely from the Monte

Carlo car: the requisite 160bhp proved eminently achievable without the complication of the pure 901/20 racing engine’s twin ignition. Special forged pistons raised the compression ratio to 9.8:1 and higher cam profiles and wider inlet and outlet

trio and to differentiate it from its lesser siblings, Porsche made particular efforts in the cabin, where fitted carpet replaced mats and a new leather, rather than wood, steering wheel was backed by a waffle padded vinyl dash, described by Karl Ludvigsen

as “a hallmark of Porsche interior design.” Superior upholstery was from a choice of leather, vinyl or corduroy and externally, the S had slightly thicker chrome bumpers with rubber inserts.

Given that its East Coast US price was \$6,990 – \$1,000 more than the 911 – such visual differentiation was perhaps the least buyers

might expect. The S was the first production 911 to feature a rear, as well as a front, anti-roll bar and also boasted adjustable Koni, rather than stock Boge, dampers. The chassis was otherwise largely unchanged from the 911.

“Reaching 0-60mph in under eight seconds and with a top speed of 140mph, almost no other volume production sports car could touch it”

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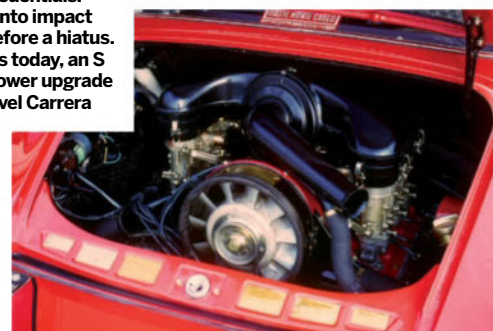
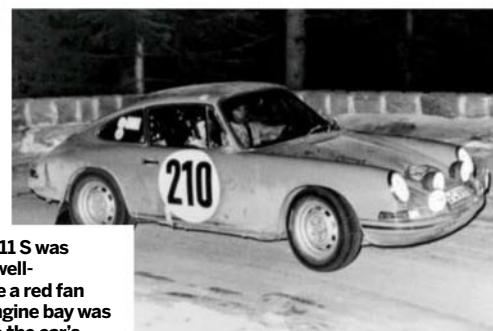


Above: Though they both share that iconic 'S' badge on their decklid, a modern-day equivalent of a classic 911 S is in fact a GT3

Middle right: Herbert Linge and Peter Falk achieved fifth place in the 1965 Monte Carlo Rally in a virtually standard production 911, paving the way for the 911 S



The cabin of a 911 S was purposeful yet well-appointed, while a red fan shroud in the engine bay was a giveaway as to the car's performance credentials. The S survived into impact bumper form before a hiatus. On 997 and 991s today, an S offers a small power upgrade over an entry-level Carrera



It was also the first series production Porsche to have ventilated disc brakes: testing on the descent through the 48 hairpins of the Stelvio Pass revealed that a solid disc setup suffered boiling brake fluid after 33 bends, while the ventilated disc car experienced no fade. And because ventilation prevented excessive brake temperatures, the brake pads lasted longer. With an added 30 horses, the S was appreciably, though not massively, faster than the 911. But with a 0-60mph time of under eight seconds and a top speed shading 140mph, almost no other volume production sports car could touch it.

Britain, the home of the sports car, boasted the E-Type Jaguar, which could outdo the 911S by perhaps 5mph, but no one suggested the 4.2-litre XK would tolerate being driven at 90 per cent of its top speed all day, which the Porsche could and did. And, if some Italian exotica could show the S a clean pair of heels (before overheating), none of these competitors could go round corners with the agility and speed of the car from Stuttgart. It was hardly surprising that the 911S quickly became a

favourite of weekend racers as well as the transport of top racing names. Richard Attwood recalls that as a Porsche works driver from 1968 to 1971, they were all expected to arrive with their company 911Ss at the major European race meetings, as Porsche wanted the paddocks to appear full of 911s: "I have great memories of my 911S: it was extremely powerful and responsive. There was little torque below 5,000rpm then it went like a bomb, a delight for the driver who could handle it, but it could catch out the uninitiated. Today, I really wish I'd kept it."

Unsurprisingly, the motoring press was more than impressed: *Autocar* spoke of the 911S's sparkling acceleration, noting that the surge above 3,500rpm felt like the addition of two more cylinders; the urgent, rising crescendo of the flat six under full acceleration was like a jet taking off. *Road & Track* called the S 'a superb GT and everything a Porsche should be and more', even if the S was not a town car, fouling its plugs at low speeds and rather corroborating Porsche's service advice to keep the revs above 3,000rpm. All of the

magazines praised the fastest 911's handling while acknowledging that it required skill. *Auto, Motor & Sport* observed that at the limit, oversteer was sudden, demanding quick reaction from the driver. The rear anti-roll bar had, though, greatly improved driver control of the car.

The first special 911, the S set a benchmark for the higher-performance, richer-specification 911, which nonetheless disappeared for several generations: with the advent of 1974 impact-bumper cars, the Carrera became the top 911 and for a time the S was second, before being banished entirely. Porsche did not return to 'S' badging until the 993 and 996 series where it denoted the wide-body, higher-specification. From 2004, the 'S' once again signified a more powerful 911, in the case of the 997 and the 991.1, using the larger 3.8-litre engine.

But perhaps the real descendant of the 'S' is the non-RS GT3, a genuine daily driver which, like that original 911S, is designed to be driven to and on the track, with no or minimal modification, and then home again: the 911, but more so. **911**



POSITION ONE SIMULATOR SIMULATING SUCCESS

Professional motorsport simulators are a key part of many teams' toolkit. But how are they more than just a glorified computer game? Total 911 investigates...

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



From the moment I turn the wheel, I know that I've turned in too early. I feel the front of the car ride up over the apex curb before, moments later, the rear follows suit, sending a shock wave through my back. Unsettled by the curb, the car is kicked into oversteer but I'm expecting it and I can feel the tail stepping out. Quickly snatching some opposite lock, everything stays pointing nose forward but I can see from the delta time on my dashboard that it's ruined my lap. I head back to the pits to regroup and that's when the lights come back on. I'm no longer behind the wheel of the 911 RSR but instead strapped into Position One's state-of-the-art motorsport simulator on an industrial estate in Milton Keynes. It's a surreal transition.

Once purely the preserve of Formula One teams (and their multimillion pound budgets), bespoke racing simulators have become a prevalent part of the wider professional paddock since the turn of the decade, thanks predominantly to the advances made in the computer gaming sector, where evermore realistic software and hardware has

come on leaps and bounds. As Matt Beers, project manager of Position One Motorsports' simulator, puts it, "The technology is all from the professional IT and gaming industry, but they're at a point where they're all fighting with each other to get these technologies forward and we're exploiting that." This has meant that from junior single-seater formulae to sports and GT cars, drivers from around the world are increasingly heading to their nearest professional simulator during the off-season, rather than heading back to the track for some winter testing.

Cost has been a major factor in this development. Motorsport has never been a cheap sport but the dramatic increase in testing costs – a result of circuit hire price hikes and the greater complexity of modern machinery – has seen many championships limit the number of test days competitors can do each season in order to reduce budgets. And, when a single day's testing with a Carrera Cup team now brings with it a hefty four-figure fee, you can certainly see why there are a number of companies around the country



Wireless data

The simulator uses the same Cosworth data logger as Gulf Racing's 991 RSR, ensuring a seamless transition between the real and virtual worlds. Data is relayed wirelessly via high-powered internet signal back to the control room.

Video feed

A GoPro Hero 3+ is positioned over the driver's left shoulder to provide a first-person perspective of the action. This is wirelessly fed back to the control room for a race engineer to watch in real time.

Steering wheel

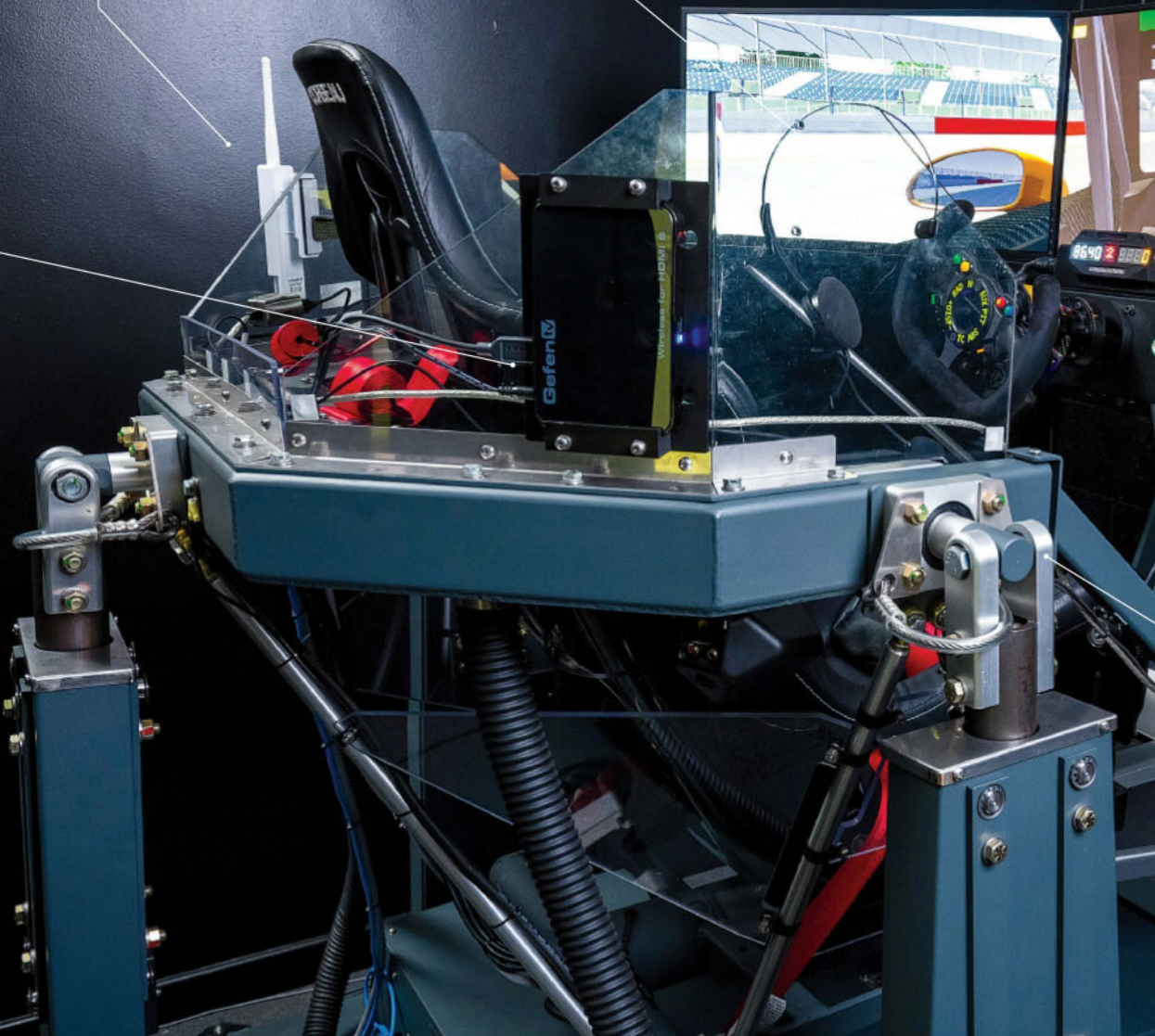
The genuine racing steering wheel is connected to a motor unit via a quick release. The wheel uses a CAN communication module allowing it to talk to the data logger and display gearshift lights and lap times. The buttons and paddleshift levers are straight from a racing car to provide the same ergonomics.

Computing power

"The motion element is run by one PC and the simulation software is run by another," explains Matt Beers, project manager at Position One. "The data stuff is covered by a third in order to reduce all the latency that exists in the processing element and keep everything as tight as possible to reality."

Environment controls

Inside the simulator room, a heating system and humidifier allow Position One to control the environment. If you really want, they can faithfully replicate the temperature and humidity of the 991 RSR's cockpit.



providing professional simulators – such as Position One – offering sessions where cost is measured in hundreds rather than thousands of pounds.

Compared to real-life testing (which can be adversely affected by session stoppages for crashed cars, reliability problems and unpredictable weather), a professional racing simulator provides a variable-free environment that drivers of all levels can exploit in a number of ways to gain an advantage come their next race. However, as Beers points out, it's not just drivers who can improve their trade behind the wheel of a simulator.

"A good engineer is able to interpret a description of vehicle behaviour provided by a driver and subsequently decide on the physical parameters to change in order to help improve performance," he explains. "But it can often be quite a subjective and detached process as the engineer is likely to have little or no driving experience [in a racing car]." Therefore,

a professional simulator is the ideal way of giving engineers a basic understanding of vehicle dynamics, putting them "in the driver's virtual shoes" and allowing their technical decisions to be informed by first-hand driving practice, without the risk or cost of putting them behind the wheel

"For each model, Position One can adjust the yaw speed, acceleration, reaction and damping to create a realistic feel of up to 98-99 per cent"

of a race car that is potentially worth hundreds of thousands of pounds.

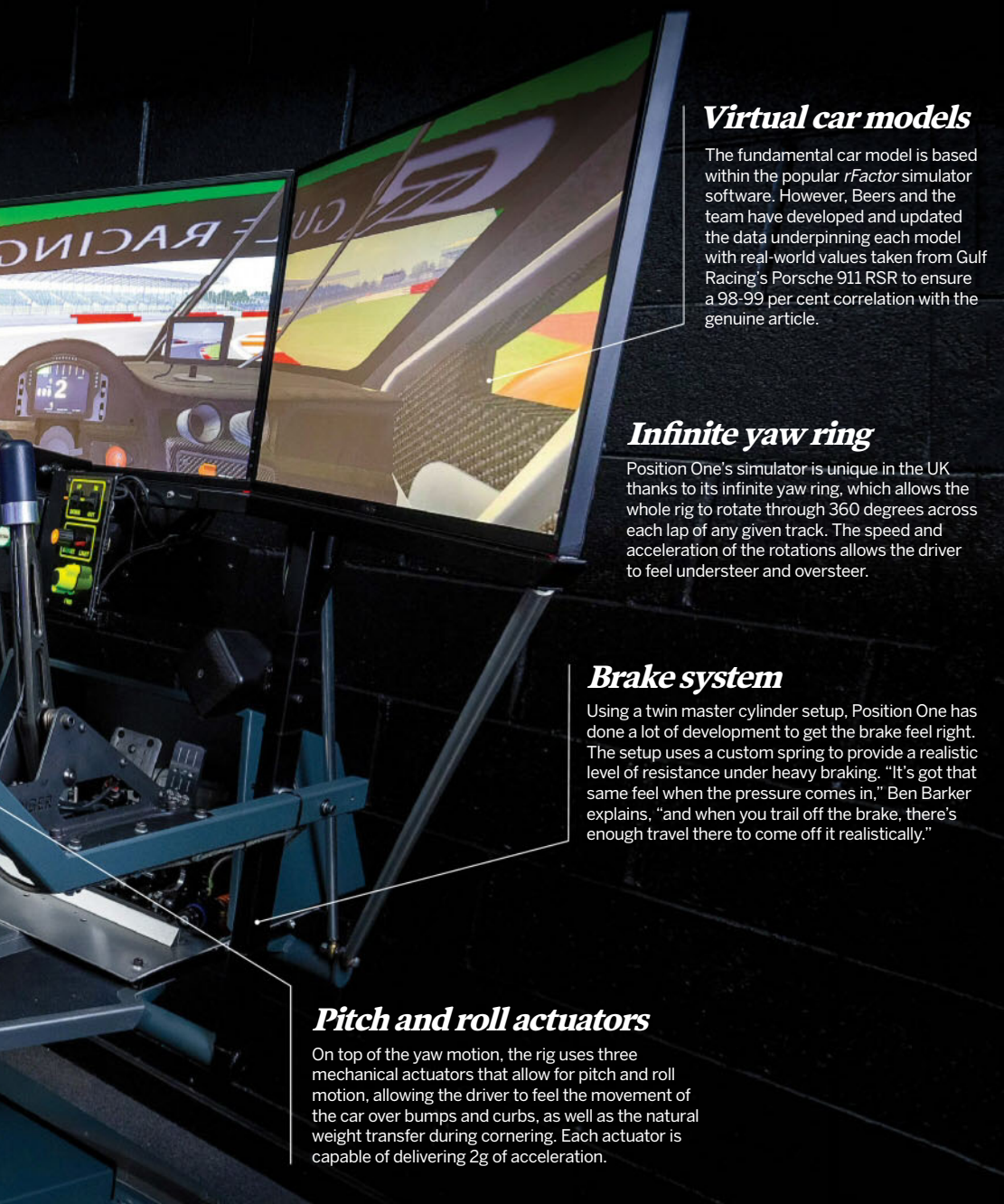
This has been something Position One has been able to put into practice thanks to its close ties to the Gulf Racing squad and its arsenal of top line GT cars, including the 991 RSR that the team will field in this year's FIA World Endurance

Championship for Mike Wainwright, Adam Carroll and **Total 911** columnist, Ben Barker. Housed in the same building, Gulf Racing and Position One have worked together to fine tune the simulator's setup to the point where the latter is ready to open up access to commercial customers beyond Gulf's own

driver roster. "We aim for 98-99 per cent correlation [between the simulator and the real car, such as the 991 RSR] and this is achievable via the empirical process to vehicle model development we use," Beers explains.

Any racing simulator's usefulness as a tool is predominantly down to the

realism it can supply to the driver, and the 18-month process employed by Position One to get to this stage has been a mixture of Beers' and his team's technical knowledge and the real-life experience of racers such as Barker. It all started with the hardware decisions, with Position One choosing a rig from an American company that creates



Virtual car models

The fundamental car model is based within the popular *rFactor* simulator software. However, Beers and the team have developed and updated the data underpinning each model with real-world values taken from Gulf Racing's Porsche 911 RSR to ensure a 98-99 per cent correlation with the genuine article.

Infinite yaw ring

Position One's simulator is unique in the UK thanks to its infinite yaw ring, which allows the whole rig to rotate through 360 degrees across each lap of any given track. The speed and acceleration of the rotations allows the driver to feel understeer and oversteer.

Brake system

Using a twin master cylinder setup, Position One has done a lot of development to get the brake feel right. The setup uses a custom spring to provide a realistic level of resistance under heavy braking. "It's got that same feel when the pressure comes in," Ben Barker explains, "and when you trail off the brake, there's enough travel there to come off it realistically."

Pitch and roll actuators

On top of the yaw motion, the rig uses three mechanical actuators that allow for pitch and roll motion, allowing the driver to feel the movement of the car over bumps and curbs, as well as the natural weight transfer during cornering. Each actuator is capable of delivering 2g of acceleration.

simulators for use in the automotive, aeronautical and military industries. Beers cherry-picked the parts of the rig that he liked before modifying and adding much of his own hardware, such as the steering wheel, seat and brake system.

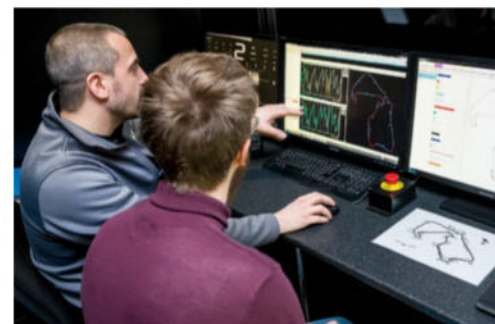
Unlike many simulator rigs that use an XYZ frame with a large magnitude of movement to try and induce the feelings of g-force, the Position One simulator is unique in that, instead it has an infinite yaw capacity, allowing it to rotate through 360 degrees. "As you go around a corner, you get rotation," explains Beers. "If you are oversteering, you get over rotation so you feel that acceleration [as the rear end tries to overtake the front]." Thanks to the powered slip ring, this particular simulator allows you to feel those changes in grip by providing accelerations to the rig that are recognised by your body's balance. For each car model, Position One can adjust the yaw speed, acceleration, reaction and damping to ensure that the feelings remain realistic whether you are in a single seater or, as today, a Porsche 911 RSR.

The rig design, coupled with one eye on the budget, has meant that this particular simulator

doesn't offer a panoramic projected screen (like some others). However, on top of the "latest graphical capabilities and resolution at a sensible price point", the three conjoined LCD screens allow the platform to run at a much higher performance level in terms of inertia and reaction time, "giving a much more direct feel," according to Beers.

Away from the physical driving hardware, the simulator is connected to the same data logging system found on Gulf Racing's race cars, with throttle, brake and steering traces (as well as wheel speed) wirelessly fed back to the control room via a high-powered internet connection. There's also a real-time video feed, allowing a race engineer or driver coach to watch your inputs at the wheel and suggest improvements over the radio system.

The whole setup hasn't been cheap, with Beers estimating that all of the systems (including Position One's bespoke improvements) have taken the total to somewhere between £90,000 and £100,000. However, with the endorsement from real racers such as Barker, the hard work has obviously been worth it for both Position One and their drivers.



Before I jump in, Barker gets behind the 991 RSR's wheel first to set a virtual benchmark and provide the data logger with some data. From the adjacent control room, it is weird to watch the rig in motion, rotating through a full 360 degrees across each lap of the circuit. As one of the main development drivers for the system, he is immediately at ease in the darkened environment, quickly getting down to competitive times and setting me a target lap of 1:56.8. "It will take your eyes a lap, maybe a lap-and-a-half, to adjust to the screen and the motion," Barker points out as I adjust the seat and buckle up into the bucket seat. "After that you'll be fine though."

After the lights in the simulator room are extinguished, the next thing I hear is Matt's voice over the intercom. "When you're ready, you can leave the pit lane Josh." I select first gear via the carbon fibre paddleshift lever behind the steering wheel and gently breathe on the throttle, emerging from my digital garage and onto the pit lane. As I emerge onto the track I get on the throttle harder, the simulator pitching quickly backwards as I accelerate towards turn two before the actuators





behind my seat kick me in the back as I make my first full-throttle upshift. The flat-six howl, combined with the straight-cut transmission whine, is faithfully recreated through the speakers and pumped out at such a volume that the whole room is now just a bowl of noise, drowning out any thoughts that I'm only at the wheel of a simulator.

Through the first few hairpins, the yaw of the rig takes some getting used to, however, within the first lap – as Barker predicted – my eyes and inner ear get used to the rotation and, once the brakes and tyres of the car model are up to temperature, I'm soon exploiting the simulator's fantastic level

of feel. The brake system's setup and correlation with the drive actuators is superb and, coupled with the infinite yaw, I can feel the rear end of the car squirming around as I brake hard and trail off into each corner. Surely I'm not still in that room in Milton Keynes?

All too soon my first session is over but the seven or so laps that I've done have already convinced me of the system's capabilities. Now it's time for Barker to step in and show me where I can improve. My best lap from run one was a 1:59.5 – over 2.5 seconds slower than Barker. He could already see from the live video feed that I was carrying too much

speed into each corner and it shows up in the data traces back in the control room. He shows how I'm braking later than him but that this is provoking too much understeer from the Porsche, forcing me to brake deeper into the corner so that my apex speed is actually lower than his. The result is that I'm later on the throttle and slower down the main straights.

With Barker's excellent advice in my head, I jump back in the simulator and head out for my second run. This time, I settle straight into the virtual environment. It feels just like a slick-shod racing car on a track, and certainly shows those stereotypical 911 traits (namely the understeer and excellent traction). I focus on slowing up slightly earlier, trailing my braking into the first phase of each corner, and it works. The yaw of the simulator tells me the rear of the car is rotating more around the nose, helping the 911 into each corner and allowing me to get on the throttle harder and earlier. On one lap, I get it all hooked up, hopping the curbs in the right places and feeling the car right on its edge.

The data capabilities of the simulator, coupled with Barker's observations and the rig's excellent feedback through the seat and steering, have allowed me to make a noticeable leap forward in pace, stopping the clock at 1:58.5 – a full second faster. Without such a realistic simulator, I wouldn't have been able to put Barker's advice into practice (unless I spent a few thousand going to a track in real life), with the Position One rig almost perfectly tuned to the feelings of genuine track driving. I can now see why the pros are spending their winters in a small room somewhere on the fringes of Milton Keynes rather than out on track. **911**

Simulators: driver development for all abilities

One of the key benefits of a bespoke motorsport simulator is providing a cost-effective means for drivers to practise their trade. According to FIA WEC racer, Ben Barker – a driver coach for Position One Motorsports' simulator – to get the most out of your time in the virtual cockpit, you need to have a clear plan of action.

"A key factor of using a simulator is about having the right guidance," Barker explains, "but the guidance is different for different people." For example, thanks to the work Barker and Gulf Racing's other drivers have put in developing the simulator's realism, someone with less racing experience can use it to gain a basic understanding of car dynamics. However, for professional racers this is second nature, meaning that their work needs to be more focused, for example, working on consistency during an endurance stint (where the humidity and temperature controls can be altered to provide a realistically tough driving environment within the cockpit).

Another area the simulator can be used to improve is qualifying. "Sometimes you get just two laps on the new tyre to make it work and do your fastest lap,"

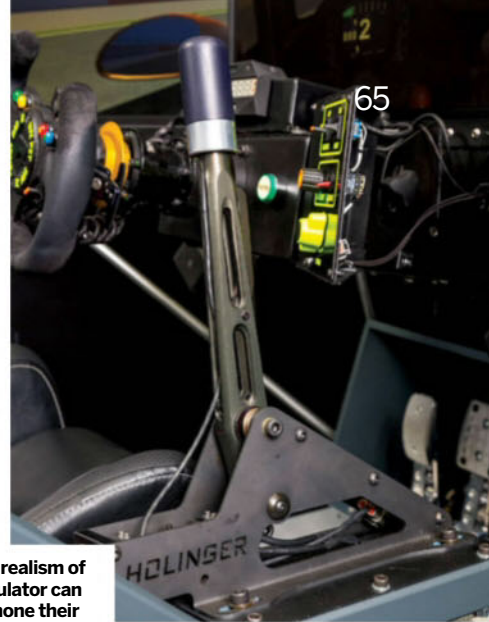
Barker points out. "We can change the tyre model so you have to warm them up and take your chance during short two-lap runs." And, with the PI Cosworth data logger thrown into the equation, the simulator becomes an incredibly versatile tool for looking at different driving approaches to multiple problems.





The 98-99% realism of a driving simulator can help drivers hone their skills from behind a computer screen, aiding the chances of success when out on a race track for the real thing

Nick Dungan/AdrenalMedia.com ©2015



Temperature and humidity levels can be altered to replicate the harsh driving conditions of a real 991 RSR cockpit. Genuine racing steering wheel, buttons and paddleshifts are used to provide real ergonomics



A low-angle, dynamic shot of a white Porsche 996 GT3 RS endurance racer driving on a racetrack. The car is angled towards the left, with its front end and right side visible. The background is a clear blue sky and a blurred racetrack surface, suggesting high speed. The car's distinctive features, such as the large front air intakes and the rear wing, are clearly visible.

LAST OF ITS KIND



In 2003 Porsche built its final 996-generation endurance racer equipped with a manual gearbox. We drive one of these fine examples on track in South Africa

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

I feel slightly jittery. This is, after all, a top-tier Porsche 911 endurance racer – and its owner has just made sure I’m properly strapped in with the six-point harness, handed me the steering wheel and quickly said, “Enjoy” as he shuts the wafer-thin door firmly; the high-pitched ping as it closes reverberates throughout the cabin.

I flip the ignition switch to its middle position, press the red button above it, and then push the starter button to the left of the steering wheel. The flat-six engine turns immediately and instead of the usual engine noise, the naked race cabin is infiltrated by the rough and raw clack-clack-clacking sound of the flywheel as I test out the gearbox’s gate. Noise, vibration and harshness – yes, they are all accounted for!

But let’s quickly rewind 15 minutes. The owner warmed up the car in the pits before I took to the track. This entailed blipping the throttle for just under ten minutes to bring the fluids up to temperature. I eagerly watched as the digital Motec information cluster indicated how quickly the revs rose and fell. One assumes

any road-going GT3’s engine is free revving, but I was astonished by how quickly the digital bars appeared and disappeared here. Oil temperature and pressure, as well as water temperature and lap times are only a few of the measurements displayed. However, as I was to find out later, I could only spare glances at the rev counter during my track outing.

This car is one of only 20 GT3 RS race cars manufactured in 2003 and the only car of its kind in South Africa. In 2000, 66 GT3 Rs were produced, and the next year, when the race car’s name changed to GT3 RS, 51 were made. In 2002, 48 rolled off the production line. And in 2004 (28 built, followed by only ten in 2005), the car’s name changed again – to RSR. However, from that year onwards the 996-generation endurance racer featured the new six-speed sequential transmission. This means that these models from 2003 were the final 911 endurance racers to feature a six-speed manual gearbox. An interesting fact, as compared to the 911 road cars, Porsche is unlikely to ever build a manual race car again – the sequential box is integral to circuit racing. ➔



These race cars were based on 911 GT3 road cars. This means the water-cooled 3.6-litre engine was, for the 2003 model year, developing 435bhp at 8,250rpm and 395Nm at a lofty 7,200rpm. This production year featured further updates to the car, including the fitment of larger brake calipers, but overall weight was reduced by 16kg. Unfortunately, the RS's full race exhaust is too loud for Killarney Raceway's noise restrictions, but this doesn't stop the owner from driving his car at Cape Town's racing circuit – GT Clubsport, the company that maintains the car, manufactured two silencers for the RS. As I would later notice, they only marginally soften the RS's voice.

The engine also features titanium connecting rods and valves, as well as a dry-sump lubrication system with an oil-water heat exchanger. The clutch pedal is connected to a single-disc sintered

friction clutch and an asymmetrical limited-slip differential with 40 per cent lock-up under load and 65 per cent on overrun and coasting. These are very tantalising details!

Back into my run in the car, and as I let out the clutch for the first time I quickly realise these machines are 100 per cent race cars – making a smooth pull-away is trickier to master. There is a different sensation from operating a race clutch than that of a standard GT3 road car. I can only describe it as 'rougher' than that of a road car. Finally, a part of me relaxes.

Because you sit so low in the car, you can't see its front wings, which are usually visible when you're in a road-going 911. You are so tightly strapped in, with the full roll cage visible around you and your helmet that your mind focuses on the track. The gearshift action feels the same

as a 996 Cup car and, as expected, similar to that of a 996 GT3. The fact that you can see all the mechanisms running to the rear of the car from the gearlever only contributes to the whole experience. The throttle pedal is perfectly sensitive; it elicits instantaneous reactions from the engine. The clutch action, however, is the true highlight. It literally has around three inches of travel to its stop, so you are certainly never in doubt about the point of engagement.

Even though the gearbox does not feature straight-cut – but helical – gears, the machinations of the gearbox are most apparent at modest speeds in the RS. But as the RS gathers speed through the circuit's (mostly constant radius) corners, I glance down to see the digital rev counter indicate 7,000rpm and snap to the next gear. At last the flat-six engine's voice drowns



“The rear of the RS squirms as the driver tucks its nose into the corner”

out the gearbox. The owner of GT Clubsport in the Western Cape, Divan Luzmore, tells me that I ought to have heard the car before the silencers were fitted. “It positively sings down this main straight,” he muses.

Although these wide, 18-inch race slicks are not new, they still do what they were intended to do – offer grip that is above my capability to fully explore, at least for the purposes of this excursion. But down the back straight I urge the RS all the way through third and fourth gears. The intensity with which the rev counter’s digital bars run past 8,000rpm is worth savouring. If you have any mechanical sympathy, you almost feel as if you are doing the car an injustice, but then you realise it was built to be raced and relish the force of these naturally aspirated Mezger engines. Next I lean onto the brake pedal with a firm right ➔

996 Cup car vs. 996 RS racer

Divan Luzmore, founder and owner of GT Clubsport in Cape Town, runs and maintains most of the 911 Cup cars in the Western Cape. He gave us insights to the technical and engineering differences between the 996 Cup cars and this 996 RS: “Everything is designed to be stronger and to last longer – how it should be for an endurance race car. For instance there are, in some cases, more back-ups for certain systems compared to the Cup cars. Apart from the bodywork, which is wider to accommodate the larger wheel and tyre combination, you will notice that at the front the radiators have been turned. The airflow is different as the bumpers and radiators have been turned to minimise the chances of being punctured by stones or debris on the track. This car also has a carbon fibre airbox and throttle bodies for each individual cylinder, while some of the engine’s internals are lighter; the result is a much quicker engine revolution reaction. And, to lower unsprung mass, the wheels are lighter; three-piece split rims with magnesium innards.”



foot, and the RS quickly reduces its speed with no dipping of the nose whatsoever as the rubber digs into the tarmac. The steering configuration is sensitive in feel, but not overly so. You do discern a welcoming amount of feedback, but again, the faster you drive the more feedback you receive. Being an endurance racer, the RS's system is also power assisted.

You can drive someone else's car and push it to the limits, but only to a level that guarantees you will bring it back to the pits in one piece. So, as I stop the RS in the pit lane, I relish the opportunity to climb into the passenger seat while the owner takes up his position behind the steering wheel. "This is the first time the car has been fitted with a passenger seat," he tells me. "And you will also be its first passenger." The owner has more than 20 years of racing experience to his name, of which many were spent at the wheel of 911s. However, it has been a year since he has driven this car and, although our time is limited, I sense that he is very much looking forward to it.

The moment he leaves the pits, the owner is immediately harder on the throttle and brake pedals than I was. He initially plays with the steering wheel through the corners to sense the grip levels and familiarise himself with the setup of the car. Slowly, he starts to brake later and press the throttle pedal earlier when exiting corners. I am amazed at the levels of grip available from these old tyres. From the passenger seat it constantly feels as if the car should start

to slide, but then it only grips more as its rear axle pushes the RS out of corners with urgency. The owner is evidently a talented driver. After a few laps he gets into his stride, and apart from purposely bringing the tail out a few times and quickly correcting it, he strings a number of corners together. At every exit from a bend, the rear of the RS squirms a smidge while the driver tucks the nose into the corner with a precision that won't be visible to bystanders, but that you certainly experience through your seat.

We arrive back in the pits, and for the next day or two these laps in the driver's and passenger seats linger in my mind. These cars are definitely a step up from the Cup cars, and they have myriad interesting, unique features. An obvious example is the fact that there is no fan over the front, centre radiator. This means that when you stop in the pits for a few minutes you have to switch the car off, otherwise it will overheat.

To have piloted these race cars continuously for six, nine, 12 or 24 hours during competitive and challenging race conditions must have been more of a challenge than in contemporary competition 911s, now fitted with paddleshift systems. Having driven a 996 GT3 RS, a 996 Cup car and, now, an 996 RS endurance race car myself, I can attest to the fact that the same thread of iconic 911 DNA runs through the beating hearts and very souls of these road and race cars. It's a stirring characteristic that not too many manufacturers can lay a claim to... **911**

Buying a 996 R, RS or RSR

996 Cup cars are far more prevalent in the international classifieds than endurance racers, but **racecarsdirect.com** is a good starting point. Before going to print, there were four RSRs posted for sale in the last two months. However, only one was a 996, the rest were 997s priced from \$175,500- \$250,000. You will have to ask yourself what the purpose of your purchase will be, however, as these cars do cost more to maintain compared with the Cup cars. What's more, in some cases it's difficult to find a class to race them in. UK specialist, Parr, has significant experience in running these cars, as they won the 2001 GTO title for Porsche with Marino Franchitti and Kelvin Burt.

Company owner, Paul Robe, has the following to say: "As with any race car, it's important to have them inspected by someone with experience and to have a clear history of what's been done on the car and when. In particular, engine and gearboxes need close inspection for running times as they need to be maintained in accordance with the Porsche Motorsports schedule. Driven in anger, the engines don't have much margin over and above the factory times. The same applies to the crown wheel and pinion with the gearboxes and driveshafts. ECU checks need to be carried out for over revs, as well as a close inspection for chassis damage."



Thanks

A special thanks to Killarney Raceway for the shoot location and their assistance. Visit them at www.wpmc.co.za.



Above: As with any modern 911 race car, the fuel system is housed under the front bootlid. An assortment of switches takes place of the customary PCM screen in the cabin of the 996, which has larger fenders to house wider tyres

Model 996 GT3 RS
endurance
race car

Year 2003

Engine

Capacity 3,598cc

Compression ratio 13.5:1

Maximum power 435bhp @ 8,250rpm

Maximum torque 395Nm @ 7,200rpm

Transmission Six-speed manual

Engine modifications None

Suspension

Front MacPherson front struts, anti-roll bars with variable springs, adjustable shock absorbers

Rear Multi-link, anti-roll bars with variable springs, adjustable shock absorbers

Wheels & tyres

Front 8.5x18-inch split-rim three-piece wheels; Pirelli PZero 265/645/R18 slicks

Rear 11x18-inch split-rim three-piece wheels, Pirelli PZero 305/660/R18 slicks

Dimensions

Length 4,430mm

Width 1,765mm

Weight 1,110kg

Performance

0-62mph Not tested

Top speed Not tested





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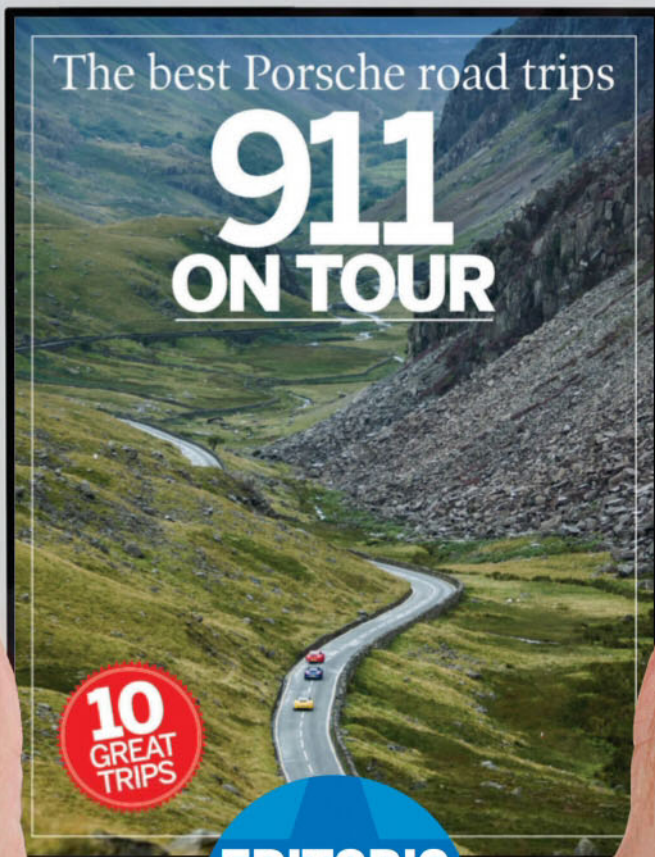
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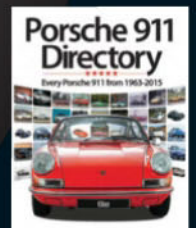
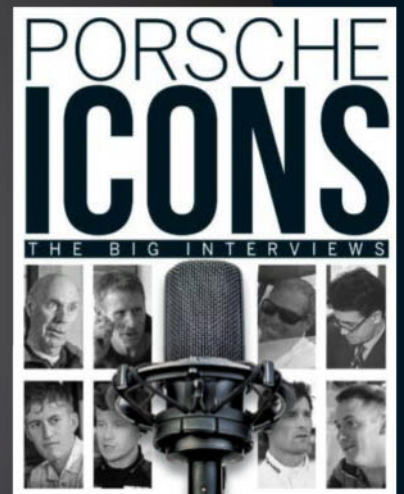
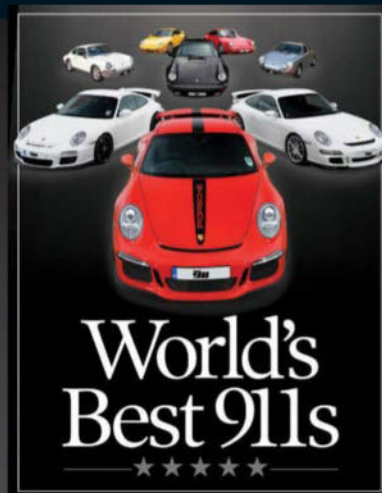
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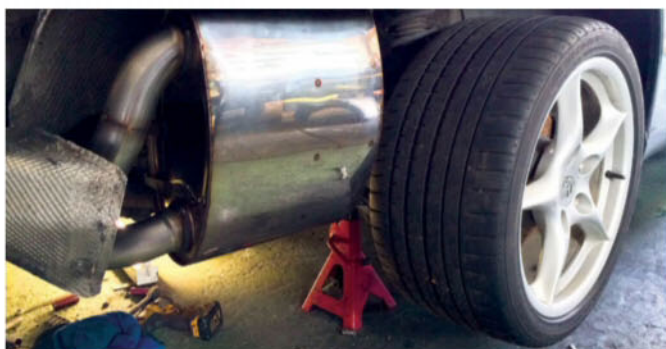
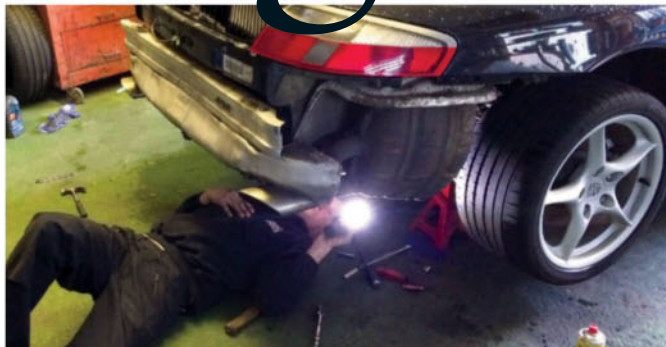
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Living the Legend

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



2004 996.2 Carrera 4



Lee Sibley
Bournemouth, UK

Date acquired:
February 2016

Has it lunched itself yet, I bet you're eager to ask? Absolutely not is my emphatic response as the 996 continues to provide nothing but sheer adulation for its dotting new owner. As I mentioned in my last column, my first month of 911 ownership presented a baptism of fire for the 996. After completing 1,700 miles in the first four weeks, made up of a mixture of motorway miles, country blasts and inner-city errands, I realised that, though these 996 Carreras are astounding value for money, they are far too quiet.

Yes, I concede I may have been indoctrinated somewhat by excessively-specced press cars that sound exquisite thanks to a ubiquitous Sports exhaust option, but I like the idea of a (moderately) raucous aural experience to accompany my every prod of, well, the loud pedal. The M96 engine

mechanically is far quieter than its air-cooled ancestors and my ears were only delighted with a late exhaust shriek once the crank had spun past 6,000rpm. The 911's famously long gearing means it's a sound I don't hear too much – on the public road at least.

I sought advice from fellow Living The Legend contributor and *Total 911* photographer extraordinaire, Chris Wallbank, who showed me a video of his M97-engined 997.1 C2S equipped with Milltek 'Cup' rear silencers. I was impressed with the acoustics from the video and duly ordered a set for myself, wanting in on the promise of a Cup-esque sound to my travels. The following weekend I made the 180-mile journey back to my family home to visit my brother, Joe (who's a car technician by trade), duly bestowing him with the honour of helping me swap out those factory silencers for two shiny, stainless steel Milltek replacements (you can never have

enough family time, as I reminded him later). Replacing the silencers is a bumper-off job, though don't let that deter you. Half a dozen easy-to-get-to screws later (plus we had to remove one clip for my optional rear parking sensors), the rear bumper was off and we had good access to the exhaust system.

However, from there things got a little tricky. My 996 had previously resided in Scotland and the unfavourable weather conditions there meant that rust had already infiltrated the factory silencers and fixings. Removing them – with limited space under the back of a 911, don't forget – proved to be a painstaking process with several rounding of bolts confounded by the odd profanity. Eventually though, the Porsche silencers were off.

The stainless steel rear silencers from Milltek are lighter than the factory items and their fit to the factory tailpipes, cat-pipes and brackets is impressively snug, a mark of some

2011 997.2 GT3 RS & 2015 991 GT3



Tony McGuinness
San Diego, USA

Dates acquired:
February 2011 &
December 2014



By invitation only... The Secret Car Club. Unfortunately, I can't tell you where it is located. I will tell you it's in Southern California, which you will, of course, have figured out already anyway as that's where I'm based! This weekly gathering for extraordinary cars and their owners is one of the most fascinating gatherings I've ever attended.

Known as "The Secret Car Club", it's very low-key and private. No one is interested in what you do for a living. Just come and chat about your amazing car! Attendees are mostly locals. It isn't uncommon to see some of the rarest cars in the world and, given the location, every week some of the most mouth-watering cars you will ever see turn up.

We usually have a yellow Carrera GT, as well as a beautiful Enzo, rare Aston Martins, and other European exotics. Recently, a 997 Gen2 GT3 in Riviera blue parked behind my 991



GT3. I came to find out that the 997 GT3 is white but is expertly wrapped in Riviera blue. Fully wrapping a car is a trend that seems to be growing – unless you open the car doors, you would never know it is actually white!

Nearby, a Lava orange 991 GT3 RS owned by a Canadian gentleman is sat across from a beautiful 991 GTS, whose owner is an avid Total 911 reader. The Lava orange GT3 RS was also completely wrapped to make it look like it was Satin orange. A Viper green 997 Gen1 GT3 RS looked stunning across from a red 1963 356. The owner of the 356 bought the car brand-new and drives it daily. And in front of the 356 was the latest 991 Turbo S.

The gathering only lasts for just a few hours and while leaving you utterly star-struck, it comes to an end almost as quickly as it begins. Although the location is a secret, I hope that you enjoy some of these "not so secret" photos!

1982 SC & 1989 964 Carrera 4



Gina Purcell
Oxford, UK

Dates acquired:
April 2014 &
September 2004



Both cars have been demanding attention recently, outside of any other plans I was making for them! Wolfi has been treated to a set of Cup 1 wheels, courtesy of a fellow member of the London 964 Owners online group. They popped up for sale at an absolutely irresistible price, and ever since I bought Wolfi 12 years ago, I've wanted to remove the 993 wheels but have never got around to it. Stoic deferred gratification or just epic dithering? I don't know. I do know Cup 1s, for me, are the summit of wheel design for a 964.

Wolfi's been for an initial suspension health check at Center Gravity in Atherstone, and there's quite a substantial 'to do' list, mainly concerning the rubber parts throughout



which are evidently showing their age. Other issues centre on the fact that I recently had to dump the car hard into a curb in order to avoid an oncoming van in the middle of the road. New geometry, some damper recon work and a strut brace are also on the shopping list.

Steffi was subject to the full attention of Neil at BS Motorsport, who tracked down her residual, slight stuttering under load to faulty plug leads. A new set of six has seen all of her demons finally banished.

Also, due to a little mishap in her past, she currently sports a 3.2 Carrera front bumper (with the recesses beneath for fog lights), but through the Impact Bumpers forum I've bought a perfect, correct SC version at another equally irresistible price.

truly exquisite machining. The acid test was that noise though, so Joe and I put the car back together and headed for an old airfield located nearby.

While the sound isn't akin to that of a Cup car (not with just aftermarket rear silencers in the mix, anyway), I instantly found favour with the hoarse note now accompanying the 996 under acceleration. Below 3,000rpm its deep, gruff sound is more akin to that coveted 991 with Sports exhaust, making journeys a more aurally pleasing experience. I'd have liked more acoustic drama higher up the rev range as the note goes a tad flat from 4,000rpm but that's something I intend to address with the help of a few choice additions at a later date. For now though, I'm very happy with the improved timbres emanating from my 996's twin oval exhaust tips and look forward to indulging in that coarse new resonance from now on. Cheers for all your help, Joe!

2013 991 Carrera



Ben Przekop
Georgia, USA

Date acquired:
January 2016

I am in love! That is the only way I can describe how I feel about my new 991 Carrera! I have now driven it for over 1,500 miles, and here are a few of the reasons I am so totally smitten:

The 991 platform is a major step forward for the 911 in several respects. The wider front track (nearly two inches) means much more immediate turn-in and significantly less understeer in fast corners, and the longer wheelbase (nearly four inches) gives the car better balance and weight distribution. The design remit for this seventh generation of the 911 called for major weight reduction, accomplished through a bodysheet that is 45 per cent aluminium, which means my Carrera weighs just over 3,000 pounds, making it the lightest 911 in the current model range. Additionally, Porsche has increased torsional rigidity by 25 per cent, so this killer combination of lighter weight and greater chassis stiffness creates playful agility and rock solid stability, giving you the confidence to push the car to its limits.

Pleasant surprises? The Sport PASM on my car means that it sits 20mm lower and on firmer springs and larger anti-roll bars for a more dynamic driving experience. While this results in a firmer ride over bumpy roads, the trade-off is well worth it and I definitely recommend Sport PASM if you value sports car handling over sedan-like ride quality. Porsche Torque Vectoring brakes the inside rear wheel during fast corners to facilitate a "pivot" around the apex, and the mechanical limited-slip differential eliminates wheel spin, so this car exhibits truly incredible cornering



prowess, even compared to my former GT3. Sport Chrono Plus on 911s has always meant you get the "Sport Plus" button that sharpens throttle response and raises the level at which the electronics step in. But in the 991 it also means you get dynamic engine mounts, which continually adjust the firmness or softness of the engine mounts depending on how the car is being driven. All of these features combine to create a car that corners better than any I have ever driven. It feels like the car is attached by a cable to a flag pole at the apex of the corner, and can fly around it without regard to the normal laws of physics or tyre grip. Simply awesome stuff!

And more good news. You have probably read negative reviews of the new electrically-assisted steering system but I don't understand what the fuss is all about, every 991 variant I have driven feels great! Additionally, my Carrera has Power Steering Plus, a speed-sensitive system which firms up at high speeds and adjusts for easier



manoeuvring when parking, so it feels perfect in all situations. The seven-speed manual transmission was criticised, but it feels fine to me, smooth and positive. There is a helpful lock-out feature, which prevents unintended upshifts to seventh unless you have been through fifth or sixth, and a digital gear indicator in the middle of the tach, to ensure before downshifting that you have in fact selected the proper gear. Along with these superb driving dynamics this car has incredible creature comforts, making it very easy to love. I'll talk about those next issue!

1967 912 & 1979 911 SC



Sean Parr
Harpenden, UK

Dates acquired:
November 2014 &
May 2015

Amazingly, the 911 is painted and looks gorgeous. I've collected it and shipped it off for finishing, as the new petrol tank has a leak, the fuel injection needs some love and the steering rack still needs attention.

It will be given love over the next month at Auto-Umbau in Bedfordshire. Robin MacKenzie is a great bloke to spend time with if you like Porsches and as a qualified engineer, he trained with Mercedes in Stuttgart and moved onto GM and Millbrook Proving Ground, before starting his own firm building police cars before specialising in 911s. They have more old bits of 911 than you could shake a stick at.

So, with the 911 looking all red and lovely, what could the 912 throw up this month, well I decided after several drives that I should check the brake fluid. It was empty. Note to self, must check this more regularly. I topped up the fluid on my way to a meeting, the brakes were delighted to receive this little top up and decided that they liked the added hydraulic pressure so



much that they would seize! New (refurb exchange) calipers were duly received from Max at Revival Cars and fitted by Steve at Trade Werx, Harpenden. Great, all sorted, so I collected the car and drove home.

Only, CRUNCH! The gears weren't exactly smooth, or quiet. "Not again," I thought, so I drove back to Steve where he announced that it sounded like the input shaft was sticking. "Oh that doesn't sound bad," I thought and phoned Max to collect the car on the low loader, as a trip around the M25 with the possibility of being unable to change gear didn't sound like fun. Having received the car and dropped the engine



out (like it was nothing!), Max called to say the clutch was toast and the release bearing had fallen apart and pressure plate fingers were badly worn. Not great news, but having checked the bills, it would seem the last time the engine had been out was when it was rebuilt nearly 20 years ago, so I guess it happens. Maintenance has not exactly been the first thought of this 'Californian Students' Car', as a Porsche 'expert' once called it, so while the engine is out, it's time to throw some money at the problem. When I get it back, I'm sure most of the clunks that rear their ugly head every time you turn will be gone. Very exciting!

997 Cup



David Grover
Harpenden, UK

Date acquired:
July 2015

It was with great anticipation that we set off to Silverstone for the car's first full shakedown with a group of friends. The week before it had gone on the rolling road it was pushing out 465bhp and with a cold but sunny day ahead, what could go wrong?

The morning started well with some gentle running in, allowing me to give a few friends a few taster laps of what it's like to be inside a Cup car. Having fitted a brand new set of slicks, we concluded the morning session with some instruction with Calum Lockie. The intercoms system wasn't working well though so we abandoned that, reverting to hand signals, which worked okay until the lunch break.

With the sun out, although it was still cold, we started building up speed and pushing the car to make sure everything had bedded in well before my mid-afternoon session with the instructor. We warmed up both car and driver again and were getting to a good pace, when coming out of Chapel onto the Hangar straight at 120mph, the left front and rear wheels wandered off the end of the red and white lines on the right of the track by 200mm or so, touching the grass. This sent the car into an almighty spin too quick to catch and we crossed the track under the bridge, hitting the concrete wall head on at 80mph impact speed.

Understandably, the car has considerable damage to the front but then it span and rear ended the same wall, demolishing the rear end, engine and gearbox. With such damage, the car is sadly most likely a write off. That decision is ultimately not mine though as, fortunately, I took out extensive cover. So now we wait.

It's annoying to have never had an incident or a bump on track for ten years, and for it to end with this amazing car so quickly and publicly, but I'm thankful that the strength of the car left me with just a little bruising and a sore head. I was wearing a back brace, full race clothing and Hans, and without that I would have been much worse. A lesson for anyone on track, always wear neck protection! That same week I sold the 968 race car, but also picked up our 991 C2S Cabriolet, so we are still in the 911 family!



1999 996 Carrera 4

Rob Clarke
Bristol, UK

Date acquired:
February 2014

So this month the new winter wheels arrived and are now fitted on the car. Bit of a change from the normal 18-inches, and with a colour change it has changed the look of the car dramatically. The wheels with winter tyres came from Dutch company, Wichers Porsche, as what they had on offer was far cheaper than anything I could find in the UK. The wheels are replicas and not genuine OEM wheels, but since this was for a winter set I was not too concerned with this. The wheels are 17-inches so are in line with the handbook recommendation for winter wheels and are fitted with Wintrac Xtreme tyres.

First observation was that I didn't do my homework correctly and did not check the age of the tyres, as if I had checked the age I may not have bought these wheels as the tyres are older than I would like but, on balance, the wheels were still a good price. I will run the tyres for this winter then replace them when I put my summer tyres back on. My second observation is how quiet the tyres are. Just before I changed them my car had a resonance around 70mph and I was going to ask the main dealer to have a look to see if anything was wrong with the car, but since I put the Wintracs on the resonance has disappeared and the car actually sounds better! Cheaper than a new exhaust system, why not just change your rubber!

In speaking with other 911 owners, apparently the Pirelli PZeros are recognised to be noisy, so I now have a pair of PZero's on the front and have a new pair going on the rear, but I am thinking that maybe the next time I change the summer tyres I will change the brand to see if it makes a difference. So, by next month I will have actually seen my refurbished rims (seen pictures and they are awesome!), and I will have had the full main dealer treatment for main service.

1985 3.2 Carrera; 1997 993 Turbo



Greg James
Mercer Island, Washington

Date acquired:
2008; March 2016



I've owned eight 911s. I've loved all of them except my 1980 Targa. That car was still reliable and fun to drive, but I just couldn't get myself to like the lobster red interior and the roof leaked like a sieve – admittedly, I probably should have replaced the seals.

My favourite car performance-wise was probably the 1997 993 S. It was a Speed yellow/black beauty that had several factory performance upgrades. It handled well, was fast, and proved to be 100 per cent reliable. I eventually traded it in for a Ferrari 355 Spider in 2002. On a side note, at the time, I wanted to get a Ferrari just to say that I owned one.

While looking at cars, I came across a local Seattle area 993 TT "S" that was priced at \$125,000. I drove it and loved it, but eventually settled on a silver/black Ferrari 355 Spider for \$120,000. Looking back, it was a bit of a mistake. I sold the 355 because it was too small for me. Used 355s are now going for around \$60,000 whereas the 993 TT "S" would now be worth about \$400,000! Ouch! Anyway, hindsight is a beautiful thing.

A few months ago I decided that I wanted to get my hands on a 911 that I have never owned. The cars that I considered were a 964 variant (RSA or Turbo) or a 993 Twin Turbo. In the end, and after discussing the positives and negatives of the various models with a couple of local Porsche shops and experts, I decided to go with the 993 TT (a recent **Total 911** five-star winner!) I spent a fair amount of time looking, and eventually settled on a local Arena red car that Columbia Valley Luxury Car owner and Porsche expert, Nathan Merz, located for me. The car is being detailed as we speak, and I should have it in my garage next to the reliable 1985 triple black cab by the end of the week.

Incidentally, the car had what Nathan described as the 993 RS clutch installed by the previous owner. On the test drive I almost stalled the car several times as the RS clutch seems to go from fully disengaged to fully engaged in a nanosecond and about half an inch of pedal travel. It will take a bit of getting used to. Otherwise, the car drove like a guided missile and was everything that I expected.



2005 997.1 Carrera S

Chris Wallbank
Leeds, UK

Date acquired:
November 2012

This month I was lucky enough to get the 997 S out for another Sunday road trip, this time it was with the Yorkshire based Leeds Super Car Meet club. The sun was shining and we met at 7.30am sharp at a service station on the M62 west bound towards Manchester, where a 40 plus strong variety of cars were waiting. There was everything from 996s and 997 Turbos to a Ferrari F40 and a couple of McLarens, it was an impressive turn out to say the least!

The plan was to head over in convoy to the annual 'Cars and Coffee' charity event on the quayside in Liverpool and pass through some nice winding roads, including Saddleworth Moor along the way. So at 8am we set off and practically took over all three lanes of the M62 with the convoy of supercars – it's not everyday you see a Ferrari Testarossa chasing a 997 Turbo S and a McLaren 650S fly past you!

Once we arrived in Liverpool, the 'Coffee and Cars' event was in full swing and packed out, my friend Joe in his 997 Turbo and myself struggled to find a parking space! What an amazing variety of cars there were on display, though! There were some older 964s and 993 C4S wide-bodies along with other rare cars like a Ferrari F40 and a DeLorean.

On the journey back, we passed through some more amazing roads and got the chance to stop for a quick photo opportunity with a stunning backdrop of the Saddleworth Moor! All in all a great day out and an event I can thoroughly recommend attending in the future if you ever get the chance. For more on the Leeds Super Car Meet have a look at leedsupercarmeet.co.uk.



2003 996 Turbo



Joel Newman
London, UK

Date acquired:
April 2014



This month I've tackled an issue that many 911 owners will be familiar with; discoloured and cloudy headlights.

It's a problem encountered on pretty much all vehicles with plastic covered headlights built from 2000 onwards and strangely, Porsches are notoriously susceptible.

I called my local OPC to ask about a replacement headlight, and at over £2,000 I was left pretty downhearted, which led me to search Facebook, and I soon discovered Bright Ahead Headlight Restorations. I gave them a call and spoke to David, the owner, who has spent over a decade restoring headlights in the South East. He explained that my headlight had lost its clarity due to UV rays and oxidation and that it could be fixed. He came to me and worked on the car



outside my house, although you can remove the headlights with the car's allen key and send them to him. Great for any readers who live outside of London.

The process of fixing the headlight is a well kept secret, but it's all done by hand and involves many different grades of sandpaper. David spent an hour working his magic and told me how he had personally developed his own polishing compound, which seals and protects the headlights indefinitely (his previous career was painting supercars and space shuttles – I kid you not).

The results are actually better than I could have hoped for – it looks like a brand spanking new headlight! At prices from £150 all in, it's less than 10 per cent of the cost of a replacement and an absolute bargain!

1979 930 3.3



Richard Klevenhusen
Rio de Janeiro, Brazil

Date acquired:
May 2012



In March we held our monthly meeting in the prime area of the city of Rio de Janeiro, on the banks of the Rodrigo de Freitas Lagoon. There were about 15 Porsches at this meeting with a wide array of different models and ages of cars. Interestingly, we also managed to attract passionate owners of other car manufacturers, too – Mercedes, BMW and Jaguar to name but a few.

It's becoming clear that the passion for classic cars continues to grow in Rio de Janeiro, as since our 2013 annual exhibition which featured 35 cars, this year the exhibition will be featuring 85 cars. Many people are beginning to admire classic cars and see them as a good investment due to the fact many classic cars do not depreciate in price; on the contrary, their values tend to increase as the years pass by. The exhibition will be held between the 8th and 16th of October in the Shopping Village Mall and will be the most



luxurious exhibition that the city of Rio has ever seen. Naturally, we also invited other brands alongside Porsche and the event will have a covered area with a food truck and music. I look forward to sharing the photographs and stories of the exhibition with you in the future.

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

It seems like I'm always looking for the next car for the collection but there is a very special car I've been chasing since 2014, my late Grandpa's Minerva blue 1976 911.

From a young age, I've been hooked on Porsche thanks to my Grandpa; my first Porsche memories are sitting in the back of his 911 with his beloved Staffordshire bull terrier. Through the years, he owned a 356, 912, 911T, 911 and a few 911 SCs. I was particularly fond of the SCs with their "picnic table" rear wing (this was not a nickname but describes how it was used during pit stops in the country!). Sadly, he passed away in 2014 and I wanted to do something to honour his memory. My uncle searched through old photos to discover more about his cars, most were untraceable but one, his 1976 911, was still "alive" – a background check indicated it was registered as "SORN".

My first port of call was the DVLA, I submitted an information request and was politely told that data protection laws prevented this information to be shared. Next stop was social media, using Instagram and Facebook to spread the word. While this did not directly help to locate the car, it gave many valuable ideas. I posted "wanted" listings to all of the popular Porsche forums and learned more vital information. The Porsche community are an amazing bunch and thanks to them, I found out



the VIN and located the car's last owner who sold it in 2006. Sadly, he lost the paperwork and could only give an approximate location of North West London. The trail went cold, so I reverted to more traditional channels. The super nice editor of **Total 911** printed a letter detailing my search and I placed a classified listing in the PCGB's magazine, resulting in a few helpful calls but nothing concrete.

In February 2016, Simoncox77 replied to my post on the Impact Bumpers forum, he'd spotted a car with the same number plate and colour on **Flickr.com** and further research provided GPS coordinates for a London address. Keeping the digital theme going, I spoke to one of my Instagram friends, Michael (@PorscheArtDaily). His office is five minutes



from the address, so he dropped past and knocked on the door. The owner of the car did not live there but his father did. Details were exchanged and later that week Michael met the owner and confirmed it is my Grandfather's Minerva blue 1976 911.

Soon after, I spoke to the current owner, George, and he brought me up to date with all the work done to the car in his ten years of ownership. He bought it as a project, rebuilt the engine, backdated the bodywork to resemble a 1960s 911, and resprayed it in the original colour. We are due to meet up in May, I cannot wait to see the car in person and discuss its future. I'm exceptionally grateful for the help and support of the Porsche community to help locate a very special air-cooled Porsche 911.

2010 997.2
Turbo



Joe Croser
Northamptonshire,
UK

Date acquired:
December 2015



The Porsche 911 has a phenomenal history. It is iconic. Simply driving one feels special. Not just because it reads your mind and changes direction accordingly, but because you get a sense that you are driving a piece of history. Naturally, service history is something the illuminati scrutinises, and rightly so, but what about the car's provenance?

So, while waiting for my new car to be delivered, I turned to the internet in search of its previous owners. With a few history documents in hand, I quickly connected with five of the six owners who all turned out to be huge enthusiasts; all happy to share their stories. Four of them said it was the best car they'd ever had. The 'odd one out' was ironically the guy for whom the car was built. He preferred his 997.1 Turbo, which he described as 'more compliant'

and 'more wieldy.' Still, even in the midst of his clear disappointment, he accepted that the Gen2 car beat the Gen1 car in the sound stakes, describing the 997.1 Turbo as 'the most boring exhaust note imaginable.' However, such was his disappointment with the feel of the 997.2 Turbo that he kept the car for just three months before selling it with 4,000 miles on the clock!

Using Facebook I was able to locate and connect with owners #2, #4, and #5. They each told me where they had bought the car, how long they had kept it, and to whom they had sold it. I was then able to find archived online adverts for the car's sale to owners #2 and #3, and was able to get copies of the bill of sale to owners #4, #5, and #6. Owner #4 was particularly helpful, sending original copies of various bills that he had inadvertently not included when he had parted with it in 2014. I also found out that during his guardianship, my car won a Porsche Club GB Region 21 Concourse Competition in 2014 and joined 1,207 other Porsche 911s in the World Record Breaking Silverstone Classics parade to celebrate the 50th anniversary of the 911 in July 2013. As the icing on my proverbial cake, I learned that 911 Virgin sold my car on his behalf to owner #5, which surely makes the car as good as can be as they only sell the very best.

Porsche Kendal kindly provided me with a copy of the original bill of sale to owner #1

and Porsche Bolton provided missing service invoices for owner #3. In accordance with Data Protection, both garages redacted all personal details before sharing the copies, which is a shame but completely understandable.

With my history file ballooning and my car's story fleshed out, I finally took full advantage of the DVLA's service for reporting on ownership history and registration plate transfers. This mail-in service costs £5 and is available to anyone willing to fill in the form and buy a stamp. As the DVLA is a governmental agency, they are not bound to redact personal information in the same way that private commercial organisations are so the identity of owner #3 was finally revealed and my history jigsaw puzzle was completed. All in all, my enjoyable research helped to elucidate the car's history and gave me great faith that my 997.2 Turbo has enjoyed a very well cared for life.

When my glossy car was carefully winched out of the covered trailer that was used to beat the miserable weather, I climbed in and started it up. The 997.2 Turbo is anything but boring to my ears. It fires up with a roar and rumbles nicely on tick over; it even rewards the enthusiastic driver with lovely blips when changing gear. Time now to get out and drive the B645 and B660 (two of the finest roads close to home) to see how the Porsche Torque Vectoring (PTV) system feels on twisty roads.



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PREMIER PORSCHE

Everything you need for your 911

Porsche Design

How does Ferdinand's famous car company fit in with luxury fashion?



Data file

Full specs, ratings and market values of every 911, including the 2.7-litre Rennsport and Carrera models, can be found beginning on page 86



Plus

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PORSCHE DESIGN

How does Butzi's fashion company fit in with making cars at Zuffenhausen? Total 911 visits a central London shop to find out...

Written by **Lee Sibley** Photography by **Daniel Pullen**



Porsche Design, founded in 1972 by Ferdinand Alexander, initially created watches, glasses, pipes and writing utensils. Their designs and styling was revolutionary for the time as they sought to create a luxury lifestyle for men



Think of Ferdinand Alexander “Butzi” Porsche and the first of his game-changing creations to come to mind will, of course, be the iconic Porsche 911 sports car of 1963. The son of Ferry Porsche oversaw the development in styling of the car from its previous 356 silhouette, while a flat-six engine replaced the flat four under the rear decklid. The rest, as readers of **Total 911** will very well know, is history.

However, nearly a decade after creating the world’s most famous sports car, Butzi formed his own design studio in Stuttgart, Germany. This came as a result of a management restructure at Porsche; converted to a public company in 1972, the Porsche family members stepped down from their positions of leadership, and Butzi – considered more of a designer than an engineer like his father and grandfather – formed Porsche Design. His thesis was to take the spirit of Porsche beyond the automotive, creating a new luxury lifestyle for men.

Porsche Design’s first commission came from Porsche AG, themselves searching for a suitable gift to honour employees with long-standing service. The answer was a timepiece, with Porsche AG committing to buying 20 units per year. Butzi and his small team also created glasses, pipes and writing utensils with designs that sought to break the mould from contemporary conventions and styles. Butzi then moved Porsche Design back to his childhood neighbourhood in Zell am See, Austria (Ferry moved his family there to avoid the

bombing in Stuttgart during the Second World War), and the company has been based there ever since. Now flanked by design studios in Berlin and Singapore and brought to life by carefully selected manufacturers from Germany, Italy and Switzerland, some Porsche Design products have become as famous as that aforementioned sports car – P’8478 aviator sunglasses, for example, continue to be worn by the world’s fashion cartel today. A relatively small company compared to its automotive cousin (Porsche Design had less than ten employees as recently as the 2000s), the firm has long had little by way of business ties with the car firm, too.

That’s slowly changing though. Behind the scenes, the Porsche Design Group, founded in 2003, is a majority-owned subsidiary of Porsche AG, bringing the accessories and licensing business into one single company. Meanwhile, and more visible to the public eye, Mark Webber, works driver for Porsche’s LMP1 WEC team, is the new face of Porsche Design fragrances, and frankly outstanding products such as the 911 Soundbar are available for the discerning customer (more on that later). Once a brand that confessed its target clientele was “people who do not necessarily drive Porsche 911s,” the company has realigned its strategy and now seeks to fuse together Butzi’s two most famous creations – a perfect marriage for the Porsche 911 owner whose fashion sense is an extension of the style perpetuated by his or her sports car of choice. So how successful is this likely to be?

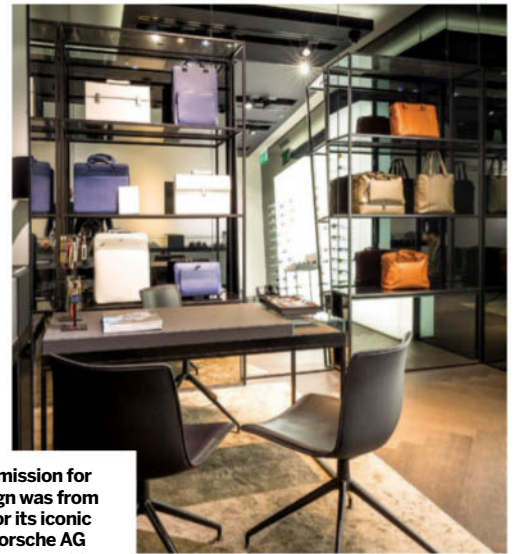
We’re on Brompton Road in London’s Knightsbridge, just a stone’s throw from the world’s most famous department store, Harrods (where Porsche Design also holds a concession on the third floor). Luxury shops and hotels line the street as continual throngs of supercars intermingle with black cabs carrying tourists along the quad-laned inner-city road (our pick of the action is a Basalt black 991 C4S with snarling Sports exhaust). Around 50 yards along from Harrods lies the UK’s chic Porsche Design store, its elegantly styled exterior dominated by simplistic black décor and the trademark ‘pd’ logo.

Stepping out from the bustling street and into the quiet, lavishly-presented store makes for a welcome reprieve. Spread over four floors (with a VIP room up top), the vast array of products on display are impressive both in their design as well as their presentation. Despite the pan appeal of the P’8478 sunglasses, Porsche Design is no one-trick pony.

Clothing, shoes, writing tools, luggage and, of course, timepieces dominate the store, with men’s and women’s products noticeable throughout each collection. Sure, rather more outlandish products such as gold sunglasses may appeal to those with truly eccentric taste, but for the Porsche 911 owner there are indeed many synergies between products on sale here and the sports cars we all love to drive so much. Carbon fibre writing tools are a personal favourite, while lightweight, easy-breathing polo shirts undoubtedly fuse a motorsport-derived efficiency with cutting-edge fashion. ➔



The first commission for Porsche Design was from Porsche AG for its iconic timepieces. Porsche AG committed to buying 20 watches per year as gifts to honour the long-standing service of its employees



“Porsche Design has realigned its strategy and now seeks to fuse together Butzi’s two most famous creations”

We’re soon greeted by Sophie Charbonneau, UK country manager for Porsche Design, who sheds some light on Porsche Design’s focus towards the Zuffenhausen-oriented driver: “There are many interactions between a Porsche sports car and a Porsche Design product. Both exert an unwavering attention to detail in their design and are of the highest build quality,” she says.

Before long we’re shown to the Chronometer Collection of timepieces, where the link with automotive and racing in particular again becomes apparent. Porsche Design has long been associated with building quality timepieces, right from the early days with Butzi himself, and watches continue to rely on strong titanium elements while featuring matte black surfaces, considered hallmarks of the specific needs of a racing driver. The tachymeter hand is usually finished in red, keeping with the needle found sweeping around the tachometer of a modern-day Porsche. In keeping with true luxury and mechanical integrity, Porsche Design timepieces are also Swiss made.

“It’s important for us to form a bond with the Porsche 911 driver as he or she has the same

interests as us,” Charbonneau continues. “This is perhaps best epitomised by our timepieces, which carry many semblances with design details of the sports cars our customers drive. And, in the same instance, we love cars too, and relish meeting like-minded people with a passion for engineering integrity and flawless design.”

These are not hollow words either: Porsche Design has recently hosted an event here at Brompton Road with the Porsche Club of Great Britain, while readers lucky enough to win tickets to the 2015 Total 911 Awards will have noticed a ‘pd’ presence too.

Of course, where Porsche Design will prosper is in allowing fanatics to take their Porsche passion with them once they leave their vehicle, be it into the office or home. The greatest and most thrilling product to realise this to date is the 911 Soundbar. Converted from an original rear silencer and twin exhaust of the 991 GT3 – a 911 with perhaps the most distinctive shriek at a heady 9,000rpm – the 911 Soundbar is a 2.1 virtual surround system subwoofer, with 200-watt performance and Bluetooth radio technology. As audio for the home

Company profile

- **Founder:** Ferdinand Alexander Porsche
- **First opened:** 1972
- **UK Location:** 59 Brompton Road, Knightsbridge, Central London
- **Most expensive PD product:** “The P6910 Indicator at £197,500. Finished in 18ct rose gold with hand-made Swiss movement, just six are available worldwide”
- **Most popular product:** “Any of our timepieces! Our Chronometer Collection and 1919 Collection are the latest additions to our range”

Contact

- **Website:** www.porsche-design.com
- **Telephone:** (+44) 207 581 4442



goes, surely there’s none more thrilling than this. All too soon, our visit to the Porsche Design store on Brompton Road is over and we’re heading for home in our 911. Leaving the bright lights of the busy city behind us, we can’t help but embrace our infatuation with the company and its truly exquisite products. And that’s precisely the point.

No longer a high-end fashion company that otherwise has little in common with the sports car outfit sharing its name, Porsche Design carries forward the finesse and integrity associated with the Porsche 911 and rightfully instills those traits in all of its products. For the Porsche fanatic, it means sheer Porsche utopia is more than a reasonable possibility. Butzi, I’m sure, would be proud. **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: 138
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 2.34litre 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. External oil filler on right rear wing confused some.

Production numbers: 5,054 (including 1973)
Issue featured: 120
Engine capacity: 2,341cc
Compression ratio: 8.5:1
Maximum power: 190bhp @ 6,500rpm
Maximum torque: 211Nm @ 5,200rpm
0-62mph: 6.6sec
Top speed: 140mph
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/R15
Rear: 7x15 inch; 215/60/R15

★★★★★

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/R15
Rear: 8x15 inch; 215/60/R15

★★★★★

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 Cal 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: 8x16 inch; 225/50/VR16

★★★★★

911 SC 1978-83



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

Production numbers: 60,740
Issue featured: 127
Engine capacity: 2,994cc
Compression ratio: 8.5:1/8.6:1/9.8:1
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/R15
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-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



TO VIEW CALL: 07522 911 911

(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



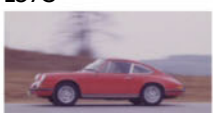
The 911S had the same upgrades as the 911E, including deletion of the external oil filler. It also adopted black trim around the front and rear lights and black front quarter grilles.

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/R15
Rear: 11x15 inch; 235/60/R15



(G, H, I, J series)

911 1974-77



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

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



(G, H, I, J series)

911S 1974-77



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

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



(G & H series)

911 Carrera 2.7 1974-76



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

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



SC RS 1984



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

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



930 3.3 1984-89



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

Production numbers: 11,135
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: 5.6sec
Top speed: 152mph
Length: 4.291mm
Width: 1.662mm
Weight: 1,210kg
Brakes:
Front: 286mm discs
Rear: 294mm discs
Wheels & tyres:
Front: 7x16 inch; 195/65/VR15
Rear: 8x15 inch; 215/60/VR15
(16 inches for '89)



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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: 309mm 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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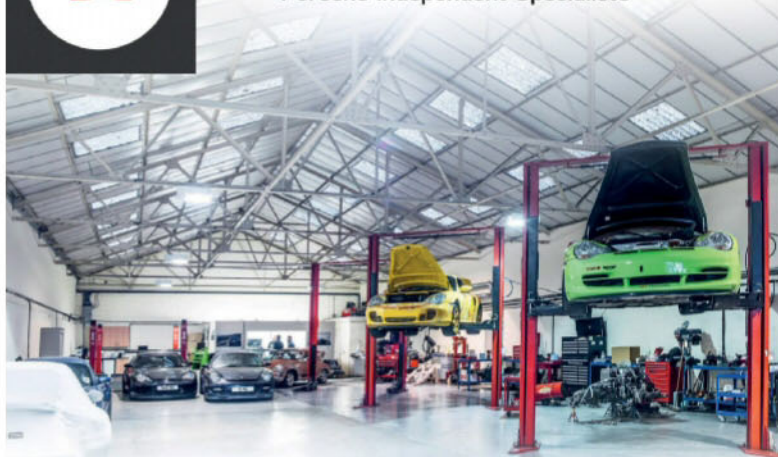
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930 LE 1989



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 upgraded and LSD standard.

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



964 Carrera 4 1989-93



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

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



964 C2 Speedster 1993-94



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

Production numbers: 936
Issue featured: 128
Engine capacity: 3,600cc
Compression ratio: 11.3:1
Maximum power: 250bhp @ 6,100rpm
Maximum torque: 310Nm @ 4,800rpm
0-62mph: 5.5sec
Top speed: 161mph
Length: 4,250mm
Width: 1,652mm
Weight: 1,340kg
Brakes:
Front: 320mm discs
Rear: 299mm discs
Wheels & tyres:
Front: 7x17 inch; 205/50/VR17
Rear: 9x17 inch; 255/40/VR17



964 Turbo 3.6 1993-94



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

Production numbers: 1,437
Issue featured: 120
Engine capacity: 3,600cc
Compression ratio: 7.5:1
Maximum power: 360bhp @ 5,500rpm
Maximum torque: 520Nm @ 4,200rpm
0-62mph: 4.8sec
Top speed: 174mph
Length: 4,250mm
Width: 1,775mm
Weight: 1,470kg
Brakes:
Front: 320mm discs
Rear: 299mm discs
Wheels & tyres:
Front: 8x18 inch; 225/40/VR18
Rear: 10x18 inch; 265/35/VR18



964 Anniversary 1993-94



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

Production numbers: 911
Issue featured: 112
Engine capacity: 3,600cc
Compression ratio: 11.3:1
Maximum power: 250bhp @ 6,100rpm
Maximum torque: 310Nm @ 4,800rpm
0-62mph: 5.7sec
Top speed: 162mph
Length: 4,250mm
Width: 1,775mm
Weight: 1,470kg
Brakes:
Front: 298mm discs
Rear: 299mm discs
Wheels & tyres:
Front: 7x17 inch; 205/50/VR17
Rear: 9x17 inch; 255/40/VR17



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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/VR18
Rear: 10x18 inch; 285/30/VR18



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993 Carrera S 1997-98



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

Production numbers: 3,714
Issue featured: 118
Engine capacity: 3,600cc
Compression ratio: 11.3:1
Maximum power: 285bhp @ 6,100rpm
Maximum torque: 340Nm @ 5,250rpm
0-62mph: 5.4sec
Top speed: 168mph
Length: 4,245mm
Width: 1,795mm
Weight: 1,450kg
Brakes:
Front: 322mm discs
Rear: 322mm discs
Wheels & tyres:
Front: 8x18 inch; 225/40/VR18
Rear: 10x18 inch; 285/30/VR18



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993 Turbo S 1998



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

Production numbers: 345
Issue featured: 115
Engine capacity: 3,600cc
Compression ratio: 8.0:1
Maximum power: 450bhp @ 5,750rpm
Maximum torque: 585Nm @ 4,500rpm
0-62mph: 4.1sec
Top speed: 186mph
Length: 4,245mm
Width: 1,795mm
Weight: 1,583kg
Brakes:
Front: 320mm discs
Rear: 322mm discs
Wheels & tyres:
Front: 8x18 inch; 225/40/VR18
Rear: 10x18 inch; 285/30/VR18



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:	7x16-inch; 205/55/ZR16
Rear:	8x16-inch; 255/55/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



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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 upgraded, 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:	7.5x17-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 upgraded 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:	5.6sec
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



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



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



993 Carrera RS 1995-96



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

Production numbers:	1,014
Issue featured:	119
Engine capacity:	3,746cc
Compression ratio:	11.5:1
Maximum power:	300bhp @ 6,000rpm
Maximum torque:	355Nm @ 5,400rpm
0-62mph:	5.0sec
Top speed:	172mph
Length:	4,245mm
Width:	1,735mm
Weight:	1,279kg
Brakes:	
Front:	322mm discs
Rear:	299mm discs
Wheels & tyres:	
Front:	18x18-inch; 225/40ZRI8
Rear:	18x10.1, 265/35ZRI8



993 GT2 1995-96



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

Production numbers:	173
Issue featured:	131
Engine capacity:	3,600cc
Compression ratio:	8.0:1
Maximum power:	430bhp @ 5,750rpm
Maximum torque:	540Nm @ 4,500rpm
0-62mph:	3.9sec
Top speed:	189mph
Length:	4,245mm
Width:	1,855mm
Weight:	1,290kg
Brakes:	
Front:	322mm discs; ==
Rear:	322mm discs
Wheels & tyres:	
Front:	9x18-inch; 235/40/ZR18
Rear:	11x18-inch; 285/35/ZR18



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996 Carrera 1998-2001



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

Production numbers:	56,733
Issue featured:	117
Engine capacity:	3,387cc
Compression ratio:	11.3:1
Maximum power:	300bhp @ 6,800rpm
Maximum torque:	350Nm @ 4,600rpm
0-62mph:	5.2sec
Top speed:	174mph
Length:	4,430mm
Width:	1,765mm
Weight:	1,320kg
Brakes:	
Front:	318mm discs
Rear:	299mm discs
Wheels & tyres:	
Front:	7x17-inch; 205/50/ZR17
Rear:	9x17-inch; 255/40/ZR17



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/ZR17
Rear:	9x17-inch; 255/40/ZR17



996 GT3 1998-2000



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

Production numbers:	1,858
Issue featured:	117
Engine capacity:	3,600cc
Compression ratio:	11.7:1
Maximum power:	360bhp @ 7,200rpm
Maximum torque:	370Nm @ 5,000rpm
0-62mph:	4.8sec
Top speed:	188mph
Length:	4,430mm
Width:	1,765mm
Weight:	1,350kg
Brakes:	
Front:	330mm discs
Rear:	300mm discs
Wheels & tyres:	
Front:	8x18-inch; 225/40/ZR18
Rear:	10x18-inch; 285/30/ZR18



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/ZR18
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/ZR18
Rear:	11x18-inch; 295/30/ZR18



996 GT2 2001-03



A lightweight, Turbo-bodied 996 with upgraded 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/ZR18
Rear:	12x18-inch; 315/30/ZR18



Sales debate:

How will the 991 R affect the GT3 RS 4.0 market?



With PDK gearboxes now mandatory in the latest GT-badged 911s, Porsche enthusiasts have had to turn to early variants to get their self-shifting thrills. This has had a knock-on effect on the market, with values of 997 GT cars rocketing. The undisputed king of this rise has been the 997 GT3 RS 4.0, marketed by many specialists as the last manual performance 911. However, then Porsche decided to launch the 991 R, so has the RS 4.0 had its day?

"Unless you would like to sell your RS 4.0 to me right now," jokes Paragon Sales Executive, Jason Shepherd, "I think that if you have one of these cars it may be best to sit tight for a little while." Shepherd doesn't see any major movements in the RS 4.0 market in the immediate future and nor does JZM's Sales Director, Russ Rosenthal, despite "the 991 R throwing a spanner into Porsche's PDK-only product planning."

So why are they both so sure that the GT3 RS 4.0 won't be affected by the latest (possibly greatest) manual Neunelfer? Shepherd puts it down to the number of people interested in the 911 market right now: "I believe that there are still enough wealthy people in the world to support the value of both cars," he explains. The Paragon man also identifies that both cars are "worlds apart", and both Shepherd and Rosenthal point out that the 997 GT3 RS 4.0 will still be seen as the last in a legendary line of RSs. As Rosenthal puts it, "an end-of-the-line moment that we will never see again, in a similar vein to how the low production 1974 3.0 RS was desirable in a different way to the 1973 Carrera 2.7 RS."

JZM's Sales Director also feels the premiums charged for GT3 RS 4.0s will be protected by the 991 R's own entry into the used market, with "prices for good, left-hand drive 4.0s some way below where we expect the 991 R to debut," according to Rosenthal. Where does he feel that price will sit then? "Our current best guess is around the £350,000 mark to start and then settling slightly over time." Shepherd is more cautious though, believing the R will hit the market "at £100,000 over list price." The Sales Executive at Paragon feels north of £200,000 will be the likely asking price "in the early days, assuming the numbers are as low in the UK as we are led to believe."

It looks, therefore, that if you're a GT3 RS 4.0 owner, you have nothing to fear from the 991 R. And, if you're lucky enough to be on the list for the latter too, you will have a garage home to two of the best 911s around (and two of the safest investment-wise, too).

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:	41,069
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

★★★★★

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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

★★★★★

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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

★★★★★

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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

★★★★★

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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

★★★★★

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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

★★★★★

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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, upgraded 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/ZR19
Rear:	11x19 inch; 305/30/ZR19



Gen2 997 GT3 RS 2009-12



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

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



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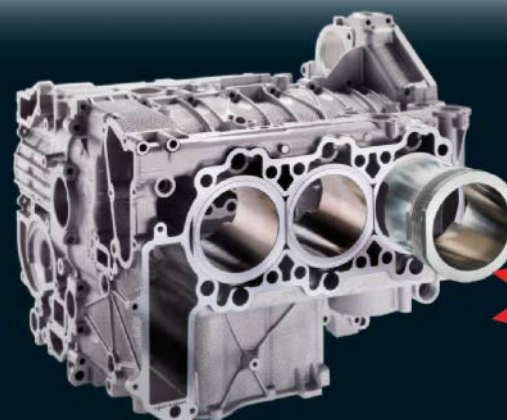
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997 Speedster 2010



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

Production numbers: 356
Issue featured: 128
Engine capacity: 3,800cc
Compression ratio: 12.5:1
Maximum power: 408hp @ 7,300rpm
Maximum torque: 420Nm @ 4,400-5,600rpm
0-62mph: 4.4sec
Top speed: 190mph
Length: 4,440mm
Width: 1,852mm
Weight: 1,540kg
Brakes: Front: 350mm discs
Rear: 350mm discs
Wheels & tyres: Front: 8.5x19 inch; 235/35/ZR19
Rear: 11x19 inch; 305/30/ZR19



997 Sport Classic 2010



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

Production numbers: 250
Issue featured: 57
Engine capacity: 3,800cc
Compression ratio: 12.5:1
Maximum power: 408hp @ 7,300rpm
Maximum torque: 420Nm @ 4,200-5,600rpm
0-62mph: 4.6sec
Top speed: 187mph
Length: 4,435mm
Width: 1,852mm
Weight: 1,425kg
Brakes: Front: 350mm discs
Rear: 350mm discs
Wheels & tyres: Front: 8.5x19 inch; 235/35/ZR19
Rear: 11x19 inch; 305/30/ZR19



997 GT3 RS 4.0 2010



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

Production numbers: 600
Issue featured: 125
Engine capacity: 3,996cc
Compression ratio: 12.6:1
Maximum power: 500hp @ 8,250rpm
Maximum torque: 460Nm @ 5,750rpm
0-62mph: 3.9sec
Top speed: 193mph
Length: 4,460mm
Width: 1,852mm
Weight: 1,360kg
Brakes: Front: 380mm discs
Rear: 380mm discs
Wheels & tyres: Front: 9x19 inch; 245/35/ZR19
Rear: 12x19 inch; 325/30/ZR19



991.1 Carrera S 2011-15



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 2012-15



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 2012-15



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



TO VIEW CALL: 07522 911 911

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: 9.5x20 inch; 265/35/ZR20
Rear: 12.5x21 inch; 325/30/ZR21



N/A 991.2 Carrera 2015-



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

Production numbers: Currently in production
Issue featured: 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 callipers.

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



TO VIEW CALL: 07522 911 911

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



TO VIEW CALL: 07522 911 911

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**
2011-15

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**
2013-15

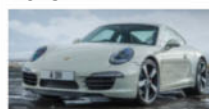
The new Turbo marks the introduction of rear axle steering, plus PDK-only transmission to forced induction 991 models. Rear fenders 28mm wider than C4.

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

**991 Turbo S**
2013-15

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

991 R
2016-

991 GT3 RS engine mated to specially-revised six-speed manual gearbox. Features Carrera Cabriolet active rear wing with diffuser aiding downforce. Lightweight flywheel optional.

Production numbers:	991
Issue featured:	138
Engine capacity:	3.996cc
Compression ratio:	12.9:1
Maximum power:	500hp @ 8,250rpm
Maximum torque:	460Nm @ 6,250rpm
0-62mph:	3.8sec
Top speed:	201mph
Length:	4.532mm
Width:	1.852mm
Weight:	1.370kg
Brakes:	
Front:	410mm discs
Rear:	390mm discs
Wheels & tyres:	
Front:	9x20 inch; 245/35/ZR20
Rear:	12x20 inch; 305/30/ZR20



N/A

991.2 GT3
2016-

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19" Carrera Classic Wheels • 36,012 miles • 2005 (05)
£29,995



911 Carrera 2 S (997)

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£27,995



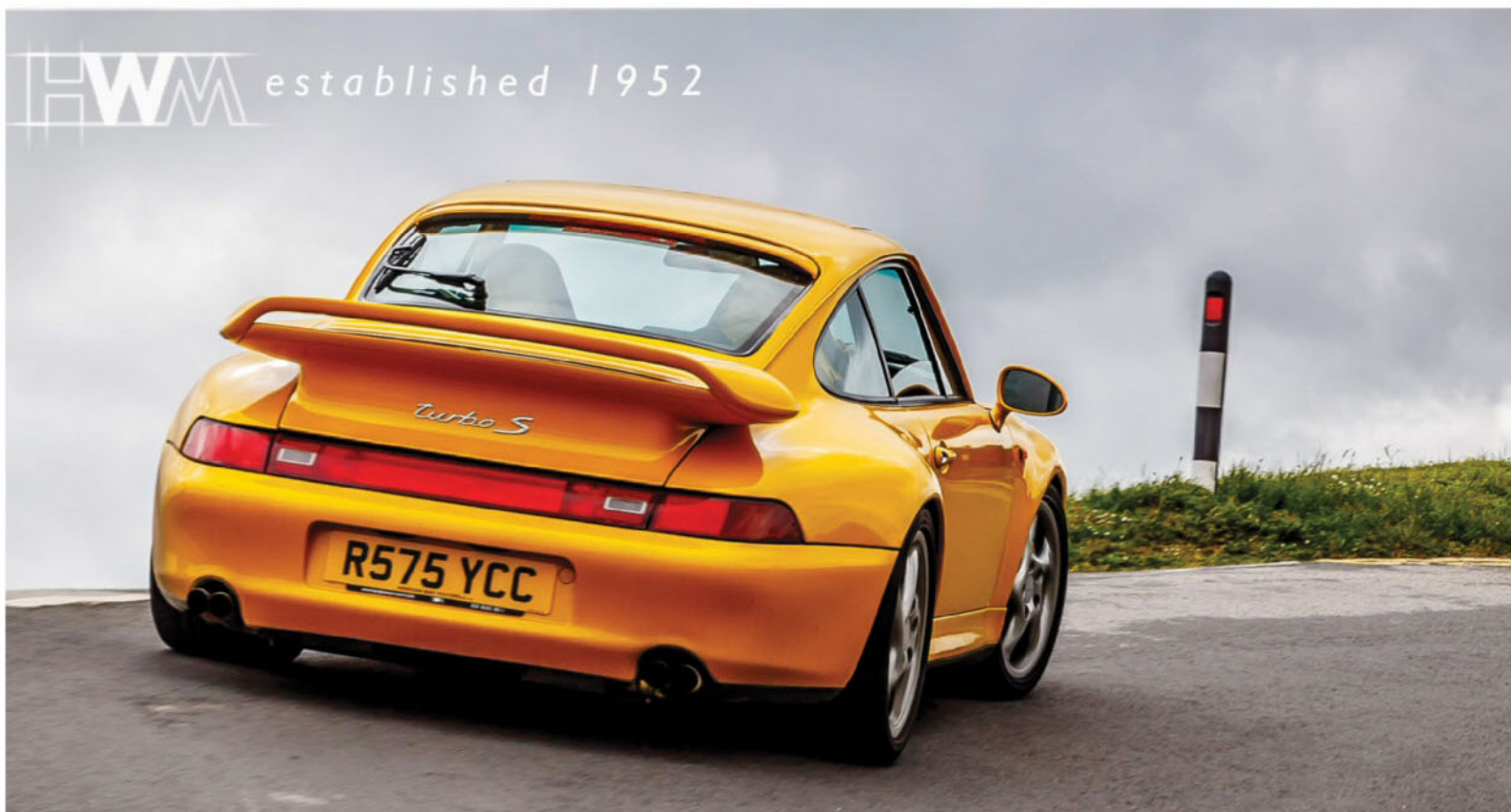
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Basalt Black with Black Leather, Sat Nav,
51k miles.....**£44,000**



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Silver with Black Leather, Sat Nav,
33k miles.....**£40,000**



997 "C2" Gen 2 3.6 PDK (2008 - 58)
Midnight Blue with Ocean Blue Leather,
Sat Nav, 28k miles.....**£40,000**



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Basalt Black with Black Leather, Sat Nav,
46k miles.....**£38,000**



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Meteor Grey with Black Leather, Sat Nav,
53k miles.....**£37,000**



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49k miles.....**£36,000**



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Meteor Grey with Black Leather, Sat Nav,
41k miles.....**£36,000**



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Basalt Black with Black Leather, Sat Nav,
36k miles.....**£35,000**



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31k miles.....**£35,000**



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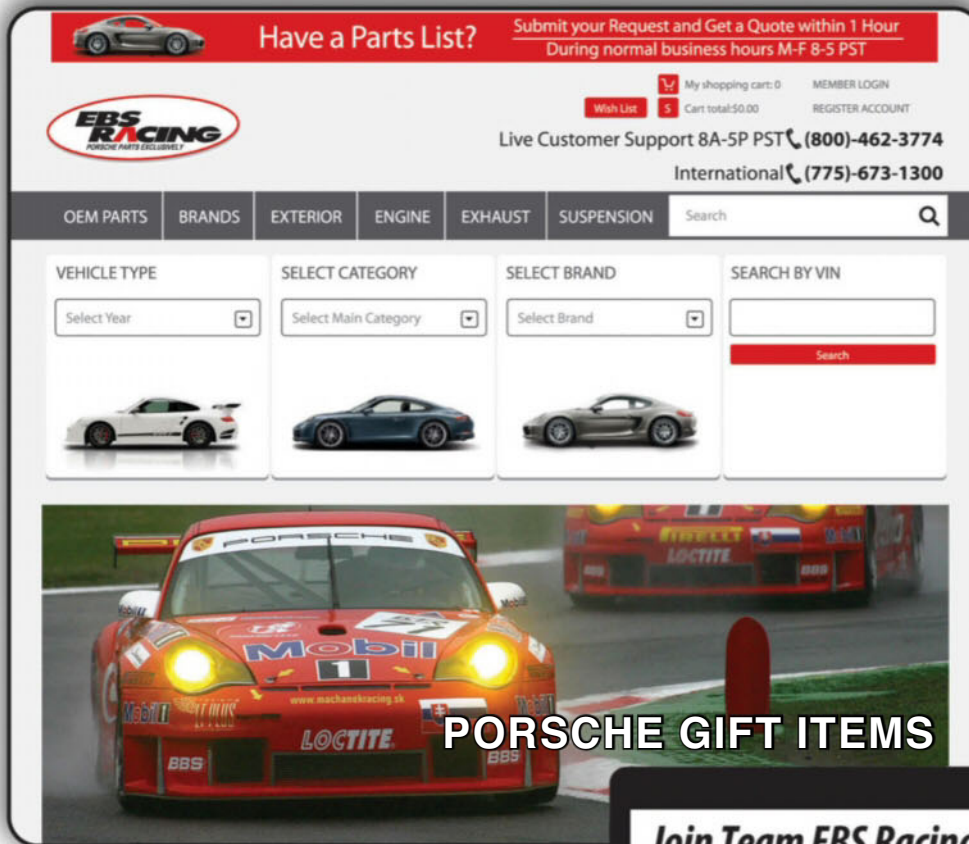
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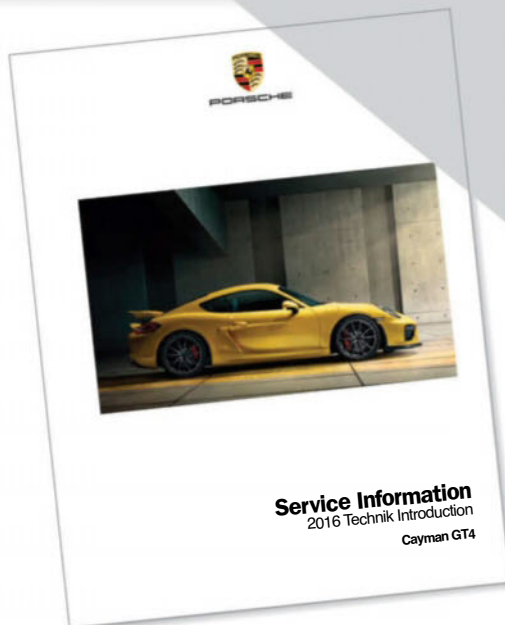
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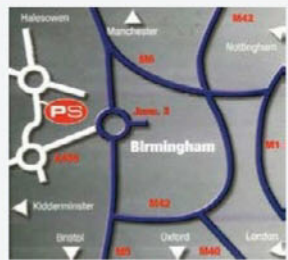
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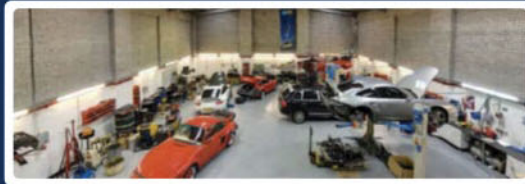
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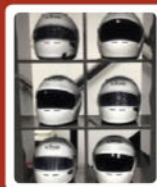
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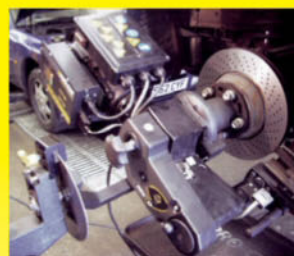
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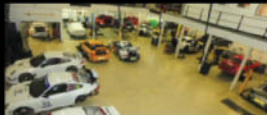
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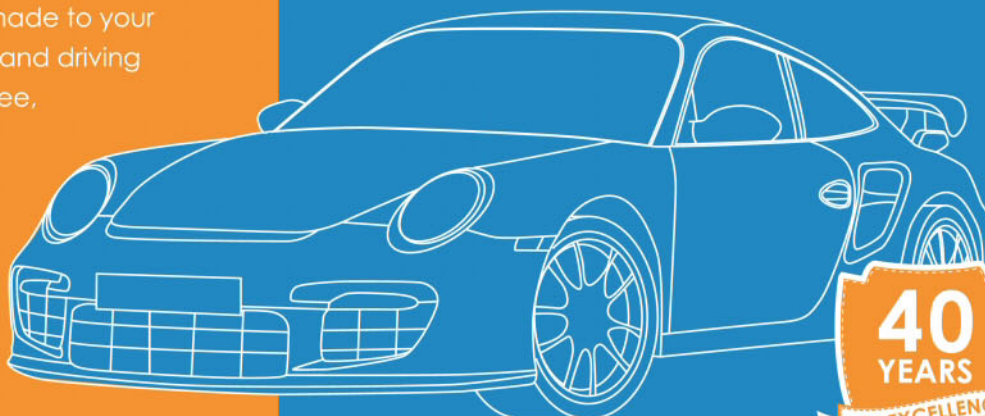
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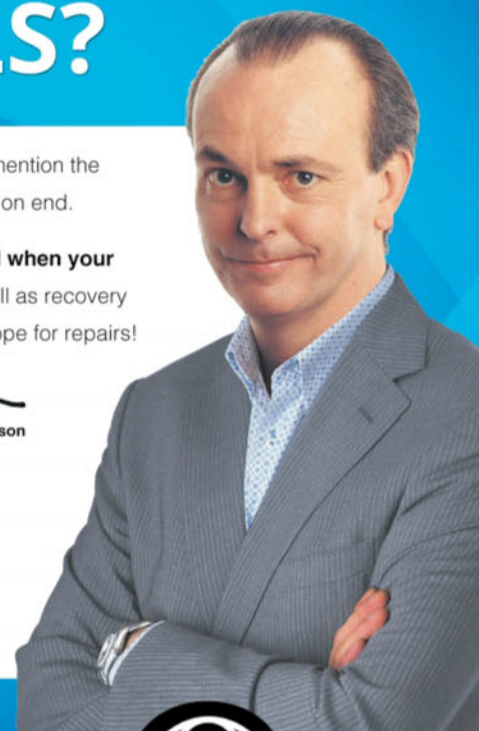
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Written & Photographed by **Tony McGuinness**

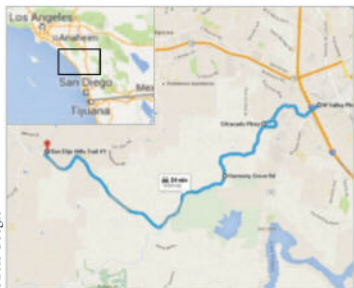
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Essential info

LOCATION: San Elijo Hills, San Marcos, California

COORDINATES: 33°04'23.6"N 117°09'53.6"W



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TOTAL LENGTH OF DRIVE: 9 miles

POINTS OF INTEREST:

Elfin Forest Recreational Reserve, www.olivenhain.com/elfin-forest-recreational-reserve

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Such are the number and quality of roads on offer in San Diego, it's easy to wonder if the Great Roads in the county were designed for 911s. Porsche owners are spoilt for choice. Deciding which one to drive depends on your mood; are you up for a challenge or a leisurely meander?

This lightly travelled, nine-mile road fits both bills and is hidden in the rolling hills east of the Pacific Ocean. It has 40 curves of varying difficulty and includes many crests and blind dips, sure to bring a smile to your face. The journey begins heading north from San Diego on the 15 Freeway. Exit West Valley Parkway, turn left and continue on the road for two miles. You may think this is the Great Road to Del Dios Highway (issue 123) but while it's the same exit, the roads could not be more different.

Moving through the city of Escondido, turn right onto Citracado Parkway. Be patient – the drab scenery only lasts for a short time. Continue until you come to Harmony Grove Village and turn left. Pressing on, make another left onto Harmony Grove Road.

The road quickly begins to bob and weave. For the most part, it is ultra smooth. But take caution as the El Niño weather phenomenon has contributed to hillside erosion and rains often leave mud and debris on tight turns. The shear nature of this drive will no doubt test your driving skills.

Speed limits vary from 25mph to 50mph and can change quickly. San Diego County Sheriff officers are known to strategically stop along the road – they'll certainly see you before you see them. Midway through this expedition, the road is lined with huge

eucalyptus trees providing a canopy of sorts. And, while they are beautiful, the plants encroach upon the road, making some sections of the route very narrow. This will require your full attention.

Exiting this lush landscape, you approach Elfin Forest Recreational Reserve and its 11 miles of hiking, biking, and equestrian trails. Here, the Tarmac name changes to Elfin Forest Road. The final miles contain fewer twists but no less fun; the road rises and dips along sensational straights where you can really push your 911. Winding down your speed, your trek on Elfin Forest Road ends at San Elijo Hills Road in San Marcos. Epoch Kitchen and Bar is located nearby; the perfect place to reflect on the magnificent road you have just driven, and to decide on the next Great Road you and your 911 will tackle. Are you up for a challenge? **911**



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