



**TURBO'D GT3!** ON THE LIMIT IN GEMBALLA'S CRAZY 996.1

# Total 911

THE **PORSCHE** MAGAZINE

**993 RS V 964 RS**

Which of these luftkegült legends is the ultimate retro Rennsport?



[www.total911.com](http://www.total911.com)

**G-SERIES 2.7**

Ultimate buyer's guide to the first entry-level impact bumper 911



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# 20 OF THE BEST COLLECTOR'S 911s

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The Porsches you need to invest in for 2016

**105 911s  
RATED  
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ISSUE 140

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# Welcome



**W**elcome to your best collector's 911s of 2016! This is the second instalment of our annual look at which Porsche models are worth investing in, though of course, the market now is very different to last year. 2015 was the year of a great boom in values almost across the board for the iconic 911, but the next 12 months will be dominated by stability.

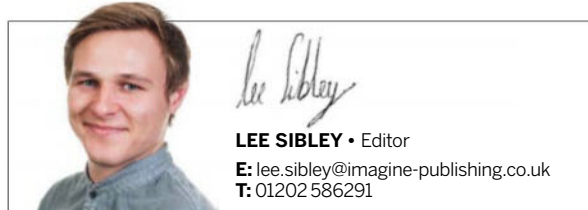
That is not to suggest the good times are about to end. Far from it. I've always said the increase in prices of used Porsches is no fad, more a clear sign that the general public has at last realised the Porsche 911's true value as the most idolised sports car of all time.

Moreover, many specialists I've spoken with in recent months are actually relieved Porsche values are 'having a breather' so to speak, as it brings some sort of equilibrium to the marketplace. This is good news for the enthusiast looking to buy, and actually more cars are likely to be available: there

had previously been no point in a dealer trying to bring to market a 993 RS, for example, when prices could move on by £10,000 in just a week – they would be undercutting themselves! So, as you'll find out beginning on page 22, there are still plenty of sensible areas to put your money.

Switching to in-house matters at **Total 911**, I'm delighted to inform you that the magazine's paper quality has increased as of this very issue. My team and I work tirelessly to produce the very best Porsche publication anywhere in the global marketplace and, while digital editions are important to us, we strongly believe that the feel of our print edition is as important as the glorious pictures and in-depth journalism making up its content. As many publications on the newsstand go the other way to try and cut costs, we are extremely satisfied to be able to reward you with a product that promises only to get better and better. This does entail a small increase on the cover price but I hope you'll agree the improvements are absolutely worth it.

**“The increase in prices of used Porsches is no fad”**



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# Shot

## 911 Opening

Started in 2014, the now annual Luftgekühlt gathering in California – organised by Howie Idelson and Porsche factory race driver, Patrick Long – has gone from strength to strength. Luftgekühlt 3 recently took place at Modernica's Los Angeles furniture factory and was the largest event yet for the cult of air-cooled Porsche enthusiasts.

Photograph by **Deus Ex Machina**





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# 20<sup>OF THE</sup> BEST COLLECTOR'S 911S

Total 911 presents the best value Porsches  
for your money right now





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# Update

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



## Development 991 GT2 RS spotted

*Total 911 spy shots confirm a new turbocharged Rennsport is in testing, expected for 2017 release*

**Total 911's** spies have uncovered the most palpable rendition yet of a 991 GT2 RS in testing. The new turbocharged Rennsport – considered the ultimate of the GT2 line of 911 long-dubbed the 'widowmaker', in homage to the model's historically hefty power and lively driving experience – is expected to be revealed in early 2017.

The test mule in our photos, exclusive to the newsstand, gives the clearest indication yet that Porsche are indeed developing a GT2 RS, rumours of which were first intercepted by **Total 911** in issue 139. Though at face value the car in question looks like a 991 GT3 RS with minor tweaks, there are several clues that point to this being a boosted Rennsport.

From the front, three prominent, larger air vents over the naturally aspirated RS feature. The layout of two much deeper, square-shaped vents sitting either

side of a large centre grille is identical in design to the previous 997 GT2 RS (bottom right).

Meanwhile, at the rear, you can see more pronounced exit vents at either edge of the car's rear bumper in a move that looks to emulate those found at the back of new turbocharged Carreras. A large rear diffuser is also noticeable beneath Porsche's test car, an aerodynamic component deployed to help mitigate the obvious increase in torque that the GT3 RS-oriented body will have to deal with. A change in decklid design over the naturally aspirated 991 Rennsport is also a point of interest.

As of yet, there's no information relating to engine and transmission configurations, though the more hardcore enthusiasts will be hoping the 991 can emulate its 997 brethren, with a six-speed manual gearbox attached to a flat six engine outputting more

than 720hp. For the very latest spy pictures and information on Porsche's soon-to-be-released sports cars, visit **Total911.com** or follow us on social media.



### One-of-a-kind 901 Cabriolet prototype comes to market

A prototype Porsche 901 Cabriolet, credited with giving rise to the now-iconic 911 Targa, has been put up for sale. As we revealed in our cover feature of this coveted one-off in our special issue 130, celebrating ten years of **Total 911** magazine, the prototype was originally given to Manfred Freisinger by the factory between 1966-67, with the Zuffenhausen relic residing Stateside until 2014.

Parties interested in this time-warped 1964 car, which is POA, should contact



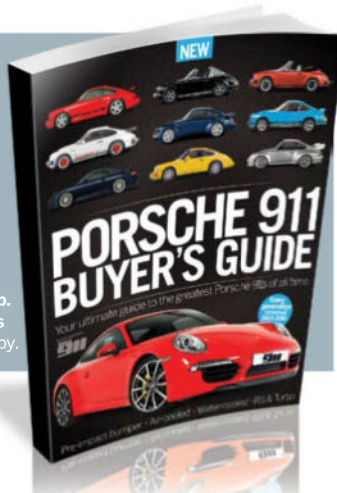
**Total 911** magazine to be put in touch with the UK-based seller.

### Porsche 911 Buyer's Guide released

Your complete bible of information for making your next Porsche purchase has arrived. *Porsche 911 Buyer's Guide*, from the makers of **Total 911**, offers complete specs, insider knowledge and tips on what to look for from a variety of price points.

The coffee-table bookazine covers every generation of Porsche's darling 911,

from the early short-wheelbase 911s right up to the current 991 generation. Just 50 copies of this limited edition bookazine remain, so head over to **www.Imagineshop.co.uk/bookazines** to reserve your copy.







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## What's on in 2016

- Anglesey trackday & Porsches on the Prom  
**20-22 May**  
PCGB host a weekend of eclectic 'show & go' events in north Wales
- Porsche tour of Burgundy  
**25-29 May**  
This five-day official Porsche tour takes in the windy roads of France's wine region
- The Dreamcar Event  
**12 June**  
£50million of supercars will be attending Croft Circuit to raise money for the NSPCC
- Le Mans @ Zuffenhausen  
**18-19 June**  
The Porsche Museum will remain open for the entire duration of the Le Mans 24-Hours race
- Goodwood Festival of Speed  
**23-26 June**  
'Full Throttle – The Endless Pursuit of Power' is the theme for 2016's famous motoring festival

# Patrick Long hails Luftgekühlt 3 a success

*Works driver's alternative Porsche gathering quickly gaining popularity across America*

April 2016 witnessed the third instalment of the Luftgekühlt Porsche meet in a parking lot in Modernica, California, offering a unique gathering of air-cooled flat sixes arguably not seen anywhere else in the world.

Organised by Porsche enthusiast and works driver, Patrick Long, with long-time friend and creative director, Howie Idelson, Luftgekühlt has for the past three years delivered a

Porsche event with a more relaxed feel to it, where corporate and commercial deviances go firmly out the window in favour of the true stars of the show – air-cooled 911s. This stripped back, simple gathering of classic cars returned to Los Angeles' Modernica, with more than 400 air-cooled Porsches in attendance.

As well as having a breathtaking array of air-cooled Porsches on display, the event boasted

good food and live music throughout the day, while RM Sotheby's hosted a charity auction of a safari-oriented, impact-bumper 911, raising more than \$275,000 in the process for the Autumn Leaves Project, a pancreatic cancer charity. Our collection of pictures tells the true story of an event deemed as refreshing as it was successful, with Long hinting plans for Luftgekühlt 4 are already gathering pace.



## RPM release 996/997 CSR lower arms

*Fully serviceable arms built in collaboration with Eibach*

RPM Technik, home of the revered CSR range of water-cooled 911 tuning, has released first details of its new lower control arms for all 996 and 997 generations. Developed with esteemed chassis experts Eibach, the CSR front lower arms offer a broad range of lateral geometry adjustment and have replaceable ball joints, making them a worthwhile economical enhancement for 996 and 997 owners.

"We replace a large number of lower arms, particularly on 996 Carreras. This can be an expensive service item and we have designed it so individual parts of our arm can be replaced, a huge cost saving compared to replacing the whole arm as you do with the Porsche original part," says RPM's Technical Director, Ollie Preston. The new lower arms retail from £445 plus VAT and are available exclusively through RPM Technik.



## Porsche opens new Digital Mobility centre

*Silicon Valley maverick hired to 'implement innovative technologies'*

Zuffenhausen has seemingly ramped up its push towards greater digitisation and connectivity of its vehicles with the appointment of Thilo Koslowski. Assuming a role in the new area of 'Digital Mobility' at Porsche AG, Koslowski – hired from leading technology research and advisory company Gartner Inc – will report directly to Oliver Blume, the Chairman of the Executive Board.

The news is of particular interest amid a backdrop of Porsche promising to produce a fully electric sports car

by 2020, with the much-publicised Mission E concept, revealed at the 2015 Frankfurt Motor Show, spearheading the company's marketing strategy.

"We are proud to have recruited an established expert in the area of Digital Mobility and new business models in the person of Thilo Koslowski," says Porsche CEO Oliver Blume. "Digital innovations are one key element in our strategic focus. We are striving to link our traditional sports car DNA with the technologies of the future in a way unique to Porsche."



# Update

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



## 1972 2.5 S/T restoration revealed

*Porsche Classic unveil stunning restoration of 2.5-litre 911 S/T successfully raced in period*

Porsche Classic, responsible for the maintenance and care of historic 911s more than ten years old, has revealed a 2.5-litre 911 S/T it has comprehensively restored from the factory at Zuffenhausen. The resplendent 2.5 S/T was completed in time for Porsche Classic's display at the Techno Classica in Essen, Germany, bringing to a close a mammoth two-and-a-half-year rebuild of this iconic race car.

The S/T pictured was manufactured in January 1972 for Michael Keyser's Toad Hall

Racing team, which was entered in the 1972 12 Hours of Sebring to be driven by Keyser himself and Jürgen Barth. The pair did not finish due to engine trouble, but the S/T gave a good account of itself and so it was shipped back to Europe where it competed in the Targa Florio and the Nürburgring 1,000km in 1972,

finishing well in both events. The car was later entered in the 1972 24 Hours of Le Mans under the name of Louis Mezanarie, and the same pairing of Keyser and Barth were joined by Frenchman Sylvain Garant. This time the 911 won its class, finishing thirteenth overall, after which it was returned to the United States.

to a G-Series road-going model, even featuring the requisite impact bumpers.

The current owner of the car contacted Porsche Classic in 2013 with the aim of restoring the 2.5 S/T, and discussions commenced in October of that year as to what work would be carried out. In such a case,

the first assessment serves only as an estimation as once the body has been through the acid bath, further areas requiring attention are usually revealed. At that stage, the company would need to revise the original estimate. The process of dipping the entire body took just a couple of days, this part of the project being the only task not done in-house.

The restoration process was then broken down broadly into six main categories of work: body rebuilding, paintwork, electrics, chassis, interior and assembly, and parts overhauling. Each area of work required the attention of technicians, craftsmen and skilled workers who specialised only in their

**“A lot of the car’s specialised parts no longer existed, so many had to be fabricated individually by hand”**

The S/T then went through the hands of several owners and ended up forlorn and forgotten close to a children’s playground. Here it became badly damaged, especially as the children used to play on it by jumping on the roof. At some stage during the car’s life in America it had even been converted





**Porsche Classic expertly restored this 2.5 S/T back to its exact original specification from 1972. This included a multitude of NOS and new fabricated parts to return it to its former glory**



particular skilled area. These included one body panel manufacturer and one bodywork master; two painters and one master car varnisher; one car electrician; two chassis mechanics; one upholsterer; and two mechanics who specialise in 911 F-models for assembly and parts overhauling. The total restoration process took two and a half years to complete and around 2,160 hours of labour.

As was typical for a manufacturer such as Porsche at the time, when a short production run was authorised, some records were not kept adequately as the sole emphasis was on getting the car to the racetrack. Specialised components such as lightweight aluminium rear lids and a special wiring harness were ordered here and in some cases the

suppliers no longer existed. Because of this, there were a lot of individual modifications made in period and only a 'rough' documentation was ever kept of these special modifications.

For the restoration, however, the availability of these special parts was scarce to nonexistent, and many parts had to be fabricated individually by hand. Other components included a special fuel system with bespoke fuel pumps, an individual engine oil cooling system with individual fixing points and connections, and a double ignition system again with individual fixing points and connections.

At the time the 2.5-litre engine would have been delivered to the Racing Department from the Testing Department, as each engine would have been individually prepared and tested. Handwritten on the build sheet for this car was the requirement that it was to be fitted with a Type 915 five-speed gearbox, which offered a 22.5 per cent higher torque rating than the Type 911 production gearbox. As the 2.5 S/T body was drawn from the series production line, Porsche Classic was able to establish the final build number to be just 24 cars as this, together with other evidence, corresponds with the number of 2.5-litre engines prepared by the Testing Department.

In the case of these cars, the engine and gearbox were often restored by an external specialist as in some cases the customer would give Porsche Classic a body to restore, or sometimes just the engine or

gearbox. In this particular case though, there was no engine with the car, as it was not unusual for cars and their engines to be sold separately after a racing season was over. Because of this it is unlikely that race cars will be reunited with their original engines.

Being a limited run of just 24 cars, each car was finished to the original customer's requirements, so no two cars were exactly alike. This car was prepared to Michael Keyser's exact orders and as it was going to be used in endurance races, it was fitted with a 100-litre fuel tank and fuel filler, located in the centre of the front luggage compartment lid, prior to its first race. The car was finished in *Hellgelb*, code 117.



## BUILD BREAKDOWN

The 2.5-litre 911 S/T restoration project took two and a half years to complete and about 2,160 working hours of various specialists, technicians, craftsmen and skilled workers. The restoration working hours were broken down as follows:

• Paint removal and body rebuilding	1,300 hrs
• Concours	175 hrs
• Electrics	100 hrs
• Chassis	240 hrs
• Interior	145 hrs
• Parts overhaul and assembly	200 hrs



# Motorsport

THE LATEST NEWS AND RESULTS FROM RACING SERIES AROUND THE GLOBE



## Pilet and Tandy triumph at USCC Long Beach Grand Prix

*Porsche North America Racing gives updated 911 RSR first victory of 2016*

After two near misses in the opening rounds of the 2016 WeatherTech United SportsCar Championship, Porsche North America Racing finally gave the updated 911 RSR its first victory of the year, as Patrick Pilet and Nick Tandy triumphed on the streets of Los Angeles in the Long Beach Grand Prix. After bad luck stymied their own challenge at Daytona and Sebring, round three of this year's USCC finally saw the Anglo-French duo's luck change (albeit at the expense of their factory stablemates).

At just 100 minutes long, the Long Beach Grand Prix was the shortest race of the 2016 USCC calendar and the only street race facing the GTLM class this year. With this in mind, Porsche went into qualifying with a new, aggressive setup, allowing Earl Bamber in the no. 912 RSR to line up second, a mere 0.003 seconds away from pole. Pilet was just behind the Kiwi in third as the two 911s showed the sort of form that allowed Tandy to take pole position for the 24 Hours of Daytona back in January.

The factory Porsches weren't away from the top of the timing screens in the race for long either as Bamber quickly assumed the lead from the pole-

sitting BMW M6. Behind, Pilet followed the sister car through to place the no. 911 machine in second around the 1.97-mile Californian street course. The Porsche 911 RSR duo ran line astern until their only pit stops at the one-hour mark when Bamber handed over to Frédéric Makowiecki and Tandy took over in the no. 911. However, in an incredible coincidence, both 911s were hit with pit lane speeding penalties, allowing the no. 4 Corvette C7.R to take the lead.

Luckily for PNAR, the two 911 RSRs continued to enjoy strong pace after serving their respective penalties and, along with a safety car period, Makowiecki and Tandy were back up to second and third as the race entered its final stages. After a late race restart, the Frenchman was able to put the Corvette under extreme pressure until the no. 912 Porsche locked its brakes with just a few laps to go, knocking the Chevrolet into a spin and damaging the 911 RSR's front end. This allowed Tandy to take advantage, sweeping into a lead he would hold to the finishing flag, giving PNAR their first win of the year and vaulting the British racer and Pilet into fourth position in the drivers' standings after their tough start to the 2016 season.



## Cammish controls Carrera Cup GB for Silverstone win

*Reigning champion doubles up in FIA WEC support races to extend lead in the title race*

A regular headline last year, reigning champion Daniel Cammish once again dominated Carrera Cup GB proceedings in the second meeting of 2016, taking another double victory at Silverstone in support of the FIA World Endurance Championship's opening round.

The Redline Racing ace was gifted pole position by dint of his championship position after qualifying was abandoned due to increasingly heavy snowfall. However, the Leeds-based racer proved masterful in race one, starting on slick tyres around a damp Silverstone Grand Prix circuit and pulling out a three-second lead after the first lap.

Behind, Dino Zamparelli (who inherited race victory last time out at Brands Hatch after Cammish was penalised for a track limits offence in round one) fought back and passed the fast starting 2016/17 Porsche scholar, Charlie Eastwood, to take second but could do nothing to stop the reigning champion winning by a margin of six seconds.

Race two – held in dry but cold conditions – was a closer affair for Cammish as a late race charge by GT Marque's Zamparelli (who is quickly marking himself out as Cammish's main rival this year) saw the Bristol-based driver close to within 0.6 seconds at the chequered flag. Despite this, Cammish seemed comfortable as he secured his first double victory of 2016 to extend his championship lead to four points after the first four races of the year. Eastwood, quickly adapting to the 991 GT3 Cup car, finished the weekend with two third-place finishes.

### Motor racing in May/June 2016

May	June
24 Hours of Nürburgring 26-29 May	Official Le Mans Test Day 5 June
British GT Championship Oulton Park 28-30 May	24 Hours of Le Mans 15-19 June
	Blancpain Endurance Paul Ricard 24-25 June



# MAXTED - PAGE

FINE HISTORIC PORSCHE



## Brun Motorsport / Repsol 1990 Porsche 962C | Chassis #962-163

We are delighted to offer this genuine factory-built Porsche 962 which was supplied new to Brun Motorsport for the 1990 World Championship and liveried in the famous Repsol sponsorship. Chassis 962-163 was built by Porsche in July 1990, being one of the final 962s constructed at the factory with carbon tub and fully water-cooled 3.0 litre Turbo engine with Bosch MP 1.78 ignition and fuel system.

Raced only twice, its debut at Montreal in 1990 resulted in retirement after just 22 laps, chassis 163 then completed a further 56 race laps in Mexico, before a broken drive-shaft forced retirement at this, the final round of the World Sportscar Championship. As such and having been in storage ever since, the present condition of this car is similar to that of an ultra low-mileage road car and is "Possibly the lowest mileage and most original 962 in existence" - to quote from the book of John Starkey & Ian Briggs - The Golden Era - The History of Group C and IMSA GTP.

An outstanding, factory-built Porsche 962 with excellent provenance and outstanding investment-grade potential. This car is waiting to be prepared as a highly competitive entry for the new Peter Auto / Group C Racing series and future historic Le Mans races.



## 1995 Porsche 993 Carrera RS | 1 of 49 UK RHD | 57,000 miles | Full Porsche History

An immaculate, three-owner, UK RHD example supplied new via AFN Limited in June 1995 finished in Midnight Blue metallic and equipped with factory-fitted options: Air Conditioning, Heavy Duty Battery and Tinted Front Windscreen. This exceptional example has an outstanding, Official Porsche Centre service-history, which is fully documented and also stamped in the original service booklet. In the hands of the last owner for fourteen years, the car has been fastidiously looked after and not used on the track. Complete with all original books, tools and keys, this car really has been maintained and kept to the highest standard.

A total of just 1,014 cars were produced, of which only 49 were delivered to the UK in right hand drive specification.

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# Dr. Frank-Steffen Walliser

THE PORSCHE MOTORSPORT BOSS TAKES THIS MONTH'S GUEST COLUMNIST SLOT



## 911: the backbone of Porsche motorsport

*The head of Porsche GT racing discusses the 2016 WEC, 2017 RSR and a factory Le Mans team*



In terms of the 911, preparing for a weekend of motorsport in the WEC changes depending on whether we are providing customer support, as we were for the first race of 2016

with Proton, or if we are running a full factory effort as we will do this year at Le Mans.

It works like this: when the calendar is announced in January, we can see what will work with each driver and, if there are date clashes, we can allocate an additional driver for a car. The tyre allocation is also done early on as that is a decision we stick with for the whole year. Once these major decisions are in place, preparation can start on sourcing any spare parts we need and setting up the cars at the factory. Typically, preparations begin two or three weeks before the race, when the trucks are prepared and then depart for the track. This is then followed by three or four intense days setting up the pits and getting the spare parts ready, but this takes a bit longer at Le Mans because it is a 24-hour race and we have many more spare car parts to consider! Normally, I try to be at the track for qualifying at the latest, but I can – in any event – see all of the reports on my phone and tablet.

The 911 is the backbone of Porsche Motorsport because we have been racing this car for more than

50 years. We have just released the new 991 GT3 R and we are working on the Cup car next, as it is the most important race car for us, just in terms of the sheer number of cars we sell (in each generation we make more than 1,000 race cars that compete worldwide). So for the future, the 911 will always be at the centre of our thinking and we will keep the car young and keep it racing.

While 2016 is a bridging year for us in the WEC GTE Pro class, we are, of course, running with a full factory effort in the United States. Yes, we secured the WEC GTE Manufacturers' title for the first time in 2015, but our new car simply was not ready for the 2016 season. When I took over in October 2014, the number one question was: 'What will be the next generation of the RSR?' The time that we had in which to finish this race car programme was just not enough because its introduction had to coincide with the first race of the season at Daytona, which we couldn't do this year.

Despite this, we have a lot of experience in making GT cars and our team is very professional, so I am really happy with the progress of the new RSR. While the current RSR is homologated on the Carrera 4, the new car will be based on a GT3, but in regards to the engine, I can't comment at the moment. The 2016 RSR still uses the old flat-six Mezger engine, but

as direct injection was not fitted on this car, it should be logical what we will have on next year's racer. We will release the first official information by the end of the year, which could be on our annual Night of Champions – this is normally a good date to expect news from Porsche Motorsport.

As for the decision to run only two Porsche LMP1 cars at Le Mans, this was taken by the Volkswagen Group themselves – Audi faced the same outcome. Although it was difficult to have to tell Nick Tandy he could not defend his LMP1 title in 2016, I was able to remind him he can become a Le Mans winner this year in the GT category. Looking back, you could say that he had a once-in-a-lifetime chance to win in the LMP1 class and he took it.

Le Mans is the most important race of the year and we have some unfinished business in the GTE class from last year, and so I want to close this gap. Although we are not competing for the whole season with a factory team, we decided to support the RSR Proton GTE Pro car in 2016 (above main), which will give Richard Lietz a chance to defend his title and so he is racing together with Michael (Christensen) for the full season. We are committed to racing at Le Mans and we also have a lot of fans there, so we certainly don't want to disappoint them. We truly cannot wait for the race already.



# Lifestyle

**TOTAL 911 PRESENTS A COLLECTION OF ROAD TRIP ESSENTIALS, PERFECT FOR ANY TOURING TRIP AWAY THIS SUMMER**

## Porsche sports bag

£130

**1** If you're planning a slightly extended summer road trip, this holdall from the Porsche Driver's Selection is sure to effortlessly carry all of your essentials. Measuring 72 x 33 x 30cm, the sports bag features a myriad of pockets and sections. There's even a ventilated compartment for housing your dirty laundry meaning your clean goods won't get soiled. [shop2.porsche.com/uk](http://shop2.porsche.com/uk)

## TomTom Start

From £99.99

**2** While TomTom's sat-navs offer great features (such as real-time traffic updates), sometimes the fun of a road trip is exploring on your own. But it's still useful to be guided to your overnight stop off, which is where the TomTom Start range comes in. Available with a four, five or six-inch screen, it is effortlessly easy to use, doing the basics very well indeed. [www.tomtom.com](http://www.tomtom.com)

## Porsche Martini Racing jacket

£150

**3** Some Martini Racing fare in Porsche's Driver's Selection can be a little try-hard. But this navy windbreaker breaks the mould with its single, subtle chest badge. The quilted material evokes the motorsport jackets of the 1970s while the windproof design is perfect for those blustery spring days out. Lightweight construction allows it to be folded away into any weekend bag. [shop2.porsche.com/uk](http://shop2.porsche.com/uk)



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# Ben Barker

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



## Testing times and team building lessons

*The build up to Ben's first Le Mans has not been easy, but he's taking plenty of positives from it*



It's fair to say that my FIA World Endurance Championship debut didn't go exactly to plan. As you may have seen on **Total911.com**, our Gulf Racing Porsche 911 RSR was taken out of the race after a collision

with one of the factory Porsche 919 Hybrids. There's been a lot of talk after the accident but it's just one of those things. That's racing. Unfortunately for me, the accident took place before I was able to jump behind the wheel in the race so, technically, I left Silverstone without making my competitive WEC debut. Fingers crossed though that by the time you read this we have had a fault-free run at Spa instead. We won't be changing our mindset though; we want to get a result on the board ahead of Le Mans next month and when you aim to just go slow and stay out of trouble, you often end up doing the exact opposite, tripping over other people's feet (and sometimes even your own, too).

Bizarrely, given the way it all ended, there were positives we could take from the opening weekend of the 2016 FIA WEC though. For one, we learned a lot about the setup of the car and have gained a lot of knowledge about the tyres' operating window. In the two free practice sessions on the Friday, we

finished well up the time sheets (including topping the GTE Am class and setting the fourth fastest GT time in FP2). We were especially competitive in the wet and Adam Carroll thought he could have gone even faster if it hadn't been for a few small errors on his best lap.

While I didn't get to drive the RSR in the race, it was also important that Mike Wainwright got a lot of seat time, too. After starting the race, Adam handed over to him at the one-hour mark and he had been behind the wheel for a good 90 minutes by the time Brendon Hartley and the 919 collided with him. It was imperative that he got used to being out on track with the LMP1 cars in racing conditions. Ironically, he got a first-hand experience of what can happen with prototypes and GT cars on track at the same time. Despite this, the worst thing that could have happened was if the car got taken out before Mike even got in so, even without a result to back it up, Silverstone was a useful experience.

An accident like that can also bring a team together, especially as the turnaround time between Silverstone and Spa was so short. The mechanics were having to work around the clock to get the 911 ready for the trip to Belgium, so I have made sure that in the weeks after the opening round, I've been

popping into Gulf Racing's headquarters to see how the boys have been getting on and taking them out for dinner as a "thank you" for their incredible efforts.

It seems incredible that we're already looking ahead to 'The Big One' but, in between rounds one and two, I had to make a trip to Paris to take part in the FIA's mandatory Le Mans simulator session. The rig itself is a bit like a scaled up version of Position One's system that you saw in the last issue, although it doesn't feature the 360-degree rotation. As every Le Mans rookie has to do a half-day session before the official test day in June, the organisers have a captive audience when it comes to costs. That meant that it was a ridiculously expensive day out but, despite this, it was still a useful experience.

Basically, it was like a hazard perception test but for racing drivers. After explaining where the marshal posts were and gathering all the other necessary safety knowledge to do with the Circuit de la Sarthe, we were able to drive some laps of the track. However, the session also included virtual traffic to deal with as well as yellow flag zones. Whenever we spotted the latter, we had to show that we had seen the flags by radioing back to the control room. Luckily for my wallet, I passed the test so it's now time to focus fully on my first 24-hour race in real life.



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



## No 991 R concerns

**Dear Sir,**

Having been an active participant in the 991 R allocation process in Australia, and having read Lee's editorial in issue 139, I thought I should add my comments on my own experience. 25 cars have been allocated to Australia after Porsche Australia were originally expecting 12 to 15 cars (consistent with their 997 4.0 RS allocation). I believe Porsche were originally planning on only building 600 cars globally.

Porsche Australia have stated they could sell twice, or triple, that allocation and feedback from other markets was also so strong that there was an apparent last minute change of decision to build 991 cars. I am led to believe that is why delivery and build dates are stretching out. I have read in the press that there are 60 cars for the UK, roughly one per OPC. That doesn't feel right based on what's happening here in Oz. Australians only buy a total of 400 new 911s per year of

all pedigrees, a small fraction of those sold in the UK. I would speculate there are now significantly more cars in the UK once the allocations were upsized from 600 to 991. From what I understand, the global allocation process is roughly along these lines:

1. Porsche Stuttgart HQ allocates the 991 units to each country's market based on sales performance, requests and feedback from each market.
2. Each local market allocates to each local OPC. This is generally driven by each OPC's proportionate share of 911 sales in the market. But every OPC must get one car so it's not a straight mathematical formula. The Dealer Principal then allocates their cars to customers.

As a result, it's not difficult to conclude that there may be an element of 'friends looking after friends', and other inconsistencies in the allocation process between countries and locally across OPCs. While factory owned dealerships must, theoretically, strictly

follow the rules; independents may have a broader interpretation – who knows? The real purpose of this letter is to reassure you there were no shenanigans in the allocation process from my experience. I first heard about the potential of the R from articles in the second half of last year. I am a habitual 911 customer who knows my OPC well, and so inquired last October. They said they knew nothing but they had a list for each special car, and I could sign a letter of intent and leave a deposit. So I did, just as many others already had.

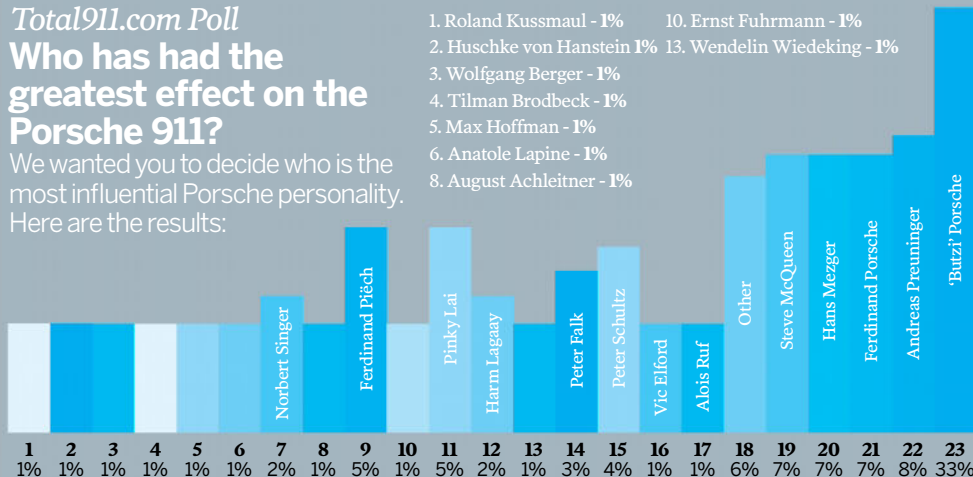
A few days after the R was announced, I was told there were too many applicants and they couldn't fill my order. I was disappointed but understood. A few days later, the dealer rang back and asked what I would do if I got an allocation. I told him the car was designed to be driven, that I intended to drive it 8,000km a year and keep it for many years as it is my dream spec. I said I was not an 'investor' or collector but a driver. They knew my buying history and passion for the marque and said they wanted to make sure the cars were going to the right enthusiastic homes and could offer me a car. Of course, I was absolutely bowled over. I don't know if I was necessarily the next person on the list, or even the one after that. Rumours abounded of potential customers offering dealers \$200k (£108k) over list. Others had apparently put down deposits in ten OPCs across the country. Neither of those were successful allocation strategies. I suspect the change of heart came as Porsche Australia received more cars than they had initially expected. But I'm guessing.

Porsche were very professional and did their best to allocate cars to the right homes. I know of two other successful applicants and they share the same attitude as me. I think more of these cars are going to 'proper' homes than your readership may assume. My experience over 18 years as a Porsche client is they do listen to their customers and they can identify and appreciate those with a real passion for the marque.

**Jim Delaney**

## Total911.com Poll Who has had the greatest effect on the Porsche 911?

We wanted you to decide who is the most influential Porsche personality. Here are the results:



## @Total911

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



**@apsleycars** On a casual stroll through Bournemouth and I've just spotted this lurking under a cover.



**@canfordclassics** A row of gearboxes! All totally stripped, refinished and fitted with all new studs – now that's detail! #restoration



**@wilp1987** A big thank you to @Total911 for this #Nurburgring poster... have to find a frame now :)





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!



© Michael Ludes, Capital Porsche



involving. I am starting to use it more and more in manual and Sport mode to compensate for the lack of low-end grunt in non-Sport mode. That said, it never misses a step, and its ability to make the right downshift at the right time is uncanny. I did test-drive a 991 S, but I found the suspension too harsh, even in touring mode. I think the 20-inch wheels, harder bushings, and larger anti-roll bars are to blame.

**EJ Smith**

### Indian availability

**Dear Sir,**

Please make the new *Porsche 911 Buyer's Guide* bookazine available in India as well. I promise to buy it and treasure it like I do my other *Total 911* bookazines. Thank you!

**Rehan Conyers**

**Hi Rehan. We're pleased to read you're a fan of our publications! Wherever you are in the world, you can purchase any of our magazines or bookazines direct from our online shop, which will ensure delivery direct to your door. Order online at: [www.imagineshop.co.uk](http://www.imagineshop.co.uk)**

### Slate grey

**Dear Sir,**

After waiting for what seemed like a lifetime, my PTS Slate grey GT4 with bucket seats has finally arrived. I've attached some photographs that a friend of mine was kind enough to take for me.

The colour is PTS code 615, which, in true Porsche heritage, is the old Slate grey made popular by the iconic Steve McQueen. Keep up the great work at *Total 911* magazine!

**Reid Fontaine**

### 997 v 991 thoughts

**Dear Sir,**

I owned a 2011 S (997.2) with a SharkWerks muffler bypass, manual transmission and 19-inch Turbo wheels. I now have a stock 2014 991 Carrera with 20-inch wheels and PDK. Here are the biggest differences.

The 997.2 S felt like it had more low-end grunt and has much less road noise (so much so that I am considering replacing the 20-inch wheels with 19-inch ones on the 991). The ride is generally harsher in the 991

but it certainly turns in quicker. I found myself unintentionally clipping apexes for a while. While the 991 steering is very responsive though, it is not as communicative as the non-electric steering in the 997.2. Interior-wise, they were both good for this kind of car, although Porsche still insists on turning the radio back on every time you start the car (why?). The 997.2 had no rattles, while the 991 does have some interior noise that I have yet to pinpoint.

For those considering PDK for the first time, it is very good but less

### Join the debate

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**@\_PrivateMC** So many stunning 911s at @Autofarm. Our project car is in safe hands today.

**@mcnaughtonderek** Sundays can be so grey, even when the sun is out.

**@poprock** 50th anni model still looks amazing. There's one near my house and it turns everybody's head. Beautiful details.

**@NickTandyR** #J9 on a white Porsche Hybrid. Can I take this one home Dr @FrankWalliser?



### Total911.com hot topic: Is the new Porsche 991 R too cynical?

Josh countered the 991 R hype with his latest opinion column. Here are the best of your reactions:



No he's not right. If you stripped away the standard carbon brakes, then the list price would be more or less the same as the 991 RS. Then we mustn't forget what the development costs for this limited edition would be. There is also nothing cynical in Porsche's marketing, it's actually quite clever. They've identified a gap in the market and their range and made the car that some customers want, that's why Porsche are in business. You don't have to buy it but all of them are sold, which says enough. **Chris**



Well, I like it... A lot  
**@andyj2222**



Blah blah blah... Build an awesome car, advertise the 'f' out of it and you can't buy it?! Really?!  
**Viraj Kumar**



Selling parts bin like the LaFerrari. In the autumn we will see no mileage collectors' pieces in vacuum garage storage for sale at double the price. Well done.  
**Seven Zero**



Not cynical marketing. Just everyday normal marketing.  
**Niall G**







## Straight to RS

Dear Sir,

Having seen the latest spy shots on **Total911.com**, I have to say the upcoming GT2 looks incredible. It looks like there is going to be even more aero than the GT3 RS (if that is possible on a road legal car!)

It's great that the widow-maker is going to return for another generation, especially as this time around it's been a bit of an on-again-off-again saga. However, are you sure that Porsche is going straight to the GT2 RS with the 991 generation? Previous iterations have seen a 'standard' GT2 version

launched first, with only the 997 getting a Rennsport model (the 996, as we know, didn't get an RS at all). It seems strange that Weissach would break with tradition, though I agree with you that this does look a little more special than a basic widow-maker.

Also, do you know if the 991 GT2/GT2 RS will be offered with a manual gearbox? If the next GT3 – if the rumours are correct – is to get a stick shift, it would be strange not to offer it on the GT2, too, wouldn't it? Either way though, it's an exciting time to be a 911 fan.

**Billy Maple**

**From what we understand, there won't be a standard 991 GT2 as Porsche is instead opting to jump straight to an RS version. Our sources have been pretty reliable on this sort of thing in the past and, with Porsche rattling through the 991.2 launches, we can understand why they are streamlining the process (especially as limited edition RS cars are currently extremely sought after). With regards to the manual gearbox, nothing has been confirmed but it looks like it may be PDK-only, just like the GT3 RS.**



## Win a Meguiar's New Car Kit



Spring is well and truly here. The days are getting longer and the weather is (finally) improving. So, that means it's time to get your Porsche 911 out of the garage and enjoy the months of sunshine ahead. Before you do that though, you'll undoubtedly want to give your Neunelfer a bit of a spring clean. That's where Meguiar's New Car Kit comes in.

Part of the 'Brilliant Solutions' range, the Meguiar's New Car Kit contains everything you need to keep your pride and joy looking showroom sharp. All you need to add is water and a bucket. The Wash & Wax shampoo is the perfect place to start your car's transformation, with the unique blend of carnauba and polymer waxes in the formula helping to protect your

car after washing. The kit also includes a 177ml bottle of Meguiar's Ultimate Wax for maximum paint protection and water repulsion, as well as some Endurance tyre gloss for the perfect showroom shine.

On top of the various bottles of car care potions, the New Car Kit also includes a microfibre wash mitt, ensuring you don't scratch your paintwork while giving your 911 the once over, a Water Magnet drying towel and two foam applicator pads for effortless waxing.

We've teamed up with Meguiar's to offer these kits to three lucky readers. 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 Meguiar's UK website:

**What is the name of Meguiar's founder?**

Once you have found the answer to this question at **www.meguiars.uk**, email your answer to **competitions@total911.com** with 'Meguiar's' in the subject line. The Editor's decision is final, full terms and conditions can be found on the **Total 911** website. The competition closing date is 14 June 2016. Good luck!

**Total 911**  
THE PORSCHE MAGAZINE

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

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#### Subscriptions

email 911subs@servicehelpline.co.uk

UK: ☎ 0844 249 0463

Overseas: ☎ +44 1795 414 886

13 Issue subscription UK – £52.65

13 Issue subscription Europe – £60.00

13 Issue subscription ROW – £70.00

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Printed by **Southernprint Ltd**, Units 15-21, Factory Road, Upton

Industrial Estate, Poole, BH16 5SN.

Tel: 01202 628300

Distributed in the UK, Eire & the Rest of the World by: **Marketforce**,

5 Churchill Place, Canary Wharf, London, E14 5HU.

Tel: 0203 787 9060 www.marketforce.co.uk

Distributed in Australia by: **Gordon & Gotch** Australia Pty Ltd, 26

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Tel: + 61 2 9972 8800

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# 20 OF THE BEST COLLECTOR'S 911S

Total 911 presents the best value Porsches  
for your money right now

Written by **Kyle Fortune, Kieron Fennelly and Lee Sibley**

**W**hat a difference a year makes. In issue 126 we presented you with 30 cars for a variety of budgets that would make for a good investment in 2015. As you'll find out on page 32, we were right in almost every case as values increased from right across the entire 911 portfolio. If you made the plunge as either a serial Porsche collector or an enthusiast with some spare cash, the chances are your investment has so far served you very well indeed.

For 2016, however, the outlook is somewhat different. The market has slowed as values have levelled out, casting a modicum of uncertainty over what is likely to happen next. "Some cars that have overheated may come back down again in value," says independent specialist Paul Stephens, while Mark Sumpter, owner of Paragon Porsche, says, "Originality and perfect documentation is more important than ever."

It's far from doom and gloom when it comes to the Porsche market, though. This slowing of values has seen speculators weeded out as they move back into art and wine, which means these beloved cars are once again finding their way to those that cherish them most: the enthusiasts. Besides, the

rate at which values were increasing has slowed, but there are still gems out there to be had – models which, until now, may have avoided the limelight at auctions and specialist dealer forecourts around the globe. More to the point, there are models of the Porsche 911 out there that you can still actually drive and profit from, a veritable silver lining for the true Porsche enthusiast.

That's because, whereas 2015 was the year of the poster car, where great excess was perpetually lavished on halo models from the 911's 53-year history, 2016 is to be the year of the underdog. As prices of popular Rennsport and GT cars have accelerated away, a chasm of disproportionality has been left in its wake when compared to the everyday icons in the 911's repertoire.

Now that the widespread appeal of any Porsche 911 has, at last, been truly recognised by the wider public, attention is being turned to the cars that represent outstanding value for money rather than pure investment potential. "The best way to look at it now is 'Where is a safe place to put my money?' and 'What cars can I take out and use and not worry about my investment?'" Paul Stephens confirms. With that in mind, here are the 20 key cars that **Total 911** is tipping for glory in 2016...





## NEW ICONS



### 2.2 S

Among the pre-impact-bumper 911s, the 2.7 RS has always been the most desirable, its value climbing as soon as its track career ended – with the best examples reaching £50,000 by the late 1990s. After 2005, values shot up again, approaching £1 million by 2014. This surge pulled up the 2.4 S on which the 2.7 RS was based, passing the £250,000 barrier and thereby becoming another 911 destined to disappear into investment collections.

Of course, all early 911s – if restorable – are desirable, but perhaps the next to show significant leaps in value will be the 2.2 S, famously driven, of course, by one Steve McQueen. Almost 25,000 of the 2.2-litre 1970-71 911 range were manufactured, but barely 4,691 of those produced were the top model, the 180bhp 2.2 S. In Coupe or Targa form, this was an extremely powerful car, reaching

0-62mph in a shade under seven seconds and attaining a top speed of 145mph.

A five-speed gearbox was standard, with LSD as an option, and the absence of a Sportomatic version emphasised Porsche's performance intentions. The 2,195cc engine was the first boring out of Porsche's flat six, from 80mm to 84mm, but the 2.2 S retained the triple Weber carburetors of its 2.0 911 S predecessor and its heady 9.8:1 compression ratio. The 2.2 S was the last Porsche engineered simply for increased performance without reference to fuel consumption (four per cent worse than the 2.0 911 S) or concern about emissions. Automotive writer Paul Frère said that the 2.2 S required a "lot of work and created a lot of noise" to get the best from an engine which needed to be kept above 5,500rpm,

leaving a relatively narrow band as maximum power arrived at 6,500rpm. With that in mind, it's little wonder the subsequent 2.4-litre engine was designed to deliver more torque for easier drivability and better fuel consumption.

But those very features that made the 2.2 S something of a wild child in 1971 will have huge appeal to today's knowledgeable enthusiast, seeking the visceral pleasures of a classic 911 and the challenge of mastering the raw power of an uncompromisingly tuned engine. Key to buying a good 2.2 S is provenance: the car will probably have been restored, but ensure it really is an S and not a disguised 2.2 T (or worse). Autofarm founder Josh Sadler thinks that, as with any 911 S, the best 2.2s will continue to appreciate – and we think it'll see the biggest leap in 2016.







## 997.2 GT3 RS

Leaving aside the 'Preuninger special' 4.0 RS that appeared destined for collector-investors even before its limited production began, the Gen2 997 GT3 RS remains effectively the pinnacle of series 997 production. The 997 GT3 was a more usable car than its 996 predecessor and in its RS edition, Porsche honed and lightened it for more specific track activity. The second generation, appearing in 2010, offered evolutionary improvements, which are discreet but worthwhile.

In performance terms, the larger 3.8-litre engine had 35 more horsepower than the Gen1 and torque was increased by 25Nm, and with a lighter flywheel this unit revved 300rpm higher to 7,900rpm. However, the noticeable difference is low speed responses – those extra Newton metres really make themselves felt as the RS exits slower corners; Porsche refined the aerodynamic packaging and this model also benefitted from Porsche's excellent active engine mounts. The overall effect is subtle but worthwhile according to enthusiasts who know both variants: the Gen2 is the more stable and more forgiving car as the limits of adhesion are approached. This model also has the hydraulic lift system for the nose, a very practical feature, which saves the prow from the worst of the ramps and sloping drives on the public road.

In the current market, values of 997 RSs tend to be dictated as much by condition and mileage as by age, though you can still expect to pay half the price of an RS 4.0 for even the best 3.8. Of course, the 3.8 is by no means half the car, so it's only a matter of time before the 997.2 GT3 RS realises its true potential in the marketplace. Crucially for the driver, the qualities of the 3.8 – like the 4.0 – already feel distinctly classic when compared to a 991: a six-speed manual gearbox, with a clutch firm enough to remind the driver that he is in charge, hydraulic rather than electric steering, and stability software that can be switched off are obvious cases in point.

Combined with a sound track that is both rousing yet genuine and a suspension that is also comfortable on the road, the 997 RS is hard to resist. Because of its additional refinements, the Gen2 is an even better long-term bet than the Gen1, but Russ Rosenthal of specialist JZM is under no illusions: "Of all the 911s, 997 GT3 RSs are the cars in demand: they have the last of the Mezger engines, manual gearboxes and a quality of interaction between car and driver which means they feel exciting even at low speeds. The Gen2 997 GT3 RS has the better specification, and these are cars you could buy today, enjoy for a year and get your money back."





## NEW ICONS



### 2.2 E

Unloved for a long time and often the basis for conversions into 2.7 RS replicas, finding nice, clean, unmolested examples of the 2.2 E is becoming increasingly difficult. Is it worth the bother, then? Well, resoundingly, yes. Our experts think it's a bit of a sleeper: "If you enjoy the quirkiness of early 911s these cars have all the looks and the more flexible power delivery of the 911 S for roughly half of the prices being achieved for the former," says Paul Stephens, owner of the eponymous Essex-based Porsche dealer. Paragon's Mark Sumpter is also a big fan of the engine, while Gmünd's Andrew Mearns goes one step further, proclaiming it to be one of Porsche's best from the era.

In similar zest to the 2.2-litre 911S, the E cars from 1969-71 (or 'C' and 'D' Series cars, if you're a real connoisseur) have more character over the

later 2.4-litre E engines fitted in the long-bonnet Porsches. And, speaking of that S, the E isn't too far behind in the performance stakes either – and collectors are starting to realise this.

As Autofarm's Mikey Wastie says: "Five years ago there was no interest in the model at all, but all of a sudden they've started appreciating." That is inevitably down to the effect of all its contemporaries being hauled up by a buoyant market, yet the 2.2 E has its place as a proper, desirable classic Porsche, and one that shouldn't be overshadowed by its higher-spec relations.

Don't forget, the 2.2-litre engine gained differing cylinder heads, valves and stronger conrods, allowing for a higher compression, so its performance credentials are not to be underestimated. Power was a healthy 155bhp,

enough for a seven-second 0-62mph time, which isn't much slower than the 180bhp 911 S we've also tipped for greatness in 2016. With palatable interior specifications (the E's cabin was positioned more towards that of the top-of-the-range S than the entry-level 911 T), the E will make for an honest, classic Porsche investment among the wise. Get one before the prices start reaching silly levels.







## 930 3.0

Today, turbocharging is the way of the automotive world and the 911 range counts only a couple of specialised atmospheric models. But 40 years ago, Porsche was first to bring a blown sports car to market with the 911 Turbo, a car that broke all the rules. Extremely expensive and outrageously powerful, it thrust Porsche into the spotlight in a way no one either inside or outside the company ever imagined. Once again, Steve McQueen, this time leading a veritable who's who of celebrities, was an early purchaser.

The success of the 3.0-litre 930 led in 1977 to a 3.3-litre version: this time with an intercooler, the 3.3 added a further 40hp and took the top speed from 155mph to just over 160mph, starting a production run that saw it virtually unchanged for 12 years. Today, 930 3.3 prices range from £60,000 to over £150,000 and with around 17,000 built, the buyer has some choice. But perhaps the better bet is that first 3.0 Turbo of which only 2,850 were made.

Despite the smaller engine, the 3.0, which weighs 160kg less than the 3.3, loses little in performance: docile, even pedestrian at 2,000rpm, the turbocharger suddenly comes to life and the thrill,

though less now than at the time, is undoubtedly still there. The 3.0 is also a less complicated Porsche than later Turbos as the large single blower operating off the exhaust is unencumbered by the additional plumbing of an intercooler, and construction is not only straightforward but robust. The flat six proved quite capable of handling 300hp during development, though Porsche reined this back to 260hp for production, meaning this engine, with a very modest compression ratio of 6.5:1, is remarkably under-stressed.

The appeal, then, of the 3.0 is its classic purity and originality as the first of the breed. The model though is hard to find today, even in left hand drive, and such rarity further inflates its value. For the potential buyer, it is essential the car has seen regular use: mechanically it is straightforward, but prolonged inactivity can cause turbocharger components, involving a number of electromechanical parts, to seize and corrode. The 3.0 needs to stretch its legs, something it does with alacrity when in good health. Autofarm's Josh Sadler believes the market has really yet to discover the early Turbo, especially the iconic 1975 model.





# PERFORMANCE

## 997 GT2

The original 993 GT2 was developed for GT racing from the 964 RSR and enjoyed a successful competition career. But after testing, Porsche decided a turbocharged 996 would not be suitable in competition and turned its attention to the GT3. A road-going 996 GT2 was built, but insufficient chassis development combined with a complete absence of electronic catch fencing meant this was a modern 911 with less than foolproof handling. Its successor, the 997 GT2, was in all respects a huge improvement. The addition of PSM and stability control, together with the GT3's adjustable suspension, transformed an extremely potent car – the first production 911 indeed to exceed 200mph.

The GT2 in 997-guise had become a usable GT car. Compared with the 993 GT2, which is more adapted to the track, the 997 GT2 is a practical sports car that, unless abused, deploys its immense power with aplomb. Yet it costs a third of the price of the 993 GT2. Once languishing around £60,000, the far less satisfactory 996 GT2 is now on offer at double that, putting the £130,000-£150,000 being asked for its successor into perspective. The 997 GT2 is undoubtedly a 911 to enjoy without losing money.



## 991 R

Cynics might deride the new R, with just 991 examples scheduled for production, as a PR exercise but Porsche is more clever than that. The 991 R reprises several hallowed features of previous 911 Rennsports, sending a message that Weissach is aware not all enthusiasts want their 911s to do all the thinking for them. The 991 R notably has a six-speed manual gearbox, a naturally aspirated engine and a simplified cabin and, emphasising its road-going rather than track car intentions, it has a retractable spoiler and its own but discreet aerodynamic aids. But above all, the 991 R is powered by the best rendition yet of the 991 GT3 RS's 4.0-litre, direct fuel injection flat six, making it one of the most scintillating 911s since the 997 GT3 RS 4.0 of 2010.

In 2009, Porsche revealed the Sport Classic, a 997 C2 widebody, which was a specially dressed and Powerkitted 997 with sports seats, black 'Fuchs' wheels and a neat ducktail. Praised as a driver's car, this 997 was ambitiously retailed at £137,000 – more than a 911 Turbo of the time. Not only did the 250 made sell out, its asking price today approaches double that. Also offered at £137,000, the 991 R appears both a bargain and an investment – if you can get your hands on one!



## 996 GT3 RS

This was a derivative first shown at Frankfurt in 2003 and marked the reappearance of Porsche's RS moniker. The 996 GT3 RS was visually distinguished by the blue or red flash on its sides and in the RS tradition, some 50kg was saved thanks to a bonnet, rear wing and window in polycarbonate and a simplified rear cabin. A stiffer, lower suspension was fitted and the engine was modified with the Cup car's intake and exhaust ports, adding 20bhp, though Porsche still homologated the GT3 RS at the 381bhp of the standard car. Only 682 were built and for emissions reasons, none went to North America. Just 113 RHD examples came to the UK.

Like the 964 RS, the 996 RS came without PSM and was criticised for its uncompromising ride and, significantly, its successor came with chassis adjustability. But a decade on, it is the raw nature of this demanding 911 that is attractive to enthusiasts. At around £150,000, these are still less expensive than the 997 GT3 RS, which exists in far greater numbers. Logically, the 996 GT3 RS, as the first of the water-cooled breed, should continue to appreciate. Roland Kussmaul has one in his garage: the creator of the GT3 is unlikely to be wrong!



# TURBO



## 996

There's a lot of love among the specialists for the 996 Turbo, both Gmünd and Autofarm describing it as a "great car". They looked like tremendous value for money, too, with prices a few years back as low as £20,000. But that causes some issues as at that price they fell into the affordable category, though some people may not have had the funds to run them properly. Values have risen in the past few years but they are still a comparative bargain with prices starting at around £40,000-£50,000, while X50-pack equipped cars and Turbo S models command much more.

As ever, maintenance is essential: check it's not been scrimped, the biggest issue for the 996 Turbo being corrosion around the turbos themselves. That will cost in the region of £1,500 to sort out, many choosing to put hybrid turbos in for more power. Autofarm's Wastie says they should feel tight, the difference between a good and bad car obvious. It's a Mezger engine, too, and Paragon's Mark Sumpter notes that there has been a real growth of buyers in their late 20s and early 30s for whom the 996 Turbo was the aspirational Porsche, that helping to push prices up. Buy now before they are out of reach for most.



## 993

The 993 was the last of the air-cooled cars, and for a sizeable number of 911 fans out there that's hugely significant. Add a turbocharger or two to the mix and it's even more so, though the 993 Turbo was a big seller so you can afford to be selective. Mikey Wastie from Autofarm says: "The key with Turbos is maintenance. Don't worry too much about mileage and focus on care." That, says Wastie, should include recent work to the suspension, clutch, discs, pads and turbos themselves. Prices are still on the rise and there are plenty about: rarer models are worth spending that bit extra on, so keep an eye on examples with the optional Powerkit. Buy one and use it and it should never lose you money in the long run.



## 997.1

"Find a manual one", suggests Paragon's Sumpter, "and one with the slightly revised dash and sat nav, and put your money in that." Ridiculously rapid, the 997 Turbo manages 0-62mph in 3.9 seconds – a typically conservative official number. Variable vane turbos, a 193mph top speed and the civility of a Carrera, the 997 Turbo is a monster, though not all our experts love it. Some say they'd have the 996 Turbo over it, though it's hard to argue against the fact they're value for money at present. Prices start at £45,000, which looks like ridiculous as 996 Turbo prices are the same, but buy one that's been meticulously looked after. Autofarm warn of problems with the front differential, so listen out for any shuddering. With plenty of choice, take your time.



## 964 3.3

Despite there being less of them, the market is currently flooded with the later 3.6-litre 964 Turbos. Many sellers play off the fact the 3.6 uses a new engine but who's to say there was anything wrong with the 930 engine in the earlier 964 Turbo 3.3, an engine Porsche used for 12 years? After all, the 3.3-litre Turbo is not much slower than it's newer 964 brethren, and real-world performance figures aren't noticeable over the 3.6 either.

"A bog standard 3.3 is a lovely thing. Lots sway to the 3.6, but a 3.3 Turbo is a good buy," says Autofarm's Wastie. The market is beginning to think so, too, with prices of good 3.3 Turbos rising accordingly. Like all Turbos, the 964 is an expensive car to work on, so make sure it's been well looked after – these cars have at some point been cheap enough to fall into the hands of less meticulous owners who may have missed the odd service.



## MODERN CLASSICS



### 993 C2S & C4S

"One of the best Porsches ever," declares Gmünd's Andrew Mearns of standard 993s. The 993 C2S and C4S only build on that with their widebody looks of the Turbo, but lacking the big wing, compressors and four-wheel drive. Those wheels do without the 993 Turbo's trick hollow spokes too, but who cares, the Turbo's lower suspension making up for that. Autofarm's Mikey Wastie says they're great spec cars and we're not about to argue.

Prices for all 993s have been on the rise recently, though they are beginning to slow slightly. That's even truer of the standard Carreras, with the collectors wanting rarer models like the C2S and C4S. Expect to pay upwards of £70,000, the Carrera S being the more purist choice over the similarly specified, though four-wheel-drive, Carrera 4S. Problems fall into the usual 993 sphere, so look out for rust around the bottom of the windscreen and rear screen and, as ever, make sure it's been very well looked after.



### 996 CARRERA

At last, it's time for the 996 Carrera to have its turn in the limelight. Even with prices just starting to increase, the car presents an outstanding 911 for your money. We're all aware of its problems but most will have now been fixed and, with plenty of examples to choose from, you can afford to be picky with spec. The later Gen2s have what many view as the better aesthetics, but the 3.4-litre engine of the Gen1 gives the better drive in our opinion.

All our experts agree that any 996 is still cheap but otherwise their views are mixed. None could be described as fans, but Wastie admits a 1998-model with amber indicators is an interesting choice, though he does say they work much better on the M030 factory sports suspension kit. Mark Sumpter of Paragon, however, suggests a post-1999 car, where the build quality seems to improve. Find a good one and you will have a perfectly good, fast, daily driver that might start to get some recognition from Porsche-istas as the year passes.



### 997 GT3

Palm Springs, 2011 – a 911 launch we'll never forget. The road was epic, the car even more so, Porsche's 997 GT3 a last hurrah for the 997 generation. "When these reach £30,000 I'll buy one," we said naively, though that's unlikely to ever happen. "They've been £60,000 forever," admits Paragon's Sumpter. There's no sign of that dropping either. A bridge between the Carrera and the GT3, 'proper' GT3s came without rear seats (you could option them in) and were popular from the get-go. It's a bit of a tradition, in true Porsche tradition, with a wider body, Carrera S engine with Powerkit, centre-locking wheels and revised suspension.

Porsche created a great here, though sadly the badge is sullied as it is offered on everything from Cabriolets and PDK autos to four-wheel-drive models. Buy a manual C2 GT3 Coupe without rear seats though and you've got your hands on a modern classic that's not yet ten years old.



### 991 ANNIVERSARY

Porsche got it very right indeed when creating a 991 to celebrate 50 years of the 911. Just 1,963 – the year of the 911's birth – were built, ensuring it, like its anniversary predecessors, will always be more desirable than its base model. It cost around £92,000 new but most are now around the £100,000 mark.

Featuring the C4's bodyshell but rear-wheel drive (with PTV and a mechanical LSD), it's the visual details that really make the 991 Anniversary stand out, with chrome elements on the decklid and connecting the rear lights, front air vents and Fuchs-style wheels. Three colours were offered; Black monochrome, Graphite grey or Geyser grey, while the simple 911 badge was supplemented by a red '50' icon. Inside it is beautifully finished, the houndstooth cloth and leather mix inspired, so buy one in this standard specification. "They were undervalued when new," says Sumpter, and the market seems to agree.



# CLASSICS



## 2.7 MFI

"It's always been an undervalued car," according to Gmünd, adding "it's like a bargain RS." The 1974 2.7 MFI is now very much on the radar of more buyers seeing as the 1973 RS has been priced out of the market for all but the very wealthiest Porsche obsessives.

It shares a lot with its illustrious predecessor, not least the 2.7-litre flat six with mechanical fuel injection, though fitted in a short nose, G-Series Carrera body. They were once £20,000 according to Autofarm but you'll do well to find one for less than ten times that. Remember

though, that's still less than half the price of that hallowed 2.7 RS, and the 2.7 Carrera MFI is rarer, too.

Both specialists here warn of corrosion, particularly around the kidney bowls and inner front wings. Being so cheap for a while, and not having the RS's kudos, many have been poorly maintained or badly restored, the engine needing plenty of (expensive) attention to keep it in good condition. The expensive outlay for a good example may well be worthwhile in the long-term, though.

## 3.2 CARRERA

Only eight years ago, this was the 'entry-level' Porsche. Straightforward, famously reliable and above all plentiful, £10,000 bought a very useable 911 and double that a low mileage car in collectable condition. But times change and in 2016, £20,000 buys a worn 3.2 where not only mechanical condition (a top end rebuild can cost £4,000) but more expensive body/chassis restoration may be required.

The great advantage of the 3.2 is that Porsche built 70,044 and diligent searching can still unearth a good Coupe in the £40,000 bracket – staggering considering the 3.2 Clubsport, only marginally lighter, is worth considerably more. Many advertisers are therefore asking for far more and clearly this still-affordable 911 can only appreciate further.



## 912

A four-banger 912, in **Total 911?** Okay, so the 912 has a difficult reputation, and one that Sumpter says has seen it bundled in with the VW fraternity, but there's growing interest in the 912 as early 911s become out of reach of all but the wealthiest. Remove that badge and few will know the difference!

The 912's affordability means they're never as well looked after as 911s, and all our experts agree that they cost just as much to restore as a 911 – yet will only ever be worth 912 money. That said, the best might reach £50,000, while runners can be way less. Lots of examples come in from the US, but many have been fiddled with due to their perceived lack of value. A specialist toy for the completist, or for someone utterly seduced by the 911's silhouette and not bothered about 911 snobbery. Those four-cylinders are eminently tunable though – and Porsche has returned to four-cylinders elsewhere in its modern lineup...



## 911 2.0

Representing early Porsche motoring and not particularly fast, the short wheelbase model looks magnificent and is the original 911. They're not cheap though, and Autofarm's Wastie says finding original cars is not easy, as a large number have been used for historic racing. "Many will have been through two or even three significant renovations," he tells us. This is specialist collector stuff, so it's unlikely you'll be looking for a 911 2.0 as something to use regularly, more likely joining a number of cars in the garage as a proper collector's piece.

Though it's not particularly quick, it is nimble and the chassis and brakes are good – comparatively speaking, that is, as it's still a 1960s car. Though the 911 S from 1967 would drop the 0-62mph time from 8.3 seconds to 8.0, any pre-1969 2.0-litre model is likely to prove increasingly significant among collectors, with Paragon's Mark Sumpter saying he'd have a 1965 911 for its rarity alone.



## WHAT WE GOT RIGHT LAST YEAR...

Twelve months ago we revealed the best cars to invest in for 2015. All of the Porsches we highlighted held their values at the very least, but here are the big winners from our list...

“It seems 2015 was the year of the turbocharged 996”



### 996 GT2

There's a certain synergy between the 996 GT2's outrageous performance and its market standing in the last year: namely, it's turbocharged at a relentless rate, with little aids to hold it back. With one of the biggest increases in values from across the 911 range, the 996 GT2 reached six figures soon after our 2015 investment list was released – and it hasn't slowed down since. Prices are now over £140k – still incredible value for money when you consider a 993 GT2 will set you back over £500k.



### 996 TURBO

Whether powered by two wheels or four, it seems 2015 was the year of the turbocharged 996. At the turn of the year values were still at rock bottom, sitting at the £30k mark. But 12 months on, you can expect to pay double for a well looked-after example with low miles, while cars with the desirable X50 Powerkit are worth even more. It seems that, after GT3 values rocketed in 2014, enthusiasts cottoned on to the fact a 996 Turbo shared its Mezger engine with that of its track-oriented contemporaries.



### 930 3.3

Though there are great numbers of the 3.3-litre 930 on our roads in comparison to a 930 3.0, that didn't stop values of the teatray Turbo propelling skywards in 2015. Later examples with the five-speed G50 gearbox sell at a premium but the four-speed 930 is also picking up plaudits for its original, idiosyncratic 911 Turbo driving experience. With classic looks and unsullied performance, the 930 is worth every penny of its price hike in the last 12 months as values reach six figures.



### 993 TURBO

2015 was a remarkable year for the 993 Turbo. 12 months previously, the last air-cooled Turbo was riding on the crest of a wave, with values increasing by some 80 per cent to the £100k mark. Many thought six figures would represent a glass ceiling for the car but this has well and truly been shattered as values currently sit at around £120k. There's little sign of that slowing down either and, coupled with the car's upgrade to a five-star rating in **Total 911's** data file, the 993 Turbo can rightly take its place alongside some of the all-time 911 greats.



### 964 & 993 CARRERAS

The 964 wasn't quite the 911 for the next 25 years, as was claimed at its launch in 1989, but 26 years later, the true value of a 964 Carrera became clear as values pushed £40k. With little sign of a ceasefire in the 964 vs 993 debate, prices of the latter were pulled up, too, and 964 and 993 values now dominate the air-cooled sub-£50k market. A good 964 Carrera is harder to come by as backdate companies such as Singer use it as a base car, but if you bought a 964 or 993 last year, you've had a good year of exquisite 911 driving that's not likely to have upset the bank.



### 3.2 CARRERA

Though we tipped the 3.2 Carrera for 2015 success, we didn't foresee just how successful it would become. Later models with the G50 gearbox hold a clear premium over 915 examples, though narrow-bodies have been as popular as the SSE cars. Low-mileage 3.2 Carreras in exceptional condition trade for up to £100k – a remarkable figure as five years ago the 3.2 rivalled the 996 Carrera for the entry-level crown. Beware though, market spread is large, with mismatched specs, high miles or poor condition examples lurking in the classifieds. **911**



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# — 964 RS V 993 RS — LUFTGEKUHLT LEGENDS

It's been an office argument for over a year at Total 911 but which is the better air-cooled Rennsport? There's only one way to find out...

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





**R**oland Kussmaul, you've got a lot to answer for! The undeniable talent of one of Porsche's most esteemed motorsport engineers hasn't made my job easy today. The sun is fast approaching the horizon and I need to choose which Porsche 911 I'm grabbing the keys to for the drive home. Do I want the 964 Carrera RS or the 993 variant? I know, right. This is the enviable dilemma facing me atop Ditchling Beacon, one of many stunning vantage points in the South Downs, an area of the UK renowned for its natural beauty. However, the vista – bathed in a warm dusk glow – can't take my mind off the task at hand. This has to be the toughest decision I've had to make at **Total 911**. I mean, how are you *really* meant to choose between the two?

Leviathans of the air-cooled era, the 964 and 993 Carrera RS represent a golden age for the Rennsport philosophy. After a hiatus during the 1980s – the SC RS of 1984 wasn't really intended as a production road car – Porsche revived the lightweight legacy in 1991 with the launch of the 964 Carrera RS. After the 911's future had been secured at Zuffenhausen a decade earlier, the motorsport department was tasked with taking the Neunelfer back into international competition. The first step was to put the 911 at the centre of Porsche's one-make race series, the Porsche Turbo Cup, held in Germany and France since 1986 and 1987 respectively.

In order to do this though, a car was needed for the FIA's homologation process. The result, readied in time for the start of the 1990 season by Kussmaul's team in Weissach, was the

new Porsche 964 Carrera Cup. A stripped out version of the Carrera 2, the Carrera Cup racer featured a seam-welded bodyshell with every luxury removed in the name of weight saving. And 18 months later, ahead of the 1992 model year, the first road going production versions of the Cup car rolled out of the factory, complete with an iconic designation on the decklid. The Porsche 964 Carrera RS was born.

The car marked the return of the Carrera RS for the first time in 17 years but, rather than universal rejoicing from Zuffenhausen's faithful, the 964 was met with an unusual level of indifference. Even the press weren't convinced. While on paper there was much to wax lyrical about – lowered Bilstein suspension, a seam-welded shell and a raft of weight saving (the RS was 120kg lighter than the Carrera 2) – the





lack of an upgraded engine put many people off, as did the lack of visual drama; the rear wing had been a defining feature of previous Rennsports and the 964's flatback looks just didn't hack it.

Despite the claims at the launch in 1989 that the generation was 80 per cent new, the reality was that the 964 was always a compromised effort, designed to try and modernise the 911 while the purse strings had been tightened by years of product stagnation. As Mark Sumpter, owner of independent specialist, Paragon, says, "If you look underneath, you can still see the mounting points for the old torsion bars." But, for the 993, Porsche chose to invest heavily, wiping the slate clean with a brand new platform. Calling it 'revolutionary' is to almost understate the significance of the upheaval. Gone were those distinctive front wings and, in their place, a front end undeniably inspired by the 959 supercar of the mid-1980s.

Launched two years after the Carrera 2 in 1995, the 993 Carrera RS is simply jaw-dropping to look at, especially when fitted with the optional Clubsport aerodynamics. It's not exactly modern but you could launch this car today and it would still turn heads. The deep chin spoiler, towering rear wing and split-rim Speedline alloys may not have been to everyone's tastes but the 993 Carrera RS is immediately recognisable as a Rennsport 911, something the 964 version could never boast of.

Kusssmaul's team bestowed upon the 993 RS mechanicals worthy of the wild aesthetics, too. 'Big Red' calipers were entrusted with the stopping duties at all four corners, while at the rear there was new multi-link suspension, bringing the 911 firmly up to date. After the disappointment surrounding the 964's powerplant though, perhaps the most vital development on the last air-cooled RS came underneath the decklid, where a brand new 3.8-litre flat six sat. While the 993 Carrera was powered by the 3,600cc M64/05 engine (ostensibly an updated version of the standard 964 motor, modified to turn out 272bhp), the Rennsport's M64/20 flat six featured enlarged cylinder bores – increased to 102mm – providing a total capacity of 3,746cc. There were also new pistons, improving the compression ratio to 11.5:1. The forged items featured smaller skirts and a relocated wrist pin, which reduced the mass and allowed the engine to spin up quicker. The rocker arms were also lightened, while the latest Bosch Motronic 2.10 system was entrusted with running the twin plug ignition system. But the biggest alteration came in the induction system, where Porsche gave VarioRam its production debut. The system allowed the intake runners inside the 993's plenum chamber to change length, improving mid-range torque by 20 per cent.

Ultimately, all of these changes meant a total power output of 300bhp at 6,000rpm and 355Nm of torque at 5,400rpm. Helping to keep it all cool and in check, the Carrera RS featured twin oil coolers mounted in the front bumper. Combined with an almost-as-extreme-as-the-964 level of



#### SPECIALIST VIEW

**Cam Ingram**  
Co-owner, Road Scholars

"I would definitely choose the 964 RS over the 993 RS. The 964 offers such a memorable driving experience that begs for the long route home."



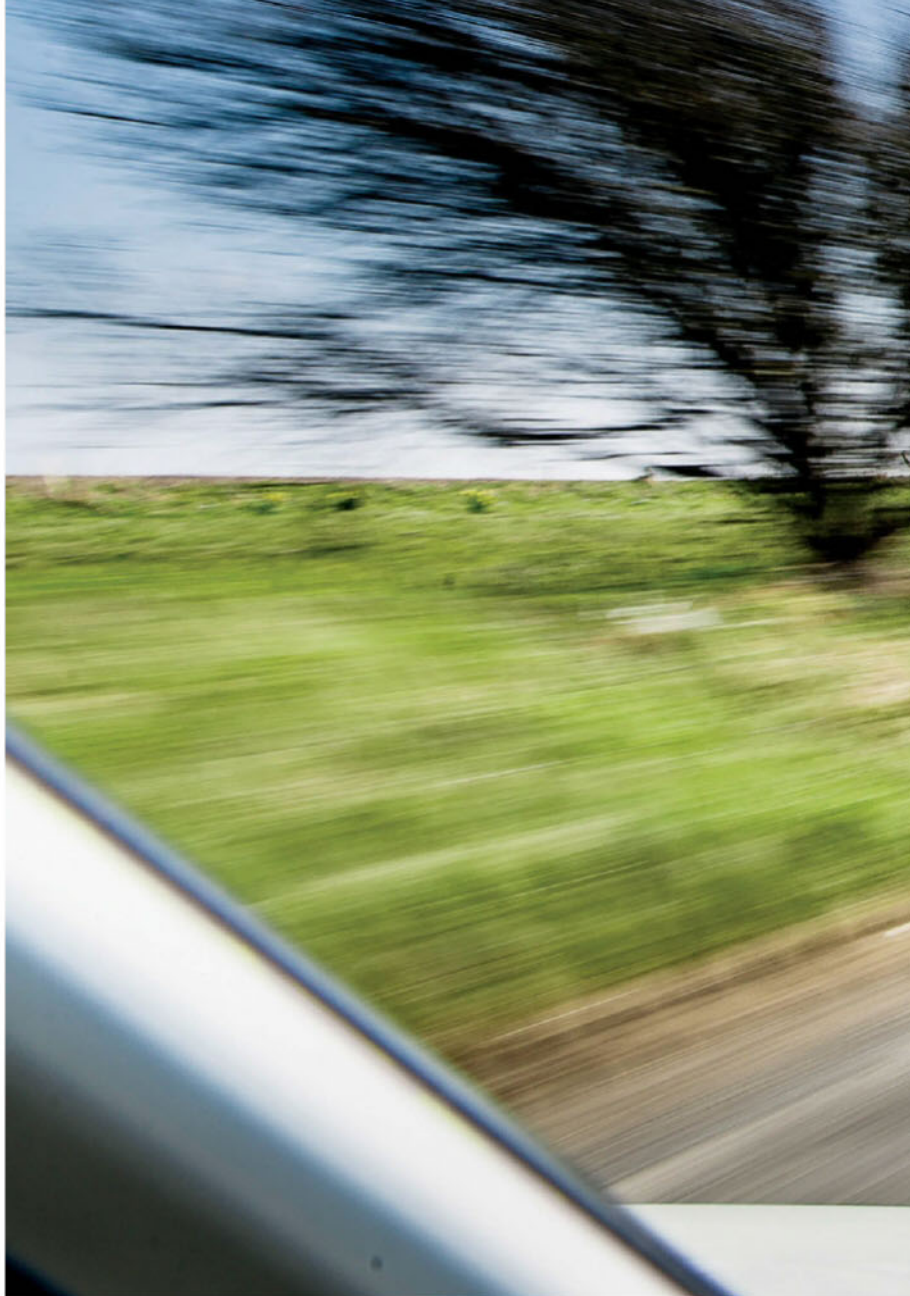
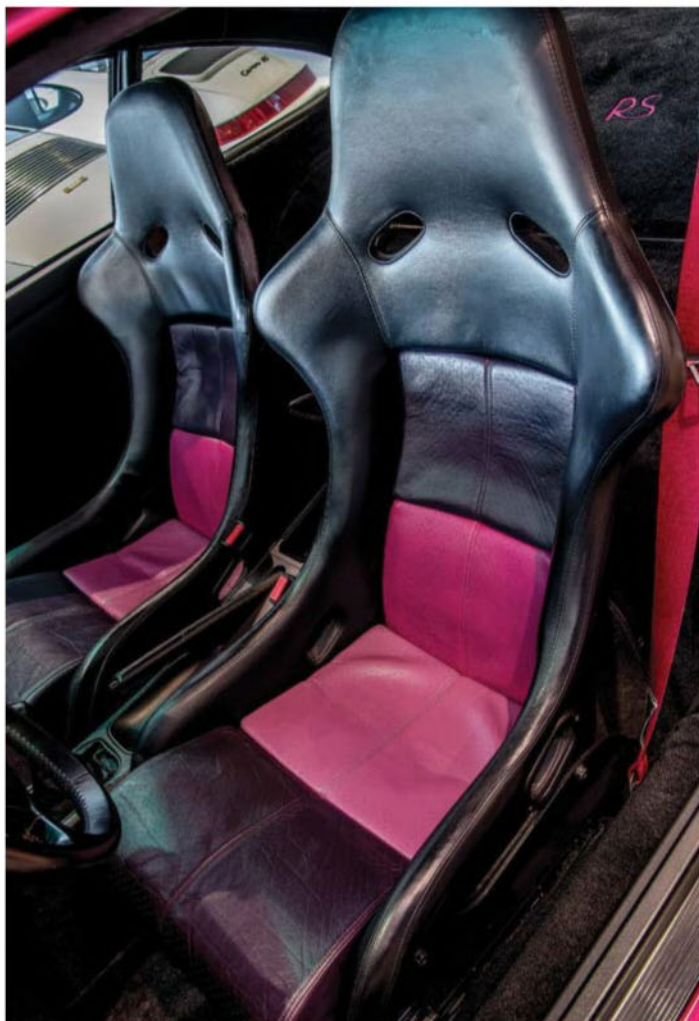




In the turns, dynamic differences between the chassis of the two Rennsports becomes readily evident. While the 964's front end begins to roll, the 993 remains firmly planted







**Top left:** The Recaro bucket seats, identical in both RSs, hold you close at the hips while allowing your shoulders to freely rotate

**Above:** Separated by just a few years, the last two air-cooled Rennsports could not look more different. The 993's rear wing casts an imposing silhouette



*gewicht spar* (weight saving for those not versed in the German tongue), the Rennsport 993 boasted a tantalising power-to-weight ratio of 234.6bhp, an 11 per cent improvement over the 964 RS. I know what you're thinking. "You're going to take the 993." Am I right? Well, on paper it's a no brainer. But behind the wheel, the 964 is, thanks to the very best Weissach wizardry, somehow more than the sum of its parts. I found that out the first time I drove one in issue 128 and I only have to turn my mind back to a morning blasting around in Paragon's Rubystone red example to confirm that...

Closing the door behind me with that familiar, metallic clink, I sink into the 964's colour-coded Recaro bucket seat. Identical in the 993, it holds me perfectly, close at the hips while allowing my





<b>Model</b>	<b>964 RS</b>
<b>Year</b>	<b>1992</b>
<b>Engine</b>	
<b>Capacity</b>	3,600cc
<b>Compression ratio</b>	11.3:1
<b>Maximum power</b>	260bhp @ 6,100rpm
<b>Maximum torque</b>	310Nm @ 4,800rpm
<b>Transmission</b>	Five-speed manual
<b>Suspension</b>	
<b>Front</b>	Independent; MacPherson strut; coil springs; anti-roll bar
<b>Rear</b>	Independent; Semi-trailing arms; telescopic dampers; coil springs; anti-roll bar
<b>Wheels &amp; tyres</b>	
<b>Front</b>	7.5x17-inch magnesium wheels; 205/50/R17 tyres
<b>Rear</b>	9x17-inch magnesium wheels; 255/40/R17 tyres
<b>Brakes</b>	
<b>Front</b>	320mm drilled and vented discs
<b>Rear</b>	299mm drilled and vented discs
<b>Dimensions</b>	
<b>Length</b>	4,250mm
<b>Width</b>	1,650mm
<b>Weight</b>	1,230kg
<b>Performance</b>	
<b>0-62mph</b>	5.4 secs
<b>Top speed</b>	162mph

shoulders to rotate freely without impingement; it's how all road-going buckets should be. The driving position is more of a challenge to get right though. Idiosyncratically 911, the pedals are perfectly placed but the steering wheel is a bit far away for my liking (others may disagree, but I like to feel as if I'm grabbing a car by the scruff of the neck, elbows bent and all). These misgivings are soon thrust from my mind though, as the M64/03 fires into life with a big, brassy beat pulsing through the cabin. It's almost as if the engine is sat inside the cockpit, each and every mechanical melody from the flat six picked out of the air perfectly.

Underway, the gruff idle turns trebly. From a growling 3,000rpm, the engine winds up to a piercing crescendo at the 6,800rpm redline, a shrieking bark emanating from the single tailpipe. It's a great score to blast through the Sussex hills with; mixed with transmission whine through the lightweight carpets and a large amount of wind noise, the 964 RS isn't as loud as its harmonious tones suggest it should be. The theatre of the car's audio feels raw, unpolished, but it is all the more alluring for it. The 964 RS is not meant to be polished, it's meant to be engaging on road and track and – today – on the former it is certainly proving that. As a left-hand-drive car, this particular example is bereft of power steering

(RHD RSs for the UK market interestingly came assisted). Because of this, each apex needs real muscle to hit perfectly. My efforts behind the wheel are only lightened slightly by the slow rack – there are just under three turns lock-to-lock. In fact, all the controls have a satisfying heft to them.

The brake pedal requires a fair bit of force but the initial bite is surprisingly positive for a classic 911, while the feel through the pedal has impressive clarity, allowing me to feel the point of locking before I require any assistance from the primitive ABS. On the shifting front, the five-speed gearbox is stiff between each gate providing a race feel that many modern transmissions could learn a thing or two from. It only takes a few runs up the twisting road of Ditchling Beacon to get my blood racing, the older RS willing me to hustle it more

“Behind the wheel, the 964 is, thanks to the very best Weissach wizardry, more than the sum of its parts”

and more. It's not just the controls that require you to ride rodeo as the ostensibly classic chassis makes life more difficult (but no less fun) on the various switchbacks.

While the springing doesn't have much finesse over the bumps and lumps of our test route, there's a fair degree of roll around the front corner. Wrestling the nose of the 964 into one of the many hairpins, I pin the throttle and the inherent 911 character of the setup rears its head, the RS squatting over its haunches while the front end transmits that stereotypical bobbing sensation back to the seat of my pants and my hands on the thick-gripped steering wheel. It's a handful, but the sensible damping levels allow the chassis to communicate clearly and it never feels outrageous. If anything, the 964 feels easy ➡



**Below:** The 993's split-rim Speedlines are now rare and hugely costly. They help hide Porsche's 'Big Red' brake calipers, providing excellent stopping power

**Bottom left:** A 964 RS can outrun most things on a typical British B-road. Its Rennsport successor is not one of them



to push beyond the abilities of its chassis, making feel surprisingly forgiving for an RS. I've said it before but don't believe those who say the 964 isn't suited to road use in the UK.

If the 964 RS was all you ever knew of air-cooled Rennsports, you'd never want anything else. But, waiting for me in the car park at the summit of the Beacon is a 993 RS and, for a car bereft of the electronics we've become accustomed to during Andreas Preuninger's tenure over the RS legacy, the 993 feels electrified. Just from the driving position, the 993 feels more purposeful, the pedals still perfectly placed for heel-and-toe (as in the 964), but the Momo steering wheel is found closer to my chest. With a smaller diameter to boot, the whole cockpit fits me like a glove. If I felt like I wanted to get more of a grip on the 964, I don't have any such worries in the 993. With power steering as standard, the newer RS negates the need for any real muscle behind the wheel. Despite this, the hydraulic pump does not

sully any of the steering's feedback, the 225-section front tyres still telegraphing their grip levels back to me with perfect precision. The steering allows me to revel in the 993's real revelation: its chassis. Compared to the 964, you'd honestly think that the last air-cooled RS was mid-engined, such is the ability of the car to change direction. Despite sharing the same 24mm diameter front anti-roll bar, the 993's front end is an order of magnitude more direct on turn, immediately pitching towards each apex with a deft flick of my wrist. The slightly faster steering rack aids the feeling of immediacy, but the 993's chassis is truly sublime.

Where the 964 initially understeered before finding its nodding equilibrium, the 993 noses into each corner with militant accuracy before tackling the rest of the radius with a much flatter attitude. The rear end is noticeably more noncompliant and can be easily unsettled over bumps that the 964 would take in its stride. For the inexperienced pilot, this could be unsettling but for those well



## Model 993 RS

Year 1995

### Engine

Capacity 3,746cc

Compression ratio 11.5:1

Maximum power 300bhp @ 6,000rpm

Maximum torque 355Nm @ 5,400rpm

Transmission Six-speed manual

### Suspension

Front Independent; MacPherson strut; coil springs; anti-roll bar

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

### Wheels & tyres

Front 8x18-inch Speedline split-rim alloys; 225/40/ZR18 tyres

Rear 10x18-inch Speedline split-rim alloys; 265/35/ZR18 tyres

### Brakes

Front 322mm drilled and vented discs

Rear 299mm drilled and vented discs

### Dimensions

Length 4,245mm

Width 1,735mm

Weight 1,279kg

### Performance

0-62mph 5.0 secs

Top speed 172mph

## SPECIALIST VIEW

Mark Sumpter

Managing Director, Paragon

"On paper the 993 wins easily, so it's hard to justify why I would choose the 964, but the suspension setup makes the car feel alive. You're busy when driving it fast and that may not suit a lot of drivers but I really enjoy the classic feel."



versed behind the wheel of an RS, the 993's agility can be exploited to no end on a twisting B-road.

Once I've recalibrated my senses to cater for the 993's abilities, the chassis doesn't really have any nasty surprises. In fact, the more I push, the more the 993 seems to egg me on, unveiling new depths for me to explore and test myself. It's an incredibly gratifying experience, as if the car is developing alongside your own driving ability, never allowing you – at legal road speeds, at least – to overstep the mark. Yet it retains the key ingredient for any legendary Rennsport: engagement. My smile can't help but grow bigger with every mile that passes. Like the 964, the 993's relative lack of power compared to the water-cooled era of RS is one of its strengths when it comes to the car's real world fun factor. Despite this though, the 993's flat six is noticeably more potent than that of its successor, picking up strongly from the bottom end and revving freely through the range. Unlike the 964, the last air-

cooled RS doesn't have any perceptible peakiness, pulling keenly at all times. We have VarioRam to thank for its almost unnerving smoothness.

Contrary to the engine's impeccable behaviour, the M64/20 flat six's song rings loud through the 993's cabin with an unspoiled clarity. Whereas the 964's engine note is muted by the drivetrain, the transmission whine and differential chatter in its successor is more refined, and the smoothed front end eradicates any wind noise around the A pillars, leaving the motor free to broadcast its music throughout the cabin. And what music it is. A spit of fuel on the overrun, the 993 picks up instantaneously on the throttle, a Mezger-like machine gun rattle permeating from under the decklid. This is one of Porsche's great engines.

For today at least, the demise of the air-cooled era is being keenly felt; some of Zuffenhausen's latest offerings could benefit hugely from this sort of charm and character. But if there's one stick for me to beat the 993 with it's that, like the steering,

the rest of the control weights – the brakes and the gearshift – lack the substantial action of their forebears in the 964. They are perfectly serviceable (though the slightly higher mass of the 993 dulls the Big Red's initial bite) but they feel at odds to the scintillating chassis. The brake pedal has more travel and feels more assisted while the gearlever's travel is so slick that a mere twitch of my fingers is enough to move it gate-to-gate.

Objectively though, as you would expect given the development budget and extra R&D time, the 993 is the better Rennsport and, having tracked back through the lessons learned today, I have no doubt which set of keys I will be taking for my drive home. But the 964 is no awkward ancestor. They are both incredibly involving Neunelfers with a penchant for putting a smile on your face. Porsche hasn't built anything quite as captivating as this duo since. The 993 RS may have won today's battle but the air-cooled Rennsport legacy is the real winner. Long live luftgekühlt! **911**

## Thanks

Total 911 would like to thank Mark, Jamie and the team at Paragon for their help with our 964 v 993 RS head-to-head. For more pristine Porsche 911s, you can see their latest stock at [paragongb.com](http://paragongb.com)

**“If the 964 RS was all you ever knew of air-cooled Rennsports, you’d never want anything else”**







## 2.7: WHAT'S IT LIKE TO DRIVE?

Although the 'T' designation was dropped for the start of the G-series model in 1974, the entry-level 2.7 by-and-large carries over that same driving experience as its predecessor. Certainly not a 911 known for its performance credentials, its pace is considered lacklustre unless the rev needle is kept in the last 2,000rpm of the tach. That, then, can make for a fun driving experience for the committed, but otherwise the 2.7 is more suited to a gentle Sunday drive.

Equipment is basic but palatable, the previous 'squashy' seats of the F-series cars replaced by new items with built-in headrests and ergonomic bolstering for extra comfort. Previous chrome fittings are also dispelled.

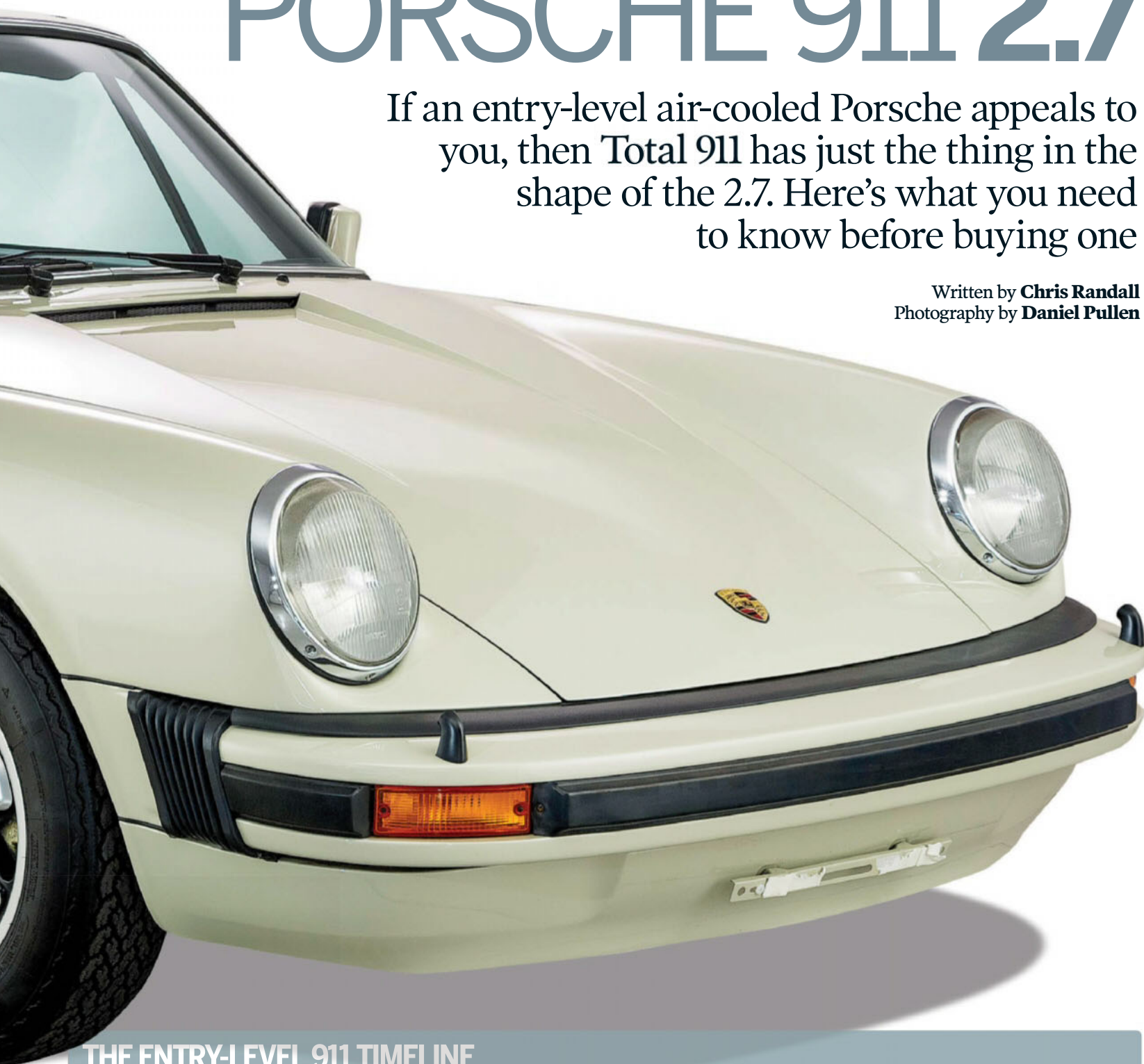




# PORSCHE 911 2.7

If an entry-level air-cooled Porsche appeals to you, then Total 911 has just the thing in the shape of the 2.7. Here's what you need to know before buying one

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



## THE ENTRY-LEVEL 911 TIMELINE

**1964**

Where it all began for our favourite car. The shape and flat-six engine would define a legend for more than 50 years. 9,250 produced

**1967**

Slower than the early 911 2.0, the 911T (for Touring) became the entry point for Porsche ownership. 6,318 produced

**1974**

A new 2.7-litre engine was launched with less power but more torque for a relaxed but efficient power delivery. 9,320 produced

**1990**

The biggest change yet saw the arrival of the 964 in Carrera 2 form, with power steering and coil-sprung suspension. 19,484 produced

**1993**

The 993 Carrera marked the beginning of the end for air-cooling. 272bhp ensured 0-62mph in under six seconds. 38,626 produced

**1998**

Water cooling would prove divisive but vital if the 911 was to continue. The 300bhp 996 Carrera sold in impressive numbers. 56,733 produced

**2004**

Heavily revised and with more power, the 997 Carrera was a return to form for the 911. 325bhp made it rapid, too. 25,788 produced

**2011**

The 991.1 Carrera was the biggest model yet and not everyone approved. Seven-speed manual gearbox was an unusual feature



**T**his isn't the first time a 2.7-litre 911 has appeared within the pages of **Total 911** but it thoroughly deserves another airing this issue. Why? Because it marks a rather significant chapter in the development of the Neunelfer – the introduction of the G-Series models. The preceding F-Series had been successful cars for Porsche, not only selling in useful numbers, but also being revered for their delicate styling and impressive performance.

It was time for a change though, and the most obvious of those – even to the casual observer – was the adoption of impact bumpers. A legislative requirement, they were well integrated into the 911 shape and defined the model right up to the launch of the 964 some 15 years later.

Down to business then, and it's worth acknowledging that a 911 that's more than 40 years old is going to involve some corrosion. The metalwork was galvanised from 1976 using a hot-dip protection process, but the threat of rampant tin-worm is ever present, bringing with it the potential for terrifying restoration costs. Filler-laden bodes are a risk, so scrutiny from a specialist is vital before parting with any money. But if you want to undertake a preliminary check there are numerous places where rust can lurk.

The front wings will rust around the wheel arches so have a good prod around the lip of the arch, and examine the headlamp bowls and around the fuel filler. It's also worth checking the security of those impact bumpers as the mountings can succumb to rot. And, while on the subject, they are made of aluminium, which can

become badly pitted – if they are rescuable, then costly stripping, media blasting, and repainting is the only answer. Replacing them is also not cheap as a new rear item is around £1,000 before fitting.

The front luggage compartment will also need careful scrutiny, focusing on the floor, inner wings, and panel seams, while the areas around the fuel tank and battery could also have been compromised with expensive consequences. Indeed, it's an area that marks some of the key changes for the 2.7, among them a change to a single battery rather than the previous twin items. There was also the addition of a deflated space-saver spare tyre with an electric pump should the worst happen, which in turn allowed the fitment of a larger fuel tank to take advantage of the car's new-found efficiency. In any case, it's worth noting that the original factory finish in ➡

“Impact bumpers were well integrated into the 911 shape and defined the model for the next 15 years”

### Model **911 2.7**

Year 1974-1977

#### Engine

Capacity 2,687cc

Compression ratio 8.0:1

Maximum power 148bhp @ 5,700rpm  
(165bhp from '76)

Maximum torque 235Nm @ 3,800rpm  
(4,000rpm from '76)

Transmission Five-speed manual,  
rear-wheel drive

#### Suspension

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

Rear Trailing arms with telescopic  
dampers; torsion bar springs;  
anti-roll bar

#### Wheels & tyres

Front 6x15inch; 185VR

Rear 6x15-inch; 185VR

#### Dimensions

Length 4,291mm

Width 1,610mm

Weight 1,075kg

#### Performance

0-62mph 8.5 secs

Top speed 130mph







Due to a legislative requirement, the 1974 911 2.7 was the first entry-level 911 to wear the iconic impact bumpers. Check the security of the aluminium bumpers as the mountings can succumb to rot



## PARTS PRICE CHECK

• Rear bumper	£1,005
• Front compartment lid	£1,636
• Clutch kit	£896
• Front brake caliper	£446.68
• Front shock absorber	£528

Prices are inclusive of VAT and come courtesy of Paragon Porsche

## 911 2.7 VALUES

Like many 911s, values are very dependent on condition and originality, and while they are rising it's difficult to predict where they will end up. What is much clearer, though, is the need to think long and hard before taking on anything in need of major work. With the potential to spend huge sums of money on restoring the bodywork or rebuilding the engine, a project 911 2.7 isn't really viable. Not yet, anyway.

• Project	£10,000
• Good	£30,000
• Concours	£40,000-50,000





## “Porsche’s aim for the new 2.7-litre engine was to make it more efficient and less frantic in its power delivery”

the front section wasn’t especially tidy, so be wary of anything too neat as it likely points to previous repairs, either as a result of restoration or accident damage. Either way, it’s important to know who carried out the work and when, so a lack of supporting paperwork should ring alarm bells.

A 911 of this vintage will also need careful checks for signs of bubbling around the front and rear screens and the side windows, while blocked drain holes will cause problems around the sunroof, if fitted. Turning our attention to the sides, both the A- and B-posts are common rot-spots and it’s vital to ensure that the sills, jacking points, rear quarter panels and the kidney bowls at the rear are sound, as repairs here can swallow

huge amounts of money. And, it’s certainly not advisable to take the plunge unless you’ve had the car on a ramp to check the condition of the floorpan – corrosion could have spread to the sills and bulkheads; it’s crucial to check the latter from within the luggage compartment and engine bay as problems might not be immediately obvious. There’s certainly plenty to consider when it comes to the bodywork, then, so it’s all the more important that you’re satisfied with the history of the example you’re considering. Relative affordability, high restoration costs and the potential for values to rise is a hazardous mix, which increases the risk of being landed with a bodged or poorly restored example. Caveat emptor

most certainly applies here... but as the name implies, the key part of the new model was the 2.7-litre, 911/92 engine slung out back – effectively a larger bore version of the previous 2.4-litre.

Featuring Nikasil-lined or Alusil-lined cylinders depending on age, the unit used two valves per cylinder operated by a single chain-driven camshaft per bank, and was lubricated using a dry-sump arrangement. Fuelled by Bosch K-Jetronic fuel injection – dubbed Continuous Injection System (CIS) by Porsche – the result was 148bhp and 235Nm of torque. These numbers might have surprised buyers used to the punchier outputs of previous models, but Porsche’s aim for the new engine was to make it both more efficient and less frantic in its power delivery, hence the increased torque figure. Longer service intervals were a further bonus for buyers, and today you’ll pay around £600 for a 12,000-mile service at a specialist such as RPM Technik, so regular fettling won’t break the bank. What will though, is an engine in need of major rebuilding.





**The 911 2.7 cabin featured some noticeable changes to its predecessor, including a switch to one-piece 'tombstone' seats – offering more comfort and support – and a new four-spoke steering wheel design, with more padding in the centre boss for safety**

The main problem is the magnesium engine casing where age can lead to porosity and distortion, the latter causing trouble when the unit is taken apart as plenty of labour can be expended on ensuring everything is true before reassembly. If not, it will never be right and will probably leak oil like a grounded super-tanker. You will also need to factor in any problems experienced with aged ancillaries such as the exhaust system, ignition coils and fuel injectors, which may not have been disturbed previously. The result of major surgery can be an invoice for more than £20,000. Issues such as oil leaks, excessive exhaust smoke and poor running caused by fuel injection woes are worthy of a mention here, but frankly it's the fundamental health of a 2.7 engine that is of crucial importance.

The '915' transmission, on the other hand, shouldn't present much in the way of trouble and it's mainly a case of checking for tired synchromesh and an overly obstructive shift. You'll pay at least £1,200 for a light overhaul, ➡



## BUYING TIPS

A 911 with more than four decades under its wheels needs more careful buying than most. In this case, condition is everything. However much a 2.7 appeals to you, purchasing in haste is asking for expensive trouble so make sure everything stacks up first:

- **Originality:** Spend as much time as you can on the paperwork. It's important to check whether engine and gearbox numbers match original documentation, and be sure to use a specialist or the owners club to assist in any research. You'll be glad you did.
- **Bodywork:** The state of the bodywork is the biggest worry by far. Serious corrosion can strike just about anywhere and the bills for sorting it can be bankrupting. Previous restoration is no guarantee.
- **Engines:** Essentially strong, age or neglect will take their toll with expensive consequences and you could spend upwards of £20,000 on a complete overhaul. Some parts, such as cylinder heads, are no longer available so not all problems are an easy fix.
- **Transmission:** Replacing the clutch or lightly overhauling the transmission aren't hugely expensive, but check for nasty noises or gear selection issues.
- **Brakes/suspension:** Check carefully for wear and tear and signs of corrosion around suspension mounting points. Neither setup is complex, but the cost of fettling soon adds up.
- **Interiors:** The refreshing simplicity of the 2.7 in comparison to a modern 911 means that problems will be readily apparent. Look for damaged and threadbare trim and signs of water ingress that could have led to corrosion or electrical malfunctions.

but be prepared to budget for upwards of £3,000 if more major work is required, as some parts are neither cheap nor easy to source. An ailing clutch should be obvious on the test drive and will cost close to £1,000 to replace. The Sportomatic transmission was a four-speed unit at launch in 1974, replaced by the 925/09 three-speeder from 1976. Properly set up it works well, but some cars have been converted to a traditional manual so check the number on the gearbox tallies up with the paperwork.

When it comes to the suspension and brakes, most issues will be a result of age and the usual wear and tear. The former was the familiar air-cooled setup of telescopic dampers and torsion bar springs, with a 16mm anti-roll bar at both ends (although these could be upgraded to the Carrera's 20mm front/18mm rear items as an option). The main difference over earlier models was the adoption of rear semi-trailing arms fashioned from aluminium alloy, which were both stronger and lighter. Problems today are likely to involve tired dampers and perished bushes – you can pay around £500 each for the former – and corrosion around mounting points. Knocks from beneath on a test drive or signs of uneven tyre wear will need further investigation as, not only do they point to a lack of maintenance, but a comprehensive overhaul doesn't come cheap. And the same applies to the brakes, which comprised of discs all

round that were more than capable of handling the performance on offer. Fresh discs and pads at both ends will set you back in the region of £1,000, while replacing one of the steel front calipers is £450 before fitting.

The cabin would be instantly recognisable to those familiar with the preceding generation, although even here there were a few notable alterations. The main one was a change to one-piece 'tombstone' seats, which proved more comfortable and supportive, but there was also a new design of steering wheel; a four-spoke item that featured more padding in the centre boss in a nod to safety. Inertia reel seat belts were also fitted. If you're buying one today, the key factor is the overall condition of fabrics and fittings as the cost of major re-trimming can mount alarmingly. And, if it hasn't been refreshed, it's worth ensuring that no electrical issues are present, that there's no sign of damp caused by leaking seals, and that the heating works.

Ultimately, the spectre of expensive problems – especially those involving corrosion and major engine work – can prove somewhat off-putting, but it will always be an aspect of considering an older 911. That said, a suitable degree of caution, as well as employing the services of a reputable specialist, will go a long way towards mitigating the risks and the result of buying carefully will be very rewarding indeed. **911**

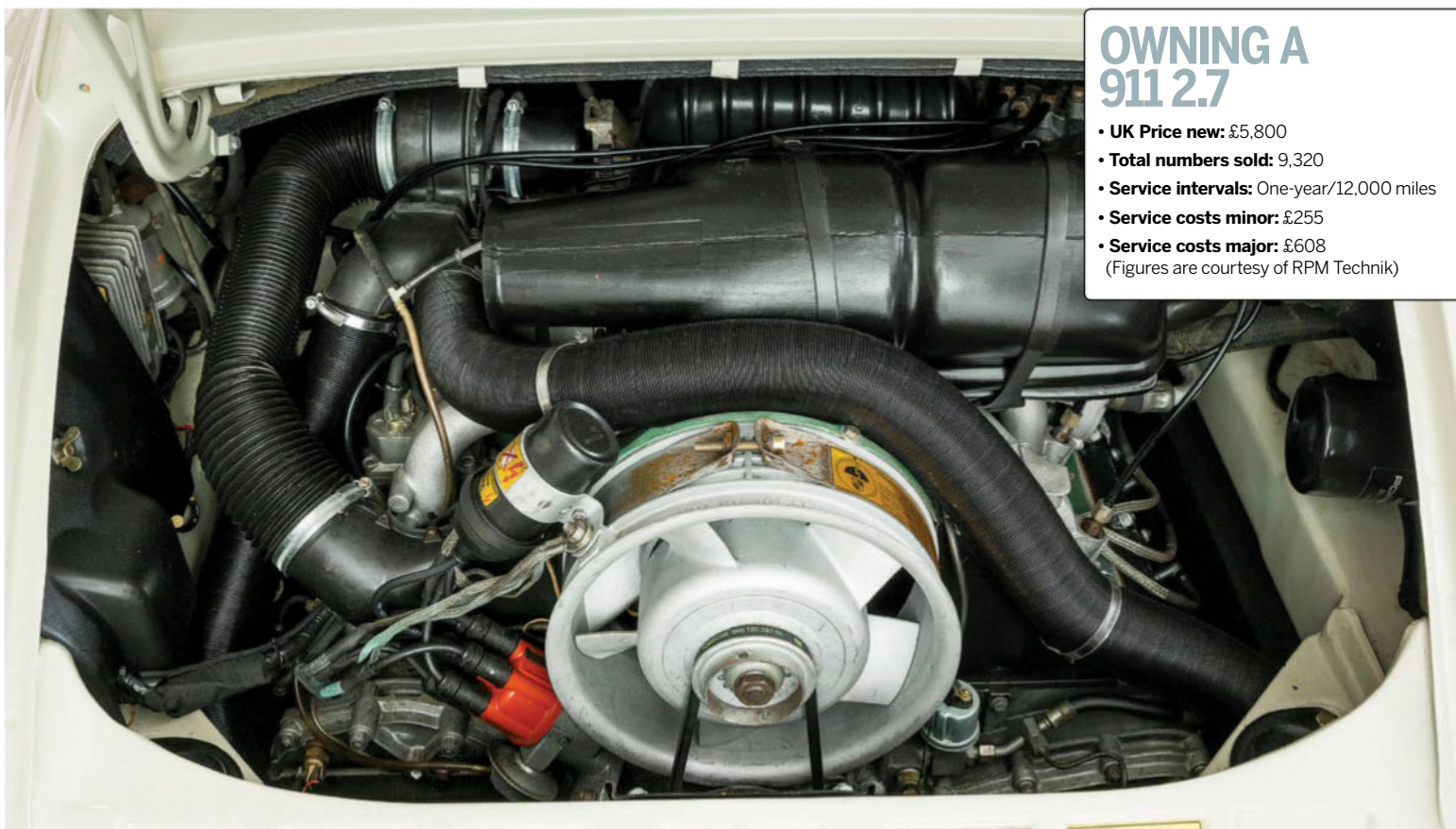
## SPECIALIST VIEW

"The 2.7 is an interesting model as it's relatively affordable at present, and yet to see the sort of value increases that have affected other air-cooled cars... that can make it a slightly difficult proposition for buyers as neglect and lack of maintenance can be a problem, and there's always the risk of hidden bodes. What I would say is that originality is really important with one of these, while interest in the 2.7 seems to be growing especially for examples with a rarer specification. And don't ignore the Sportomatic models; a good one is nice to drive, even if unusual, and the rarity could make it an interesting proposition in the future for sure."

**Mikey Wastie,**  
Autofarm







## OWNING A 911 2.7

- **UK Price new:** £5,800
- **Total numbers sold:** 9,320
- **Service intervals:** One-year/12,000 miles
- **Service costs minor:** £255
- **Service costs major:** £608  
(Figures are courtesy of RPM Technik)



## Thanks

This award-winning 2.7 restoration is available to view at Hexagon Modern Classics. For details call +44(0) 7522 911 911 or visit [hexagonclassics.com](http://hexagonclassics.com)



# GEMBALLA 996 GT3 GT ARGH!

Created by famous tuning house, Gemballa, this 996 could be the ultimate sinister sleeper...

Written by **Josh Barnett** Photography by **Steve Hall**

**S**ome people swear by coffee; others vouch for less legal means of perking themselves up. Personally, I've never had a need for either, however, the automotive industry has – since the 1970s – preferred turbochargers as its means of giving petrol-powered cars a boost, with Porsche using forced induction to good effect on the 911 for over 40 years. From the standard Turbo to the simply crazy GT2s, turbocharging has helped define the performance Neunelfer. More recently, forced induction has found its way onto the 911 Carrera for the first time, dividing Zuffenhausen enthusiasts and causing naturally aspirated aficionados to grab their pitchforks. Despite this, forced induction has more

than its fair share of fans, especially in the world of tuned Porsche 911s, where bigger turbines and remapped electronics can result in impressive gains without a significant amount of work.

If you want to look for really big gains, you'll need to start thinking about commissioning more extensive modifications in order to allow the Porsche 911's flat six to handle the extra boost, without over-stressing the internals. Over the years there have been a number of specialists capable of carrying out such work, none more famous than German tuning house, Gemballa. After it was formed in 1979, Uwe Gemballa's concern grew to prominence amid the modifying boom experienced across the car industry during the 1980s. His increasingly











Only when looking up close do you spot clues to this 996's crazy performance. Note eight-pot brake callipers, extra VDO gauges and modified hoses and airbox



extravagant creations – originating with the 930-based Gemballa Avalanche in 1985 – were not just aesthetically radical renditions of Porsche's 911 platform though. The mechanicals were suitably bolstered, too, the engine shop at Leonberg (near Porsche's home in Stuttgart) turning out some ludicrous power figures thanks to the ever-more extreme turbocharging technology.

Gemballa's pursuit of ever-higher power was reinforced by the dawn of the water-cooled Neunelfer at the end of the last millennium, the Porsche 996 package providing a more efficient base from which to work. The German team set to work quickly and, by 1999, had already launched the GTR package – a twin turbo conversion for 996 Carreras. Two years later, having also created a bi-turbo GT3 engine, Gemballa understandably turned

their attentions towards the newly released 996 Turbo as the basis for their fastest ever car.

The GTR 600 – as the name suggested – developed a heady 600bhp thanks to an extensively reworked version of the 996 Turbo's 3.6-litre twin turbocharged Mezger engine. In a to-and-fro battle with fellow tuning house, TechArt, and after even more development of the chassis, the GTR 600 was eventually able to lap the Nürburgring Nordschleife in 7:32.5. With long-time Porsche racer, Wolfgang Kaufmann – a personal friend of Uwe Gemballa – at the wheel, the GTR 600's record run was so impressive that it wasn't until the release of the Carrera GT that a stock Porsche was able to best Gemballa's efforts around the Green Hell.

You may think it's odd that I'm telling you all of this when the car before you appears to be nothing more than a 996.2 Carrera sporting a GT3 front bumper, however, this particular Porsche isn't all that it appears to be. Despite its understated looks, Gemballa converted this 911 to GTR 600 specification for its second owner in 2001 after the car had covered just 1,300 miles with its original keeper. But, unlike the original 996 GTR or the later GTR 600, this 911 didn't start life as a Carrera or even a Turbo. As you may now have guessed, this specific build originally left Stuttgart as a first-generation 996 GT3! After its brief spell in factory specification, the second owner quickly

realised that, as great as the GT3 was on the twisty stuff, on the Autobahns that link Germany's many metropolises, the lack of bottom end torque left his new purchase vulnerable to being upstaged by various turbo'd diesel estate barges. It's a frustration we've had ourselves with Porsche's more cooking models, so we can certainly understand his vexation. At this point, the GT3's owner decided to take drastic action to turn his Neunelfer into something truly potent, so he handed the 996 over to Gemballa, who – as I've just explained – had recently launched the GTR 600 package for contemporary 911 Turbos. But, this customer didn't want a straight GTR 600 conversion with the Turbo-derived power plant that would entail.

Instead, the 996's owner insisted that Gemballa retain the GT3 version of the famous Mezger engine and bolt on two rather large turbochargers to its previously naturally aspirated architecture. While the technicians at Gemballa had turbocharged one the year previous, they hadn't attempted to perform the GTR 600 upgrade to a GT3 before. Luckily for them, the story that has travelled with the car from Germany to here in the UK suggests that the owner was well connected with the fine folk at Weissach, Porsche's R&D and motorsport nucleus. This, allegedly, allowed Gemballa to fit a special development crankshaft, pistons and con rods, all taken from the racing department's metaphorical







store cupboard. The end result is a 3,600cc flat six unlike any other. According to the car's history, this is the only GTR 600 running a completely independent cooling setup for both turbochargers and water-to-air (rather than Gemballa's more common air-to-air) intercoolers, helping to improve the efficiency of the forced induction system when ambient temperatures were higher than normal. It also meant that the rear end of the car didn't need any visual reworking to fit the standard air intakes normally seen on Gemballa's standard GTR 600 builds.

With the aim of creating the perfect sleeper, the owner instructed Gemballa to remove the GT3's sweeping rear wing and fit a standard flat back decklid. Gone too were the deeper side skirts, replaced by stock C2 versions. Even the kickplate inserts were swapped for Carrera-scripted items to complete the Q-car look. The only concession to the understated aesthetic was the switch to the GT3 Gen2 front end (including the sharper, facelifted headlights) required to house the bespoke cooling setup. Even the split-rim GT3 wheels could be mistaken for standard Carrera options, although those with keen eyes may have noticed the 295-section tyres; 10mm wider than the GT3's normal rear rubber and two inches broader than a Carrera's back boots. As I'm about to find out though, the tyres could do with being wider still...

Inside, it becomes a little more obvious that this isn't the 996 Carrera that it initially appears to be. I

lower myself into the leather-clad GT3 bucket seats and, as I glance over my right shoulder, I notice that the rear seats – a standard Carrera fixture – are absent, replaced by the GT3's carpeting. In my hands, Gemballa's own steering wheel (smaller in diameter than a normal 996 wheel) sits well, my fingers wrapping its thick rim almost perfectly into my palms. Bar the steering wheel, the only clue from my perspective that the unassuming clothing hides something more sinister is a trio of extra VDO dials in the centre console where the 996's CD holder normally sits: on the left is an intake temperature gauge, in the centre, an additional oil temperature indicator and, on the far right, a boost gauge, marked all the way up to 1.5 bar.

After a couple of attempts, the Gemballa GT3 surges into life, a black cloud of unburned fuel – accompanied with the requisite aroma – drifting out of the twin tailpipes. The flat six sounds more purposeful at idle but it's certainly not what you'd call angry. The same can be said of the car's behaviour ambling around below 2,500rpm; there's no real torque and the sound track is more akin to a mildly tuned Carrera than a 600bhp monster. However, when I eventually muster the courage to keep my foot in, that all changes. Crawling at barely 20mph, I bury the throttle to the bulkhead. Nothing happens. For the first half second or so I'm left waiting but, then, as the 3,000rpm mark is ticked off by the

<b>Model</b>	<b>Gemballa 996 GT3</b>
<b>Year</b>	<b>2000</b>
<b>Engine</b>	
<b>Capacity</b>	3,600cc
<b>Compression ratio</b>	Unknown
<b>Maximum power</b>	600bhp @ 5,800rpm
<b>Maximum torque</b>	640Nm
<b>Transmission</b>	Six-speed manual
<b>Suspension</b>	
<b>Front</b>	Independent; MacPherson strut; coil springs; anti-roll bar
<b>Rear</b>	Independent; multi-link; telescopic dampers; coil springs; anti-roll bar
<b>Wheels &amp; tyres</b>	
<b>Front</b>	9.5x18-inch alloy wheels; 245/35/R18 tyres
<b>Rear</b>	12x18-inch alloy wheels; 295/30/R18 tyres
<b>Brakes</b>	
<b>Front</b>	380mm vented discs; eight-piston calipers
<b>Rear</b>	330mm vented discs; eight-piston calipers
<b>Dimensions</b>	
<b>Length</b>	4,430mm
<b>Width</b>	1,900mm
<b>Weight</b>	1,482kg
<b>Performance</b>	
<b>0-62mph</b>	3.4 secs
<b>Top speed</b>	211mph





sweep of the tacho's needle, the twin turbochargers violently spool up and funny things start happening to the view outside. On the bumpy British tarmac, the 996's rear tyres scrabble hopelessly for some semblance of grip. It's as if an atom bomb has been unleashed in the engine bay though. The modified Mezger gives no quarter to the back axle, spinning the rear wheels well beyond their limits and sending the engine speed quickly towards the redline. Despite the monumental loss of traction, the Gemballa has – thankfully – kept itself pretty much in a straight line and has, somehow, in just about a second, sprinted to the 60mph speed limit. I said it does funny things to the vista outside the windscreen. If the Millennium Falcon can do the Kessel Run in under 12 parsecs then I'm in no doubt that this ludicrous creation can do it in less than ten.

Lifting off the throttle when on full boost is nearly as violent as the acceleration, the engine snapping off suddenly and sending my head swinging forward. Behind me, the crisp crack of the wastegates scatters a few crows from the nearby trees. With all that firepower behind me, I'm thankful for the Gemballa's eight-piston calipers

at either end of the 996. Gripping 380mm Brembo vented discs at the front (330mm at the rear), the brakes aren't initially that positive but, what they lack in bite, they more than make up for in potency.

Combined with a firm, almost race-car-like pedal feel, the stoppers are exactly what are needed after engaging warp speed, especially in the tight confines of our test route. Like the brakes, the 996's suspension is also to Gemballa's own design and is surprisingly effective when you attempt to guide the GT3 through a corner. Compared to a Gen1 GT3, the spring rates feel a touch stiffer, making the front end feel more direct than its stock counterpart. Despite this, the overall damping feels slightly more compliant, especially at lower speeds. The Gemballa doesn't try and sniff out cambers and bumps quite so much as a standard GT3 either, which is just as well, as getting trampled by the road surface at the sort of speeds obtainable in this 911 would reduce most grown men to a quivering wreck. It really is that fast. For all the talents of the chassis, this car is all about that engine.

Having tasted it once, at every chance that now arises, I ham-fistedly step on the gas and wait for

the explosion of tarmac-shredding pace. Wait, wait, wait and... the trees outside of the side windows blur into a green-brown mess and my insides are left some 100 yards back down the road. How much boost is this thing pushing? I try to glance down at the boost gauge but, before I can get a clear reading, I'm already about to buzz the limiter. As I go to shift up I'm sure I see the needle jump north of 1.0 bar. Every blast of acceleration can't help but cause a smile to creep from the corners of my mouth, the 996 snarling with a 934-esque bellow.

I've never leapt from the top of a building before but I'm adamant that this creation from Leonberg provides a similar level of exhilaration as BASE-jumping. It's that feeling of falling through the air and not knowing if your parachute *really* is going to open until you actually pull the cord. Gemballa has synthesised that same shot of adrenaline and forced it through each cylinder. And yet, from the outside, no one bats an eyelid as I cruise through the nearest town at the end of the day in, what looks like, a 996 Carrera. This is, undoubtedly, the ultimate wolf in sheep's clothing. Just make sure your heart is ready should you make the jump. **911**

## Thanks

**Total 911** would like to thank RPM Technik for their help with this feature. This Gemballa 996 is currently available to buy from RPM's Long Marston showroom. For this and other rare Porsche 911s, head to [rpmtechnik.co.uk](http://rpmtechnik.co.uk)





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— THE BIG INTERVIEW —

# PORSCHE TECHNICIANS

They're the Porsche Centre staff charged with maintaining your pride and joy and know more about your 911 than you do, but how much do you know about them? **Total 911** enters the workshop to talk with four experienced Porsche Technicians...

Written by **Lee Sibley** Photography by **Dan Pullen**

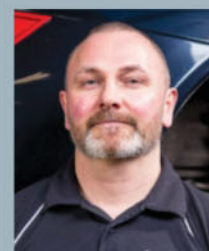




**NICHOLAS PERRY**

**Job title:** Silver Classic Car Technician

**Time at Porsche:** 30 years



**RICHARD SMITHIES**

**Job title:** Gold Diagnostic Technician

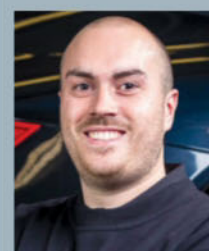
**Time at Porsche:** 22 years



**COLIN MOULAND**

**Job title:** Workshop Foreman

**Time at Porsche:** 20 years



**SCOTT GARDNER**

**Job title:** Silver Diagnostic Technician

**Time at Porsche:** 10 years

**T**here's just ten minutes of the working day left when we roll onto the premises at Porsche Bournemouth, a convivial, award-winning Centre who claimed the accolade of 'Best Official Porsche Centre – Sales' at the 2015 Total 911 Awards. Today, however, we're not here to speak with the sales department, our business instead concerning Porsche Centre employees responsible for servicing your beloved 911.

Though it is the sales team who helps spec and then manage the purchase of your Porsche, the technicians in the workshop will actually see more of your car, as this is the team responsible for year-on-year servicing and maintenance work. You're in good hands, too: the expertise of a Porsche Technician is cultivated through comprehensive training for both classic and new models and, allied to invaluable experience through the generations, their knowledge of each vehicle will likely surpass that of even the most discerning owner.

The team at Porsche Centre Bournemouth alone has some 82 years of experience between the four members of staff present on the day of our visit, with Nick Perry, the longest-serving technician on site, beginning his apprenticeship when 3.2 Carreras

and 930 Turbos graced the showroom floor. The cars and their technology may have moved on since then but the dedication to task of Nick and his team is unwavering, as we're about to find out. With the team finished clearing away for the day, we gather between a 993 GT2 and a 997 C4S on the ramps and discuss the impact of rapid software development, competition from independents, and a love for the older models.

**First of all, can you explain the grading system that defines your various job titles as a Porsche Centre Technician?**

**Richard Smithies:** You join a scholarship these days where, for the first six months, you go through your normal introduction and then Porsche expects you to attain Bronze Technician status, which covers service repairs and general maintenance. Then, within two years of completion, they like you to work your way up to Silver Technician, which is following Porsche processes for repairs. Finally, you go up to Gold Technician, which is more about fault finding on your feet rather than system testing.

**Scott Gardner:** Bronze is something you're encouraged to do once you're settled in; it's an online

module consisting of multiple-answer questions from different courses. For example, there's a chassis course and an engine course, which all form the Bronze test. This process is the same for Silver, too.

**So why Porsche?**

**SG:** Like my father, I have always been a petrolhead so working with cars brings natural enjoyment. I did my work experience here straight from school and never looked back.

**Colin Moulard:** Same with me, I have always loved cars and loved motorsport, which obviously goes hand in hand with what Porsche are about. It was an obvious choice.

**Nick Perry:** Yeah, same again. They've always had a reputation for being well built cars that offer a great drive, which appeals to me as an enthusiast.

**RS:** I actually started out as a mechanic in the Army but I got injured so I had to leave. I then worked for Ford for about 18 months before this job came up, which was perfect for me. That was in 1994 and I've been here ever since...

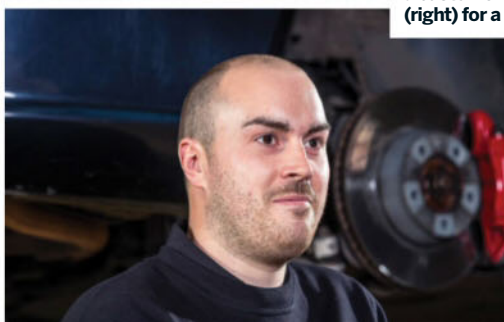
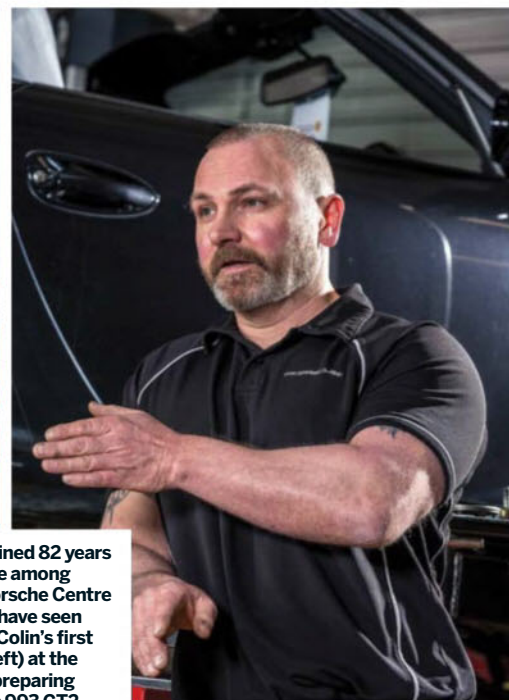
**Independents will forever say their technicians plied their trade with a main dealer first**







With a combined 82 years of experience among them, our Porsche Centre Technicians have seen it all. One of Colin's first memories (left) at the Centre was preparing a customer's 993 GT2 (right) for a trackday



**before leaving the network, yet your long careers at Porsche Centre Bournemouth are evidence to the contrary. What are the advantages of working for a main dealer?**

**SG:** Having a main dealer level of support is a huge part of it for me. The technological assistance offered is crucial: technology is changing almost daily now, so if you get a car in that you struggle with due to an update, there's a network behind you that you can rely on. However, if you work outside of that network you can never be up to date with these changes – you're fighting in the dark, so to speak – just trying to stay on top of the latest technological evolutions. Here, you have all the technological support, manuals, and diagnostic equipment you could ever want.

**CM:** When a new model comes out, for example the new turbocharged Carrera, we go to Porsche Cars Great Britain for a workshop to familiarise ourselves with the new technologies and systems on offer. If it's a new engine it's likely to be a two-day intensive course, whereas if it's a slightly modified version of an existing engine then normally it'll be a one-day course.

**SG:** The online modules always keep you refreshed, too, don't forget. Plus, our knowledge works in the customer's favour in terms of pricing: at an independent, the technician will have to get to grips with new systems for a car before they actually find

the fault with it, and the time spent doing this is costly for the customer. Here, we are already trained on the systems so we can get down to work quickly on diagnosing any problems.

**Do you think, then, that a 911 should forever come to Porsche for servicing?**

**SG:** With a Porsche it's not a typical car. They are highly specialised, even in the sense that they have flat engines, so you have to have 'the knowledge' to even touch them. There's a difference between having an NVQ in motor mechanics and understanding your way around a Porsche 911.

**RS:** I think that we are a lot more involved in our service procedures, as it's not just about changing oil and replenishing brakes. There are things that we know about, and know how and where to check, that others perhaps may not.

**SG:** Even little things such as PDK clutch oil changes every six years, or taking off a centre-locking wheel: others might not even have the equipment to do these things efficiently. These cars require a lot of specialist tooling, which we have.

**NP:** Which makes our life a lot easier!

**CM:** There's also the factor of using genuine parts. With a prestige car like a Porsche, it's important to have the right part fitted for the car.

**How important is the relationship with a customer for you?**

**SG:** It's huge.

**RS:** Definitely.

**SG:** A service advisor is almost like your middleman. The technician is the person who actually works on your Porsche, so as a customer you'd naturally want that relationship to be stronger, I think. We do really well with that here.

**NP:** We always invite customers in to have a look at their car and show them around the workshop (Nick was showing a customer the finer workings of his dismantled 915 gearbox as we arrived).

**CM:** It definitely helps in getting to know the customer, as they're more likely to trust you when it comes to looking after their car.

**Complimentary health checks now involve a 'CitNOW' video. When did this start?**

**NP & CM:** October!

**SG:** It builds trust between the customer and the technician at the dealership. As a customer, if somebody just rings you up and proclaims that X, Y and Z is wrong with your car, you're likely to take it with a pinch of salt. However, if you visually see these issues when the car is on the ramp, you'll take them a lot more seriously.





**Obviously, the 'CitNOW' video health check process now requires you to be presenters on camera though...**

**CM:** It was a bit weird at first!

**RS:** Yes, but everybody has got used to it now.

**SG:** At first, I know personally I was very self-conscious doing it, even with little things such as background noises in the workshop during recording. You think, "Will that come out in the video? Should I redo it?" But now I'm comfortable with it.

**Do you have a greater tendency to replace or fix parts on a car?**

**RS:** It completely depends on what the problem is.

**SG:** I'd say it's more 'replace' these days but that's because if you replace a part then you can guarantee its longevity much past the next 5,000 miles. As Rich says, it does depend on the job though, as there are a lot of repair kits available through the network, too.

**How much has your role changed over the years due to the increase in technology present on these cars?**

**CM:** My role has changed a great deal – when I started out I had the last of the 993s in the workshop! So there were five or six control units on the car and that was it. Now the Porsche 911 has about 45 control

## “There’s a difference between having an NVQ in motor mechanics and knowing your way around a Porsche 911”

units on the car and each of the control units are talking to each other. I doubt it's changed as much for you though, Scott?

**SG:** For me, the job is more about software and programming now. It's all computers and electrics! Physical mechanical work is rarer now, for sure.

**Do you prefer the software programming or traditional mechanical work?**

**SG:** I prefer mechanical work.

**RS:** Me too.

**SG:** Getting an engine in and having to strip it down is a lot more fun than trying to play with electronic control units.

**RS:** I love working on the older cars. Working with carburettors and distributors is more interesting for me personally, over a couple of sensors that do everything instead. The younger guys like Scott have probably never even seen a distributor!

**SG:** Oi!

**NP:** I enjoy working on the older cars but then every time a new car comes out, there's something different to learn, which is all part of the fun for me. It's like a new challenge.

**Underneath the decklid of the 991 there's nothing to look at. How does this make you feel as a technician but also as a Porsche and car enthusiast?**

**SG:** As a technician it just means I have more panels to remove before I can actually get to the engine.

**RS:** In fairness, the engine is so far back that you can just take the rear bumper off, which is easy to do, and then the engine is there for you to work on. Once the bumper is off and the spoiler mechanism is out of the way, you can get to most parts relatively easily.

**NP:** But it's not like the older cars where you *had* to access the engine for things like distributor caps. ➡





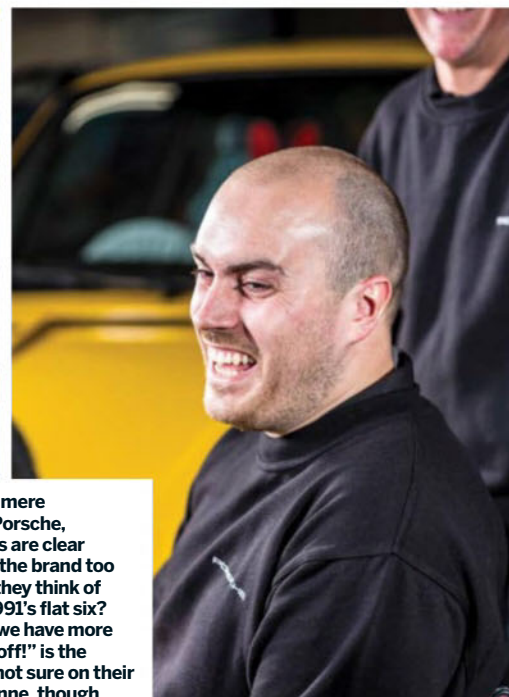
### Thanks

Thanks to Nicholas Perry, Richard Smithies, Colin Moulard and Scott Gardner of Porsche Centre Bournemouth for their time and insight into the world of a Porsche Technician. The team can be contacted via (+44) 1202 983 033.





Far from being mere employees at Porsche, our Technicians are clear enthusiasts of the brand too – but what do they think of the ‘view’ of a 991’s flat six? “It just means we have more panels to take off!” is the answer. We’re not sure on their love for a Cayenne, though...



“When I started out I had the last of the 993s in the workshop, so there were five or six control units on the car. Now the latest Porsche 911 has about 45 of them!”

leads and plugs. Spark plugs are now lasting four times as long as the earlier cars.

**RS:** Yes, and fuel filters are lasting 60,000 miles now.

**NP:** So there isn't the maintenance needed on the new cars like there was on the old models. That said, as an enthusiast I think it's nice to open the bonnet and be able to see the engine.

**So can you really get as excited about a job on a Cayenne as you can a 911?**

**RS:** Of course you can. The Cayenne Turbo is a phenomenally quick car, for example, and it actually handles really well.

**SG:** The engine may be different to a 911 in its layout and position but it's still a Porsche, the engineering excellence is still plain to see.

**CM:** Yes, and if anything it keeps us on our toes just through the sheer variety of what we have to learn and specialise in.

**NP:** The thing is, somebody has bought that car because they are passionate about the brand, just like we are. It genuinely is our pleasure to maintain these cars everyday, no matter what their shape or size.

**Porsche is unveiling Classic Centres globally at present. Has that meant more air-cooled cars are coming back through the door for servicing and maintenance?**

**CM:** We certainly service a lot more air-cooled cars now than we used to, that's for sure. Once the 911 turned 50, we started to see new customers and more cars coming back.

**NP:** Because the classic 911s are going up in value, people are prepared to invest more money into them. Whereas before they were disappearing because of all the new cars, now people are looking for these air-cooled Porsches. It's our pleasure to have them in.

**Does this greater demand mean that sourcing parts for all of these classic cars is now becoming a problem?**

**SG:** It depends how rare the car is! Generally, we're pretty good.

**NP:** I think especially so with the 911, it's not a problem at all. Porsche work hard to ensure the car keeps going, so plenty of parts are always available.

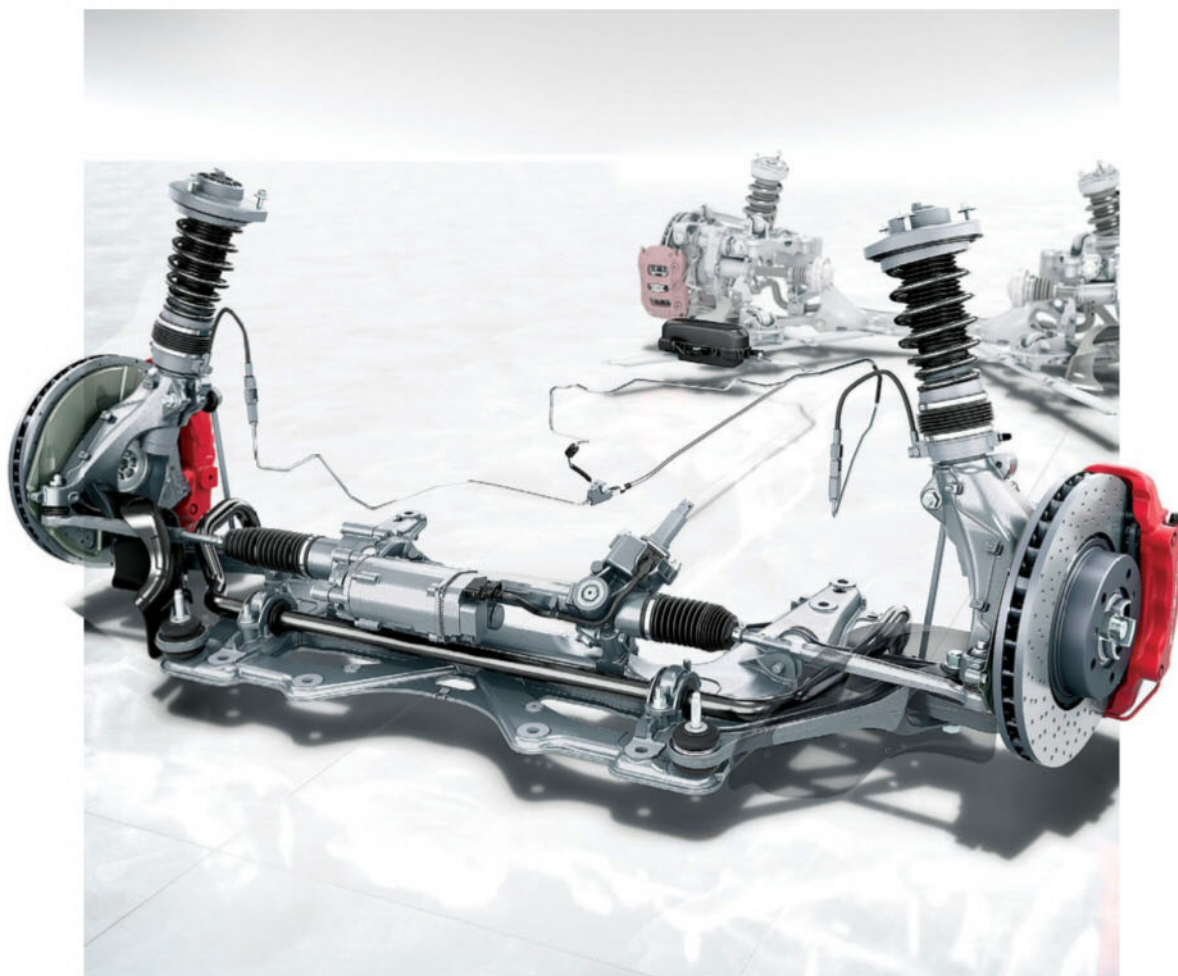
**We can't finish the interview without putting a cat among the pigeons, so who's the best technician here?**

**SG:** No comment! [Laughter]

**RS:** We've all got different skills and we enjoy working together as a team. There's no competition, we all just get along!

**SG:** To be fair, it happens all the time: people are prepared to stop what they're doing to give you a helping hand if you need it. It promotes a great atmosphere among us in the workshop. It's important to be able to love your job. **911**



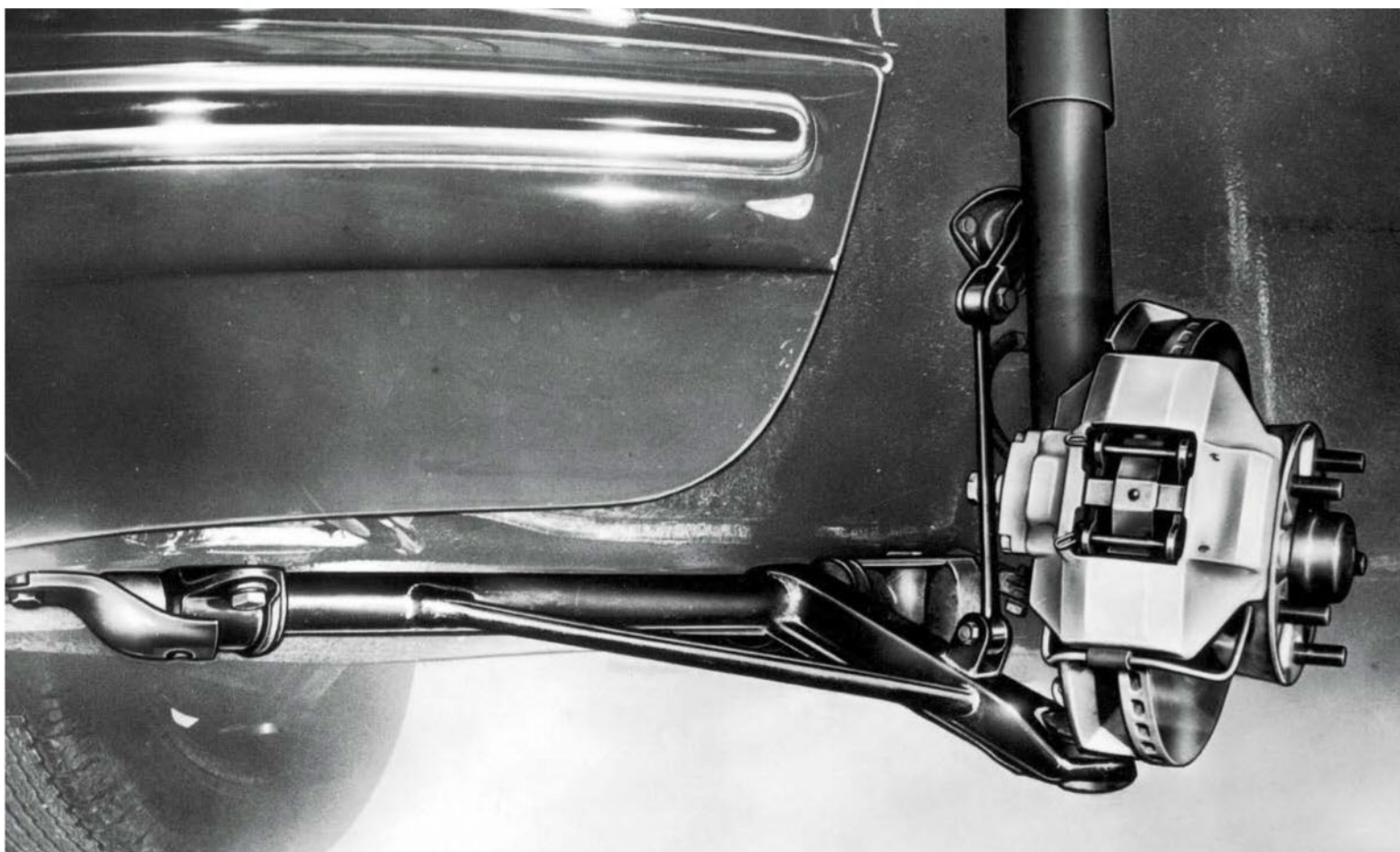


# HOW THE 911'S SUSPENSION DEVELOPED

Porsche's suspension systems have evolved considerably over the last 50 years of the iconic 911's existence, as **Total 911** investigates...

Written by **Kieron Fennelly**





**T**hroughout the 15-year career of the 356, Porsche had managed to adapt the swing axle rear suspension sprung with torsion bars that Dr Porsche had originally designed for the Beetle. In the early 1950s, the swing rear axle was a conventional configuration used by many manufacturers, Jaguar and Mercedes Benz to name a few. Fine tuning and careful weight distribution ensured that in the case of the 356, the oversteer characteristic of swing axles was kept at bay until very high cornering speeds.

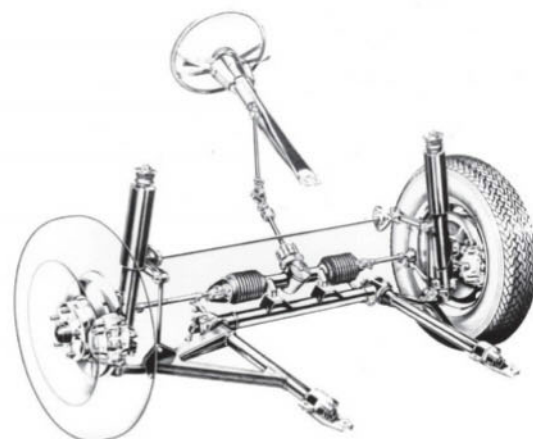
Porsche realised, however, that with the 356's successor a more sophisticated approach would be needed. Zuffenhausen considered a Watts linkage of the type used on its 718 racer, but ultimately decided against this on the grounds of cost and the limited space at the 901's rear. The soon-to-be-renamed 911 dispensed with the 356's solid rear axle in favour of two half shafts (as on BMW's Neue Klasse 1500) located by steel radius arms with the springing, as on its predecessor, provided by torsion bars. At the front, torsion bars again provided the suspension – the absence of coil springs made the damper struts narrower so that the 911's boot could be wide enough to take a set of golf clubs, which Ferry considered essential for the US market (see right). Zuffenhausen might

otherwise have considered the double wishbone setup that Helmuth Bott had investigated on a crash-damaged 356 that he rebuilt.

Inevitably though, suspensions are a compromise between cost and ideal handling and the steering characteristics of the first production 911s were flawed in this respect. In many early cars, breakaway came both early and suddenly. Castor angles were critical and in production Porsche had not built in a means of making them adjustable, as technical director Hans Tomala believed this was unnecessary. Through subsequent trial and error, Porsche found that improved steering ball joints – not as stiff as the type initially used – meant that castor angle (now adjustable) could be altered, which had the effect of lightening the steering and improving self-centering. Porsche also introduced corner weighting as part of the production process, essential to balance the car.

An embarrassingly rudimentary attempt to reduce the 911's inherent understeer was made by ballasting the front bumper with a pair of 11kg weights, but it led to the fortuitous discovery that these made the 911 noticeably more stable at speed. As a result, the large battery was replaced with two smaller items, one in each front wing. By 1966, the energetic Ferdinand Piëch had replaced

the hapless Tomala and the 911 underwent a period of intensive development – overtly competition models appeared, initially the 911S, then the R, combined with the move to increase cubic capacity. The S was the first 911 fitted with a front and rear anti-roll bar (above); the 911 range also received the more positive rack & pinion steering of the new 914. Piëch tackled the handling issue too: the 1968 'A' Series had a 57mm longer wheelbase, effectively setting the rear wheels back a vital couple of inches improving weight distribution and, in combination with the wider tyres now available, endowing the 911 with more predictable road holding. ➡







The 911's torsion bar suspension would, however, last until 1989 with only detail changes – aluminium trailing arms instead of heavier steel, and a rear track wider than the front, introduced with the 1978 SC.

The 964 was, despite outward appearances, radically different: Porsche was under pressure to modernise and refine the 911. An entirely new chassis, designed by Norbert Singer, was built above all to accommodate four-wheel drive. This dictated the end of torsion bars – “We had wanted to get rid of those for years,” remarked Peter Falk. It meant that with coil springs at the rear and MacPherson struts at the front, there was at last room to upgrade the 911 with ABS and power steering. The resultant 964, however, lacked the desired refinement. And new technical director Ulrich Bez was openly critical: “I prefer driving

the 930 – it rides better.” The problem was that at the rear of the 964, the only option with coil springs had been to attach them directly to the body. The semi-trailing arms, carried over from the 3.2, now had large rubber bushes between them and the chassis, but the suspension still transmitted excessive road noise to the cabin. At high cornering speeds, compression of the bushes caused the outer rear wheel to toe-out slightly and a tendency to snap-oversteer if the throttle was released suddenly. Porsche attempted to offset this by making the trailing arm's inner link in steel, endowing it with a degree of flexibility, which had some effect, but the fact remained that the 964, whether rear-wheel or all-wheel drive, did not achieve the handling and above all ride quality sought after.

The 993 retained the 964's MacPherson struts at the front with some minor adjustments to geometry and a slightly quicker steering rack. At the rear though, there were significant differences. Bez rightly regarded the success of the 993 as critical to the company's future and he fought hard for a series of changes. In the end, budget restraints prevented a new cabin design and limited body changes to wings and bumpers. The argument that Bez did win though, was in the adoption of an entirely new multi-link rear suspension, the light, stable, agile configuration.

With the exception of the top of the coil spring/damper struts, the entire rear suspension was

**Top left:** A 993 Carrera 4 front axle – note the differential and anti-roll bar

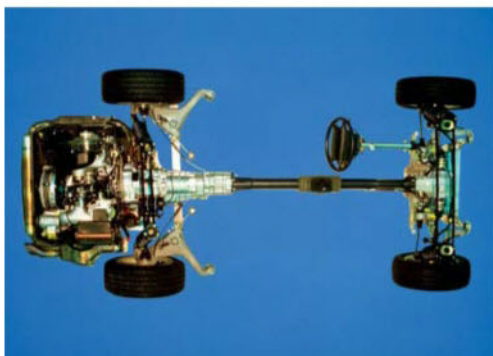
**Bottom left:** A 964 Carrera 4 with a differential feeding power to the front wheels for the first time

**Top Right:** Rear axle steering on the 991 is the latest technological revelation for the car's suspension

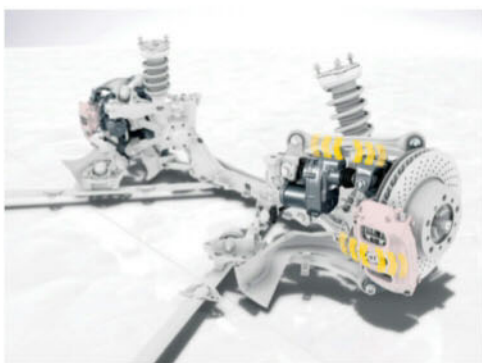
**Bottom Right:** A Carrera 3.2 on the production line. The torsion bar is very apparent, as is the damper strut

mounted on an alloy sub-frame, attached to the body through rubber bushings at four points. This also added to the overall rigidity of the shell, some of which had been lost with the deletion of the torsion bars. This suspension's main benefit though was to insulate the cabin far more efficiently while allowing more precise control of rear wheel movement. In particular, the linkage worked to keep the outer wheel nearer to vertical in hard cornering, which enhanced grip and reduced the inclination to lift-off oversteer; the inner link of the wishbone was flexible allowing a very small but significant degree of helpful rear steer. Combined with Tony Hatter's much admired re-sculpting of its ends and flanks, the 993 was the success that the 964 was not.

Of course, the 993 was an interim model: even while it was still in development, Porsche had taken the decision to move to water-cooling and the subsequent 996 shared not one single nut or bolt with its predecessor. It did, however, inherit







the 993's multi-link rear suspension with only detail modifications such as conical springs, while the front retained a version of the MacPherson strut arrangement first seen on the 964. The 996's geometry was configured to understeer as grip limits were approached, but with the outer wheel aligned to toe-out and the inner to toe-in to limit this understeer; under very heavy braking, both would toe-out for stability. Front and rear

suspensions were transferred, again only with detail changes to the 997, which was effectively a re-skin of the 996 on the original chassis. The 997's track was enlarged, achieved through wider sub-frames, and the geometry was adjusted for 19-inch wheels. The main difference over the 996 though, was the bigger role of electronics: PASM, using solenoid valve controlled dampers to adjust ride firmness, became optional and the suspension was also configured to accommodate the 10mm lower ride height of PASM-fitted cars.

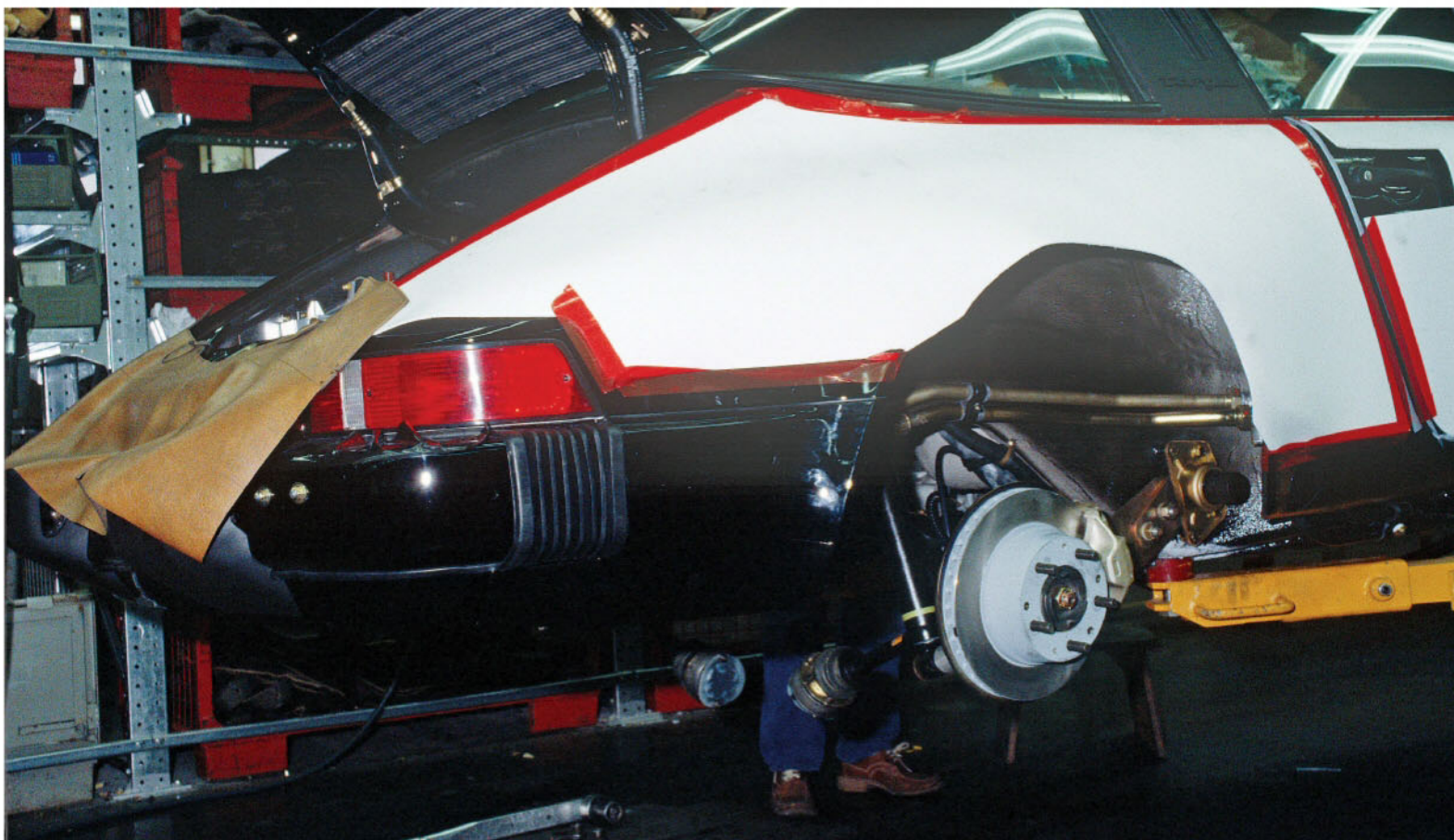
As anticipated, the 991 was an almost entirely new Porsche 911, the only major carry-over being the 9A1 engine. A new, larger body and longer wheelbase meant significant detail revision of the suspension, though the principles of the MacPherson strut front combined with the multi-link rear established on the 993 remained. For the 991, the five-link configuration was revised with three upper and two lower control arms. Some of the biggest changes were in material technology: in its quest to offset the inevitable weight increase

of the new 911, Porsche switched substantially to aluminium (60 per cent) in the construction of the 991: weight saving in the suspension department saw, for example, the introduction of hollow front wheel carriers.

The wider track, especially at the front, and the changed weight distribution – brought about by the longer wheelbase – allowed Porsche to reconfigure spring rates and bushings to enhance ride comfort without affecting the superior handling of the 991, which inherently understeered less at moderate speeds than the 997 did. Above all, the march of electronics continued: PDCC – Porsche Dynamic Chassis Control – became optional, which effectively was anti-roll bars constantly controlling movement of the body and optimising tyre contact with the road in response to the PSM and PASM sensors.

Porsche engineered the 991's underpinnings to take account of Gen2 developments, so that features such as rear steering (RAS) could be accommodated. In the case of RAS, this effectively replaces the rear toe-in arms with an actuator, which can turn the wheels up to 1.5 degrees in each direction. Information is supplied to the RAS by the stability control sensors and at low speeds the rears turn in the opposite direction to the front wheels to aid manoeuvring; beyond 70kph they articulate the same way – a far more sophisticated version of the 993's mooted rear steer. It's all a far cry from the fixed castor angles, torsion bars and snappy tail of that first 911. **911**

**“The multi-link rear suspension’s main benefit was to insulate the cabin more efficiently while allowing more precise control of rear wheel movement”**







# CLEAN FOR 2016

**Total 911** shows you how, in just one day of detailing, you can have your Porsche looking spectacular all summer long

Written by **Chris Randall** Photography by **Scene Media**

**A**t last, the summer months are here! While that means road trips, trackdays and sunny Sunday drives are finally upon Porsche enthusiasts worldwide, let us not forget that we've been through another dreary winter with grimy and salt-laden roads – neither of which are good news for the owner of a treasured 911. Investing some time on your beloved Porsche's paintwork though will pay dividends in removing the scars of winter, leaving nothing but coachwork as fresh as the day it left

the factory. Besides, a dedicated Porsche owner will always want his or her car looking its very best, right?

While many find solace in detailing their pride and joy themselves, a world of washing, clay bars, machine polishing and waxing can be daunting for the amateur (there are, indeed, plenty of pitfalls for the uneducated). However, with the help of expert detailers at Meguiar's UK, Total 911 can guide you through every process to make your car clean for 2016. Here's how to do it in six simple steps...





## 1 WASH

Washing a car may seem easy, but for the best end result it's important to get this first stage right. Using a jet wash the car should get a thorough rinse – making sure it isn't too close to the bodywork and directing it at a 45-degree angle to blow grit and dirt away from the car. Once this is done it's ready for a wash using Meguiar's Ultimate Wash and Wax, an effective but gentle product that won't harm the paintwork or accelerate the oxidation process.

Working from the top down, our expert recommends the two-bucket method with the wash solution in one and clean water in the other,

rinsing the lamb's wool wash mitt (a microfibre item is also ideal, but not a sponge as this can cause swirl marks) between each application. A 'grit guard' in the bottom of the bucket further helps avoid the risk of paint-damaging dirt being transferred to the mitt.

The mucky alloy wheels are tackled with Hot Rims All Wheel and Tyre Cleaner, which is left on for just a minute before rinsing, although care should be taken not to get any of the product on the brake calipers, discs, or tyres. Then it's time to dry the whole car using Meguiar's Water Magnet Microfibre Drying Towel for a streak-free finish.

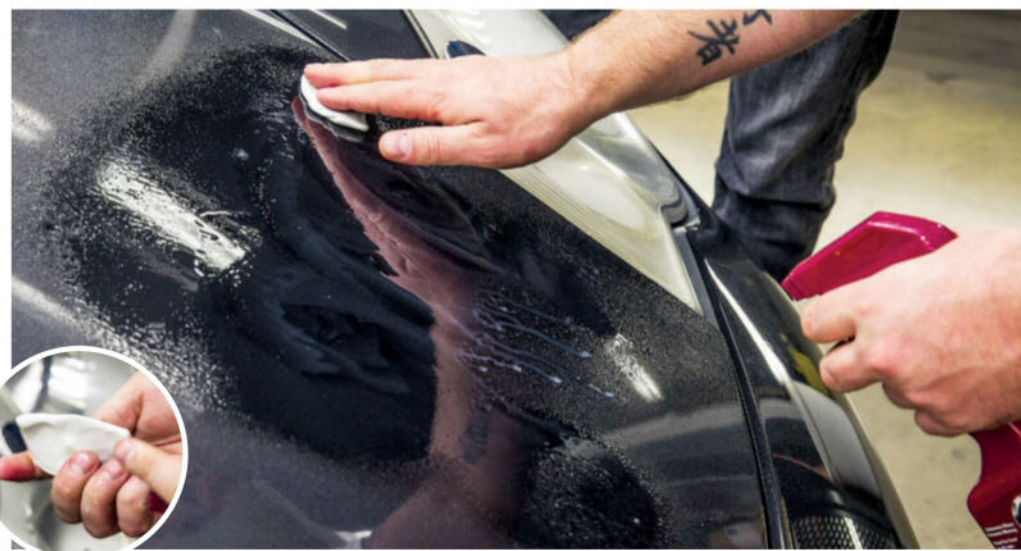


## 3 DEEP CLEAN

Tackling 'below surface contaminants' is next. These are the light swirl marks, scratches and paint oxidation that can really spoil the overall appearance of your 911.

Ultimate Compound is the product of choice here, but achieving the maximum effect comes courtesy of Meguiar's Dual Action M320 Polisher fitted with their yellow polishing disc. A clever device, it starts spinning slowly to eliminate initial slippages and also features a lock on the trigger so you can relax and just concentrate on where you're placing the machine polisher. The experts recommend tackling half a panel at a time, first of all with the machine on a slow speed setting but using faster, more sweeping hand movements. Then, another three passes should be made over each area, but this time with the machine on a faster setting and with the operator making much smaller movements across the surface.

Working against the direction of any visible scratches or marks and in over-lapping straight lines (never in a circular motion), it's easy to see the effect of this technique once each panel is finished. If you're looking for factory-fresh paintwork, this goes a long way to achieving it.



## 2 PREPARATION

Now properly washed, the detailing work can begin and that means removing what Meguiar's refer to as 'above surface contaminants'. That's the stuff like tree sap, bird droppings and road tar that leave the paintwork feeling rough to the touch. For this stage, Meguiar's recommend their Smooth Surface Clay Kit for the job.

Half of the clay bar is softened in the hands and then folded into a disc about five centimetres across. This is then worked across the paint surface using fingertip pressure only. According to our expert, you can use circular movements to do this although it is

recommended a steady left to right motion to ensure the best coverage of each panel.

What's most important though is using plenty of lubrication to prevent damage to the surface, so Quik Detailer is liberally applied ("You can't use too much!"). As the clay bar picks up the dirt from each panel, it's kneaded and folded to provide a fresh surface to work with. It is then replaced with a new piece when that is no longer possible. A Supreme Shine Microfibre Towel is used to remove the clay residue before moving on to the next panel. The paintwork should now feel consistently smooth to the touch and it is now prepared for a deep clean.





### Thanks

Thanks to the detailing experts at Meguiar's UK for their help in compiling our detailing guide. All products mentioned can be found online at [meguiars.co.uk](http://meguiars.co.uk)

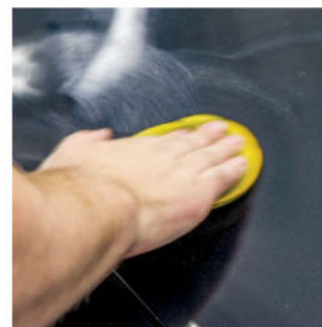
## 4 PROTECTION

With the paintwork now free of swirl marks and displaying a glass-like finish, the next step is protecting the look for the long term. Our experts recommend Flagship Ultimate Quik Wax for your 911 as it's easy to apply and provides excellent protection against oxidation and damage from UV rays.

Using a soft foam or microfibre pad or cloth is best, and only a small blob of wax is

applied to the pad each time. You don't want to apply too much at once, we're told, so about the size of a one pound coin should be enough to cover half the bonnet, for example.

Concentrating on just one panel at a time, the wax should be applied in a gentle circular motion – don't be tempted to scrub at the paintwork as the wax will do all the work – and then any excess or residue material is wiped away with the soft cloth that is provided with the wax.







## 6 HEADLIGHTS

The headlights of a 996 in particular can turn hazy over time, not only spoiling the appearance but also drastically affecting the light output, which isn't great for safety. Meguiar's Perfect Clarity Headlight Restoration Kit is perfect for the job here. The first step is to carefully mask the paintwork around each lamp, not forgetting the washer nozzle.

With that done, the Perfect Clarity Cleaning Solution can be worked into the surface using Meguiar's lightly abrasive pad – this removes the fine scratches and oxidation that gives a yellow or milky effect. The surface is then protected with Perfect Clarity Headlight Coating, which Meguiar's say should keep things looking good for up to a year. After a thorough shake of the can, two coats are applied with two or three minutes between each application.

Our expert tip is to touch the masking tape around the headlight and when it feels only slightly sticky, it's time for the second coat. Once completely dry, the tape can be removed with the job finished. **911**



## 5 TYRES

Almost finished with the exterior, the final touch is to smarten up the tyres so they match those glossy wheels and paintwork. In terms of units shifted, Endurance High Gloss Tyre Dressing is actually Meguiar's

best-selling product and it's certainly effective. Applied to the sidewalls using their own Tyre Dressing Applicator Pad (a microfibre cloth works well, too) the only point to note is to ensure that it's completely dry before driving the car.







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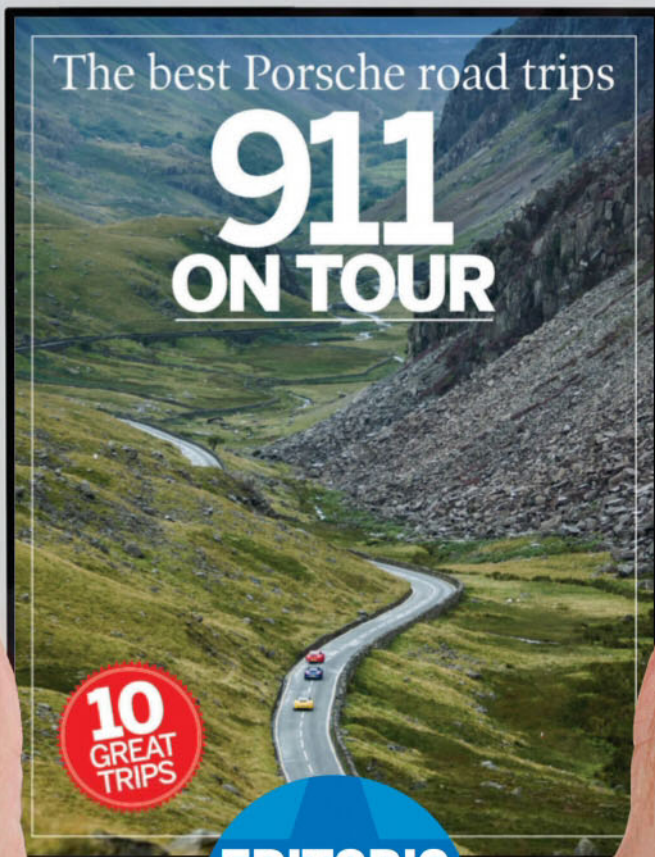
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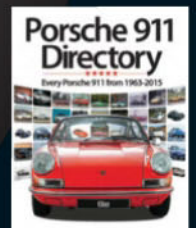
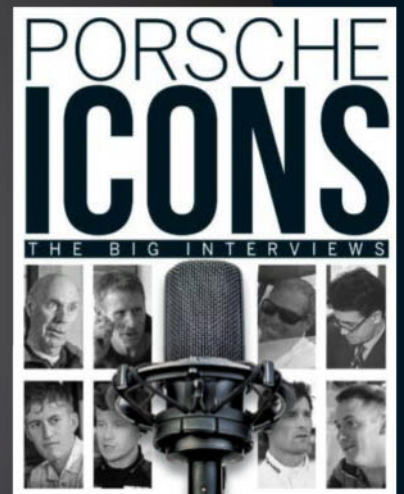
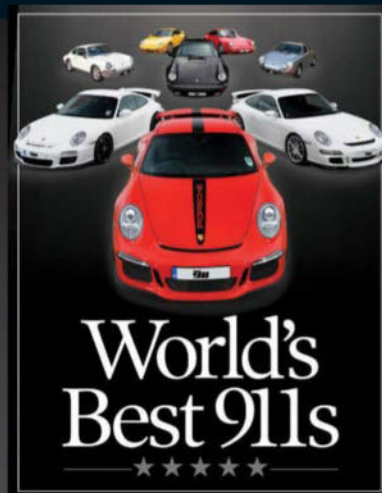


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# Living the Legend

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

**H**ow things are moving quickly with my project 996. As I reported last month, I'm satisfied with Milltek's rear silencer solution to the M96's otherwise quiet acoustics, which allowed me to focus on shoring up my favourite area of a 911's repertoire: handling.

Don't get me wrong, there's nothing particularly erroneous about the handling characteristics of my 996 – and yes, that's even with it being an all-wheel-drive Carrera, for those sniggering at the back. It's just that, on the day I collected my Carrera 4 from RPM Technik, I was treated to some seat time in their esteemed 996 CSR, which altered my mind somewhat as to the handling potential of a 996. I don't like to write the oft-used term 'go-kart' when assimilating the characteristics of a car (you'll find that sort of clichéd, sloppy journalism elsewhere on the newsstand) but to date I have not driven a Porsche 911 that's so direct, so feelsome and so nimble as the steer

of that CSR, and that includes MO30-specced cars. Simply, it was sublime. Thus, as I climbed into the C4 and made the first ever journey home in 'my' 911, I promised myself I'd ensure that same feeling at the wheel would transcend on to this very 996.2. No big task then...

Anti-roll bars and coffin arms will come later but shocks and springs were rightfully going to be my starting point, and I looked no further than Bilstein for this. The sight of Bilstein's yellow shocks sitting under the arches of some of the world's greatest cars is ubiquitous with motorsport for me and, with over half the teams taking to the starting grid for the Nürburgring 24-hours using Bilstein products, there's surely no higher praise needed.

I opted for Bilstein B16s (PSS10s), which in layman's terms is a manually adjustable damping monotube gas shock absorber with ten-stage compression and rebound settings rated from 'Comfort' to 'Sport'. The coilovers are height adjustable, too, which I found favour with as the factory ride height in Carrera form

is a little too high for my liking. The kit also comes with new drop links for the front struts, which are noticeably shorter by approximately 20mm and have a slightly different design to the straight-armed factory item.

I took the car to Regal Autosport in Southampton to fit the coilovers, the whole process taking approximately six hours to complete (including tracking once the kit was installed). During installation we discovered I needed new front top mounts due to large splits in the bushings, perhaps a surprising discovery for a car with only 76,000 miles on the clock. My insistence on using Porsche-only parts here proved an expensive model to follow, setting me back some £400 including VAT for the pair, which I sourced from Porsche Centre Bournemouth.

That meant the total bill for my suspension overhaul reached north of £2,000, which at face value is a huge amount of money when you consider the average 996 Carrera is currently trading for £15,000. However, let



### 1985 3.2 Carrera & 1997 993 Turbo



**Greg James**  
Mercer Island,  
Washington

**Dates acquired:**  
2008; March 2016



**O**ne Saturday in early April was the opening day of the Seattle area "Exotics at Redmond Town Centre" gathering. It is held in downtown Redmond, a suburb east of Seattle, and home to Microsoft. Every year the event gets bigger and, as long as it's sunny, it goes on every Saturday morning from early April until late September. I was excited to drive the newly purchased 993TT out to the show, and took my eight-year-old along for the ride.

Alas, we got there at about 8.45am, and the entire Porsche section was already full. This was the first event of the season, and I expected a good crowd, but this year it was crazy. There must have been 100 or more Porsches, and another 200 or more Ferraris, Lamborghinis, Maseratis, Audis, BMWs, and other makes. I'm guessing that altogether, at least 500 cars were on display in front of over a thousand folks who were there to just look at all the cars. The Porsche section was full of

old cars, new cars, racers, perfectly restored masterpieces, and even a few rust buckets. If you're a Porsche fan, the event is not to be missed. It's billed as the biggest weekly exotic car show north of Los Angeles.

At the time of writing, I've had the 993TT for three weeks and I love it! My previous 993s were all normally aspirated models, and as much as I enjoyed them, the power of the twin turbo is something different altogether: it's linear and predictable and comes on like gangbusters. Because I've never owned a single turbo 911, I can't really speak of the difference in lag between the older 930s and the newer 993s, but what I can say is that with the 993 Turbo model, the car feels glued to the ground and very stable. As soon as the mountain roads are cleared of leftover sand from this past winter's snow, I'll be taking it up for some serious fun on the winding highways that cross the Cascades Mountains to Wine Country on the east side of the state!

### 1982 SC & 1989 964 Carrera 4



**Gina Purcell**  
Oxford, UK

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



**T**he joy of working with the 911's pendulum swing has been catnip for motorists for over 50 years now. We, the informed, already know our cars are exemplars of driving involvement. But is the notion of a '911' now on the horns of a dilemma?

As I write, the Tesla Model 3 has been launched. Ten years ago, electric cars were unthinkable. Now we're on the cusp of hybrid 911s, the precursors to electric 911s! But they will be 911s in name only. If you thought the greatest betrayal of the 911 was a 4x4 chassis, then an electric 911 is 'game over.' Existing battery technology dictates the weight of the power pack sits between the axles, as that's the only available space. And therein lies the death of the 911; a perfectly

50/50 balanced chassis with a low centre of gravity that offers dynamics identical to every other performance electric car. What will differentiate the Mission-e from the 911-e from a Tesla SUV? Layers of artificial, holographic feedback in real-time HD, or some trick torque vectoring to simulate lift-off oversteer? Potentially, it's all quite depressing.

Paradoxically though, I do find this whole technological leap into a bright future irresistibly exciting. Motoring is undergoing seismic upheaval, and as long as I can still legally own an air-cooled Porsche 911, after paying the doubtless punitive environment taxes, I'll happily (or is it grudgingly?) subscribe to this e-future as long as Porsche's version can offer something as unique and tactile as a classic 911.

me tell you this: if you're considering even one modification to positively transform the way your 996 behaves, this is it. The handling of my 996 has been revitalised: from its pin-sharp, nimble nose to its planted rear, the car's steer is now so direct, so positive, it simply eats corners. There's much less body roll owing to stiffer springs and the whole 996 feels like it's glued to the Tarmac right through each turn, no doubt helped by its lower centre of gravity and faster bump and rebound damping.

Speaking of which, I've set the damping settings to complete middle-of-the-road-between Comfort and Sport and, while the ride is noticeably firmer over the factory setup, it's by no means uncomfortable around town. I'm soon to try the car on track for the first time, where I'll likely stiffen up the rear by a few clicks and will report back on how the car behaves at higher speeds in a controlled environment. In the meantime though, I'm off to find the twistiest road I possibly can – cornering has never been so fun.



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

**T**here are many facets of classic Porsche ownership. Some folks love all aspects of the obsession while others have particular areas they enjoy. I know chaps who derive great joy and satisfaction from perfectly restoring a car to the exact factory configuration in painstaking detail. Other enthusiasts thrive upon the preparation and display of their beloved Porsche at a car show.

The one almost universal area of agreement is that everyone loves to drive his or her Porsche. This in itself is extremely rewarding but when enjoyed with other like-minded enthusiasts, it elevates the experience. This manifests itself in many forms; a trackday, rally, tour or just a casual get-together.

I'm firmly in the 'get out and drive' camp and daily drive my classic 911s – to work, on the school run, shopping, to dinner etc. So when I learned about an event in Texas called the 'Hill Country Rally', held especially for air-cooled Porsches from 1989 or older, I signed up immediately and I am so glad that I did.

I just returned from the 2016 event, my second time at the rally, and what a super event it was. It's held annually in spring in the hill country region of Texas. This area is atypical for Texas, boasting beautiful scenery and incredible twisty country roads with big changes in elevation. It's a relaxed event, not overly structured, with plenty of opportunities to socialise and lots of driving time.

Typically, there are a few organised drives leaving in the morning – some mellow, others more spirited. For me, this is the highlight of the weekend, enjoying brilliant roads that have



been scouted out by local enthusiasts. This year the event had over 150 registrants, so whatever flavour of Porsche you are, there are others on your wavelength. After the drives, we typically enjoy a cold beer and exchange stories about the day's drive at the car pack social hour.

The stunning selection of cars at the event was diverse, from classic race cars, factory correct and completely period incorrect cars. On Friday evening they hold an informal car show, no prizes, just a chance to view all the cars and find out more about them and their owners. The common bond that

everyone shares is the willingness to take these vehicles to be driven through country roads featuring cattle guards, water crossings and the occasional dirt track. Too many of these cars are wrapped up in cotton wool (understandably, considering the skyrocketing values of classic Porsches), so it's refreshing to see them out being enjoyed properly.

The most compelling aspect of the event is the people; every event results in new friends and connections – some old, some younger, others in between, but all united by a shared passion. Thanks to all of the attendees and the organisers who made the event such a joy.

2003  
996 Turbo



**Joel Newman**  
London, UK

**Date acquired:**  
April 2014

**T**his month began rather badly for my 996 Turbo, as I started to notice a hesitation that has got progressively worse. Strangely, the issue was only felt when the car was in full attack mode, generally in second gear and always between 3,000-4,000 revs.

Soon enough, my engine management warning light came on, a light I had previously thought was triggered because of the race cats I've had fitted, it turns out I've been wrong all along. I dropped the car into my preferred specialist in London, Porschacare, who plugged the car in. The fault code related to a misfire on cylinder six, which could explain why under full boost the car was misfiring under load. The easiest solution was to swap out all six of the coil packs and, while we were at it, change all the spark plugs too.

Immediately, this improved the feel of the car but the hesitation at lower revs was still there. I spoke at length about the consistent engine management warning relating to my catalytic converter efficiency on bank two,



so to be sure, we ran a boost leak test to find a potential air leak in the system. I'm told that before a boost leak test is carried out, many specialists and owners change their MAF and Lambda sensors, this can be expensive and long winded as the issue often relates to pressure within the system.

As luck and experience would have it, Porschacare were right, my one-way check valve was "completely knackered" as such, and under low boost (between 3,000-4,000rpm) the seal between the inlet manifold and the engine was not sealing, which was subsequently venting back into my fuel tank. Alongside this there were also



small leaks detected to the vacuum lines, diverter valves and boost control solenoid. All of this was causing my car to lose power and the erroneous readings were confusing the ECU.

We decided to replace the car's check valve and vacuum lines and repair the small leaks in the pipework. Alongside a full oil service, the car was ready for the road. The results? The car has never driven so well. Power delivery is smooth and straight from idle to the redline. It feels amazing. So if you run a Turbo before replacing any sensors, look into a pressure test – it may be a root cause of issues you never knew existed.



## 2010 997.2 Turbo



**Joe Croser**  
Northamptonshire, UK

**Date acquired:**  
December 2015

**W**hen I bought my car in December 2015 it came with five months of Porsche Extended Warranty, which covers everything except wear and tear. It was a great bonus. The months flew by and as my warranty approached its end date, I booked the car into Porsche Silverstone for the 111 Point Check; the necessary inspection for extending or purchasing a warranty. It's also useful for identifying issues that the warranty will cover before it expires.

If you're starting from scratch and buying a warranty, then any issues must be made good beforehand, which can be expensive. But if you already have a warranty and are planning to extend it, then any issues that are covered by the warranty will be fixed free of charge. The 111 Point Check is not cheap at £216 including VAT, but it takes about an hour and a half. The cost is

often reduced if the check is completed during a service. Thereafter, the warranty is £1,020 for one year cover or £1,840 for two years. These costs are fixed and nonnegotiable. I tried and the response was polite but unwavering.

Like the 111 Point Check, the warranty is not cheap but it does cover just about everything. A new PDK gearbox would set you back £15,000 and new turbos will cost £7,000; the list goes on. So you don't have to be an actuary to compute the risk/reward value of the warranty. But there are some curious rules enforced by Porsche when agreeing to extend a warranty; the car must be completely standard before the warranty will be granted.

So here I sit waiting for my car to go onto the ramps. Outside of my glass box, some lovely cars surround me. I am tempted to look, but I resist. Soon enough, I am invited into the workshop to review my car with the Porsche Direct Dialogue Technician who gives an informative guided tour of the car. It was with mixed emotions that I was given the good news: "The car is in great shape; it wants for nothing." Why 'mixed emotions' you ask? I guess a small part of me wanted them to find something to fix under the warranty to make me feel like I was getting a return on my investment. Still, life is good when the car has a clean bill of health.



## 1967 912 & 1979 911 SC



**Sean Parr**  
Harpenden, UK

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

**R**ed, Rot, Rouge, the colour of anger, the colour of fast cars, but mostly the colour of my new Koni Classic shocks that Revival Cars have fitted to the 912 and boy do they look fantastic. But most of all, they make the car handle like it has never done before. Revival, you may remember, took the little 912 on the back of a low loader last month to give it a new lease of life, with basically new shocks all round, a new clutch and a bunch of other perishables and consumables, which have refreshed the car better than I could ever have imagined.

The little SWB 912 has always been a sweet car – its light, pretty and fairly fast – but it used to creak and groan and sway over bumps and that meant anything larger than a drain cover made it sound like it was falling apart. That was before Max at Revival waved his magic wand, the car feels brand new and handles like a sports car should, it flies around corners and I can't wait to take it on the track. Trackdays have been made all the more doable, since I can now also change gears without hideous crunching. You still need to be circumspect with gear changes – reasonable given that the car is nearly 50 years old – but the gear change for a 915 is very good. It kind of makes me want to go and stick the car under the nose of the so-called Porsche expert who described my beautiful piece of German brilliance as a 'Californian student's car'. How wrong could he have been, telling me I needed a £2,500 gearbox rebuild. Instead, it needed a new clutch, that's all. Grrr.



The most interesting thing discovered during Revival Cars' strip down and rebuild was the state of the spring plates, which were really quite tired. Basically, the bushings wore out in 1973 and nobody ever thought to replace them, the steel-on-steel had almost sawn through the knobbly thing that holds all the suspension stuff off. I'm no expert, but I think that would be described as a bad thing! Anyway, all the metal-on-metal action is ancient history and there are new bushings all the way through the car front to back. It must be breathing a sigh of relief!

Revival did a lot more to the car, it now has heat as the flapper boxes and associated pipework were replaced. I have driven the car every day since I got it back (I have to get value for money from the large bill for all that work) and it has been an absolute treat. These cars are going to start escalating in value now that Porsche have again demonstrated that the future of their company is four cylinders. You'll have to drag my four-cylinder Porsche out of my cold dead hands. Pretender? I think not. It really is a proper Porsche.



## 1999 996.1 Carrera 4



**Rob Clarke**  
Bristol, UK

**Date acquired:**  
February 2014

**T**his month I collected my alloys but they are not quite ready to put on the car, so the winter rubber will stay on for a few more weeks. I know it's now warmer and the necessity is not there, but they are old and will be discarded so I might as well use them. Also this month my car has visited Dick Lovett (Bristol OPC) for its annual service. I use the main dealer for three reasons: the dealer stamp in the book, the health check, and, most significant of all, the fixed price servicing they offer for older 911s makes them very competitive.

Back to the wheels, the last job was fixing the coloured wheel crests back onto the painted centres. An easy job, but when I looked at the badges, all of the gold paint had vapourised and most of the black and red detail was peeling off, so I thought I'd clean them and paint back in the red and black detail to revive them. Step one was to clean them; I used some acetone (you may see where this is going). With them clean, the next step was to remove the old epoxy, so I placed a small amount of acetone in an airtight container and secured the wheel crests so the vapour would loosen the epoxy (a trick for un-sticking superglue) – net result, most of the remaining paint peeled off leaving an even bigger job! At this point I gave up and went on the hunt for some wheel crests. The online Porsche shops did not have any, so next up was eBay. I found some and ordered them. As can be seen from the picture, I just need to stick them on.

My next dilemma is the health check, as my service flagged up leaking seams on my silencers – normally this would be bad news, but it's an opportunity to get a new stainless system. But there's so much choice and I don't want something that will wake the neighbours at 6.30am! I have not chosen a system yet, but the OPC price was eye watering, so sorry Porsche, you've not made the short list!





**1979 930 3.3**

**Richard Klevenhusen**  
Rio de Janeiro, Brazil

**Date acquired:**  
May 2012

**H**aving a 911 means that you will spend plenty of time driving it, but you will also spend a lot of time keeping your car in good shape. Anyone who has had a car with leather seats knows the hygiene advantages and comfort that leather provides. But some care is critical to enhance its durability, brightness and efficiency.

The cleaning of leather seats is much easier than other fabric seats and the material lasts longer. However, the brightness can fade with excessive sun exposure. In hot regions, such as Rio de Janeiro where I live, the seats and interior parts of the vehicle covered with leather require constant care. The burning sun can dry out the leather and cause cracks. To clean away any dust, use a dry, soft cloth once a week. However, light-coloured seats may need a more thorough cleaning as the dirt is more visible. A cheap and effective tip is to use a damp cloth with a mild liquid soap on the leather parts and seats and then remove any excess with a dry cloth.

A lasting alternative is the hydration of leather. There are good products that combine to revitalise the leather parts of vehicles, preserving them for longer. Cleaning with silicone emulsion to moisturise and protect against cracking, fading and drying maintains the original appearance and brightness.

In the case of spilled drinks or sticky snacks, stains should be removed immediately, rubbing gently with a soft, absorbent and soapy cloth and then should be left to dry naturally. Never use sharp or abrasive objects to remove dirt from leather and if you like exploring the outdoors and tend to get mud on your seats, let it dry first before removing to prevent the appearance of spots.

Over time and with use it is necessary to replenish and nourish the leather with a suitable leather cream. Before applying the cream, remove any dirt and apply thin layers in a uniform and circular motion. Let the cream dry and then buff with a clean, soft cloth or animal hair bristle brush.

**997 Cup  
& 2015 991  
Carrera S**



**David Grover**  
Harpden, UK

**Dates acquired:**  
July 2015; March 2016



**W**ith news having broken in last month's magazine of the unfortunate accident at Silverstone, sadly the 997 Cup car is not in a good state and racing plans are, for now, on hold. Fortunately, the arrival last month of the 2015 991 C2S Cabriolet has been more upbeat and with early signs of good weather it's time to get to know the car better.

This is our fifth 911, having had a 2S Coupe, a 997 Turbo, then a 997 Turbo S, the 997 Cup car and now the 991. Of course, us car fans love a car change and the moment you have a great car it's difficult to not be planning the next one. The drag, therefore, to something different took me to Ferrari for the first time and a 458 Spider, which I still have and remains an awesome car. But the 911 love is deep and loyal, hence the

chance to get a 997 Cup car, which has been the most extreme and fantastic track experience I have ever had. If you ever get the chance to drive one, please say yes, it's something that will stay with you for life. I am so disappointed to be without it. But with the flat-six sound still a part of my DNA, a chance to get a nearly-new 991 arrived, and with it fresh smiles. First impressions are very good. It feels like a good touring car and is in the spec we wanted; not too raw, instead focusing on comfort, traditional looks, lines and options.

So what will it be used for? It will be an everyday car, the dog will sit in the front footwell, it will go to the supermarket and it will be our first 911 that will live outdoors. But the eye has been caught by the announcement of the GT2 RS (what did I say about planning the next one?) and a chat with the dealer has revealed this may arrive in the UK within 18 months.

I hinted the other month that an epic road trip is on the cards and it's now in action for September to the South of France, Italy, The Alps and back – hopefully that roof will be down 99 per cent of the time, but should I take the Spider? The head and available luggage space says take the 991, but we can't always let the head rule can we?



**2005 997.1  
Carrera S**



**Chris Wallbank**  
Leeds, UK

**Dates acquired:**  
November 2012

This month I was down in Gloucester again visiting my regular client Litchfield Motors for another Porsche 991 photoshoot. The car in question was a rather eye-catching, Canary yellow 991 GT3 and the brief was to document the removal of the standard GT3 exhaust system and the fitting of a full Akrapovic Titanium Race Line exhaust system with sports cats.

I was shocked at the weight saving aspect of fitting a titanium exhaust system, a huge 22.2kg lighter than the stock system. As usual, Litchfield put the car on their dyno before and after the exhaust was fitted for the facts and figures, which also showed a power gain of 26.7bhp! After fitment was complete, I had the pleasure of getting a few beautiful shots both on and off the dyno!



**1994 993  
Carrera 2**



**Kyle Fortune**  
Warwickshire, UK

**Date acquired:**  
December 2014

**Out of sight, out of mind, so they say – but despite the 993 remaining SORNed since last month, it's been in my thoughts a great deal for two reasons.**

First of all, it's due to head to Scotland next month on a road trip for a weekend with my wife and I, and second of all because I'm beginning to think that might be a farewell trip. I love the 993, but with two young children and big plans for house renovations, having money tied up in a car seems rather indulgent. Lovely as that flat six is, a bigger house is more useful, though we might change our minds after our Scottish road trip.

Before then, I've got to sort out some niggling things that need doing. Lifting the engine cover recently revealed the fan housing has cracked, leaving a hole. It's a common thing according to Google and looks like a relatively simple fix, though I need to make sure I get the right part. Likewise, I might get around to some general tidying up and actually using it again, as it may not be around for much longer. Depending on how that Scottish trip goes, that is...



## 2013 991 Carrera



**Ben Przekop**  
Georgia, USA

**Date acquired:**  
January 2016

**“It’s not just how fast it goes, it’s how it goes fast”, is one of my favourite phrases about sports cars. In addition to the outstanding driving dynamics I spoke of last month, my new 991 has fantastic creature comforts that make it extremely enjoyable at any speed!**

The Bose Stereo System was something I was really looking forward to, after the noisy environment of my GT3 made listening to anything except the engine a hopeless task. I find the quality of the sound to be excellent and the wide range of “sources” or inputs is rather mind-numbing. In addition to HD FM and Sirius XM Satellite Radio, I can listen to music from the in-dash six-disc CD changer, music stored on my iPhone, or hundreds of streaming options available via mobile internet. I can also download 40 GB of music from a USB onto the integrated hard drive – the “Juke Box”. Talk about spoil for choice!

The other features on my “must” list were heated seats, and these are truly exceptional, they heat up quickly and anything beyond level one feels like it would leave burn marks. The seat ventilation works flawlessly to cool and draw away moisture, leaving you wondering why other brands’ ventilated seats don’t work as well. My car also has a heated steering wheel, which is not something I ever thought I needed, but I really enjoy the feeling of the warm leather wheel in my hands.



Porsche Entry & Drive is another feature I had pooh-poohed as frippery, but it has completely won me over. You just leave the key in your pocket at all times and can do everything you need to do without touching the key. The system automatically stores the position of your seat, steering wheel, and mirrors along with the climate control settings on the key at the end of each drive, and it moves the seat and steering wheel out of your way for easier exit. The Multi-Function Display that occupies the large gauge to the right of the tach has been around for years, but this is my first Porsche with it. It offers up to ten screens, which can be customised to display info such as navigation, maps, and G-Force.

The “Hold” Function is the only feature that took some getting used to and that I

quite frankly could do without! In order to prevent “rolling back” when starting off on an incline, this feature applies the brakes to “hold” the car until it senses enough forward momentum, and then it releases the brakes automatically. Sounds great, right? Except the first time (okay, the first few times) you start off on an incline you let out the clutch, wonder why the car is “stuck”, hesitate and stall! The secret is to confidently give it a good blip of the throttle before you let out the clutch and keep accelerating so you get past the “resistance”.

Overall, I am totally delighted with this car. It spoils me, from its awesome driving dynamics to all the creature comforts, it makes this 911 the greatest incarnation to date of the “everyday practical sports car” that Ferry Porsche, and I, always dreamed of.

## 2011 997.2 GT3 RS & 2015 991 GT3



**Tony McGuinness**  
San Diego, USA

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



**A**s an owner of two Porsche GT3 cars, it goes without saying that I love motorsport! On a recent business trip I was able to visit one of the most hallowed racetracks in the world. The home to the famous Indianapolis 500: the Indianapolis Motor Speedway. Nicknamed “The Brickyard”, the track opened in 1909, with the name coming from the 3.2 million ten-pound bricks that were hand laid. Today, only one yard of the original bricks remains – situated at the start-finish line.

The race is held annually during the American Memorial Day Weekend in late May. Drivers race 200 laps counterclockwise for 500 miles on this oval course. In 2015, winner Juan Pablo Montoya had an average speed of over 161mph. This year will be the 100th running of the Indianapolis 500, though there were several years where the race did not occur. For motorsport enthusiasts, the track

and museum are a must see on any trip to the state of Indiana. The speedway is steeped in history. Interestingly, there have been many innovations from the Indy 500 that have found their way into your car, including the rear view mirror! In 1911, driver Ray Harroun controversially entered the race in a single-seat car. Rather than have a second person to spot for him and the subsequent added weight, he installed a rear view mirror.

The museum has a staggering array of cars from the early days of the Indy 500 right up to the present day racers. Also on display was the car of the late British driver Dan Wheldon, who won the race in 2005 and 2011.

As a Porsche fanatic, one of the most impressive cars on display was the one driven by legendary Porsche driver, Mark Donohue. As a boy, Mark was one of my idols. He was one of the brightest and most technologically savvy drivers of his generation. He won the Indy

500 in 1972 with a record speed of 162mph – a record that would stand for 12 years.

While I was impressed with Donohue’s car and record race at Indianapolis, it is worth noting Donohue set the world closed-course speed record driving the Porsche 917-30 at the Talladega Superspeedway, Alabama on 9 August 1975. His average speed was 221.120mph and he held the world record for 11 years. Donohue’s untimely death came a few days after this. While practising for the 1975 Austrian Grand Prix, he lost control after a tyre failed, crashing into the catch fencing on the fastest corner.

Walking through the museum, the walls are lined with photos going back to the early days of the last century. Artefacts and mementos line the cases with newspapers, helmets and gloves from past drivers.

The visit to the self proclaimed “Racing Capital of the World” also offers a tour of the track, which is quite fascinating. The tour lasts 25 minutes and takes you slowly around the 2.5-mile circuit via a minibuss shuttle, culminating in a stop at the “Brick” start-finish line for photos and to sip from a fake bottle of milk. Tourists can “kiss the brick” (the remaining bricks from the original track) as winning drivers of the Indy 500 do. Was I silly enough to do all of this? Of course I was! I even took photos to prove it!





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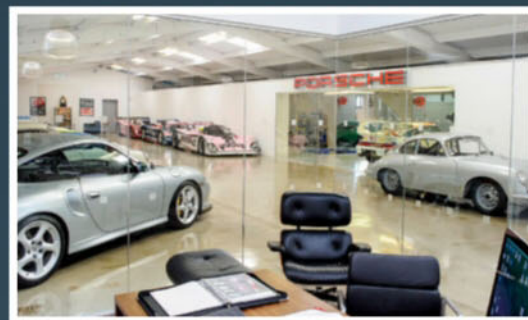


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## Maxted-Page Ltd

Behind the scenes at the UK's premier dealer of fine historic Porsche



## Data file

Full specs, ratings and market values of every 911, including the 964 RS and 993 RS, can be found beginning on **page 86**



Plus

- |  |  |
|--|--|
| <p><b>094</b> ■ <b>Showroom</b><br/>Looking for a new 911? Whether it's a coveted classic or a modern supercar, our classifieds is the first place you should look</p> <p><b>097</b> ■ <b>Servicing &amp; tuning</b><br/>Get the very best from your Porsche 911 with the help of our selected performance and maintenance specialists</p> | <p><b>109</b> ■ <b>Insurance &amp; finance</b><br/>Get your Porsche covered with the best insurance deals for road and track to ensure happy, safe motoring all year round</p> <p><b>111</b> ■ <b>Porsche Lifestyle</b><br/>Helping you make the right lifestyle choices to complement you and your iconic 911</p> |
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# MAXTED -PAGE LTD

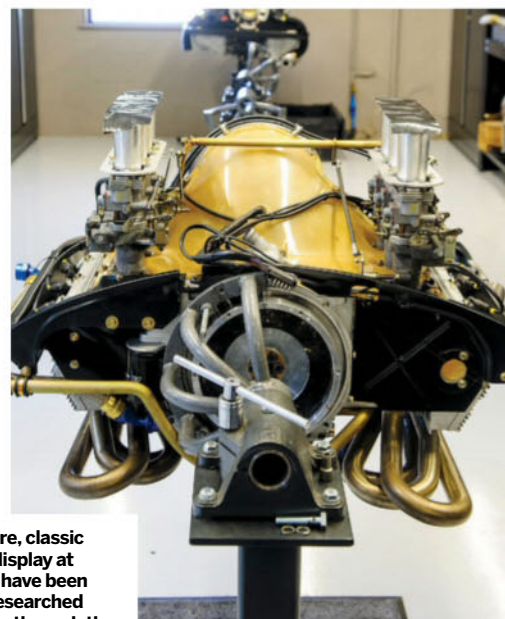
Tucked away in rural Essex, Maxted-Page offers a cornucopia of classic Porsche goodness. Total 911 paid the prestigious specialist a visit...

Written by Josh Barnett Photography by Steve Hall





Each of the rare, classic Porsches on display at Maxted-Page have been fastidiously researched before passing through the doors and each have their own comprehensive history file, hand compiled by Lee Maxted-Page himself



In true motoring journalist fashion I will readily admit that I'm happier being handed the keys to some piece of Porsche 911 erotica rather than simply sitting in a showroom staring tantalisingly at the metal on offer. However, this isn't a hard and fast rule; there are exceptions, and Maxted-Page is very much one of them. Given half a chance, I would pitch a tent and camp out inside their immaculate Essex headquarters. Why? Well, just look at it. A visit to Lee Maxted-Page's eponymous concern is more like a trip to a Porsche museum than a traditional independent specialist. There aren't many places outside of Porscheplatz where historically significant, championship-winning racers grace the same floor as super rare, pre-impact-bumper classic 911s. On our various visits we have been greeted by 2.7 RS Lightweights, 934s and Group C era 956s. Our latest trip east had us perusing the ongoing restoration of the last 1974 Porsche 911 Carrera 3.0 RS ever produced.

If it all looks vaguely familiar, you'd be right. A couple of years ago we visited the premises when the company was known as Maxted-Page & Prill. However, since our behind-the-scenes perusal in issue 118, much has changed at the business, not least the disappearance of the Prill name from the company's branding. Esteemed Porsche mechanic, Andy Prill, and Lee Maxted-Page teamed up in 2006, however, after nine years together forging one of the most successful classic specialists in the world, the duo felt the time was right to head off in

their separate directions. "The workshop business had grown very successfully," Lee explains, "but it had reached a point where it had become so busy in its own right that there wasn't enough capacity to support both the growing car sales business and the ongoing service requirements of Maxted-Page and its clients."

Coming from a trade background, sales has always been the cornerstone of Maxted-Page's business, with Lee's fresh start only helping to emphasise this. An opulent space in which numerous classic Porsches can be showcased was created together with local interior design consultants, Westlake Innes Jordan Associates, with two new glass office spaces to the fore. Inside each, the bookshelves are packed to the rafters with tomes of Porsche information, from the details of the early 901s through to seminal works by the likes of Georg Konradshiem, Randy Leffingwell and Jürgen Barth (the latter a personal friend of Lee's and a regular visitor to the business to check the authenticity of numerous racing and road-going Porsches). Out of sight, behind the personal library, is a comprehensive history folder for each car in Maxted-Page's collection, something that Lee has put huge time and effort into compiling.

Each Porsche to pass through his doors has been fastidiously researched. There's not an unusual back story or significant race victory left unturned in Lee's pursuit of chronicling excellence, which means that buyers of these rare and expensive pieces of Zuffenhausen machinery are always

in the know about their next big purchase. This level of passion, expertise and effort doesn't come cheap but it has garnered Lee with numerous high-profile customers and clients, from rock stars to royalty. Owing to the high intrinsic value of the Porsches he deals in, Maxted-Page does not own the majority of its stock. Instead, Lee often acts as an agent, brokering deals between owners and buyers, "handling the sales and marketing on their behalf." With a strong client base built up since the company's birth in 2001, Lee has become an expert at matching the right people with the right cars. As a business, Maxted-Page is more like a fine art dealer than your regular Porsche independent, with the entire experience benefitting because of this.

As one of the foremost authorities in the classic Porsche field (you'll struggle to outbox him on any facet of the pre-impact-bumper 911's history), Lee has also worked closely with a number of high-profile collectors, none more significant than the Fica Frio Collection. Over the years, Maxted-Page has helped to buy, sell and maintain significant Porsches – such as the Carrera RSR Turbo 2.1 seen in issue 128 of this magazine – on behalf of Fica Frio, a task affording him access to "consult with the factory archivists at the Porsche Museum in Stuttgart, as well as meet many of the original factory personnel, designers, race mechanics and race drivers." It's an experience Lee describes as "a great privilege."

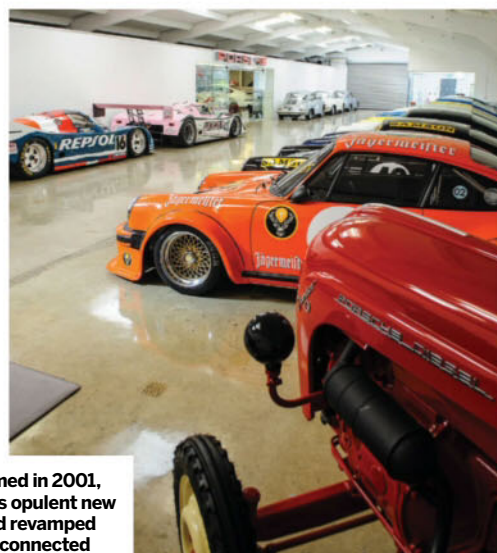
While undoubtedly the headline-making end of the business, sales is not the be-all







Originally formed in 2001, Maxted-Page's opulent new showroom and revamped workshop are connected via glass doors, the interior design highlighting the synergy between both sides of the business



## “The work at Maxted-Page is undeniably excellent, with an attention to detail not seen in many classic specialists”

and end-all at Maxted-Page though. In order “to respond much more quickly to our own clients’ needs”, it was necessary for Maxted-Page to create its own workshop facility post-split.

As part of the interior design work, the workshop space and the showroom are now directly connected via glass doors (showing the ever-growing unity between the two sides of the business), while the workshop itself has been completely revamped with new offices and an immaculate engine room. The latter seems clean enough to perform open-heart surgery in but it is very much a hive of activity, housing a number of Porsche-specific tools and jigs, all of which are helping Maxted-Page with numerous engine rebuilds (including the aforementioned 3.0 RS). All the cabinets are bespoke items supplied by Dura (the same as used by Porsche Cars GB) while the workshop also features new ramps and a myriad of specialist equipment, from sand and vapour blasters to welding equipment and machine tools.

The whole process of building up a workshop business from scratch looks enormous but Lee insists that it was anything but, largely thanks to the efforts of Workshop Director, Adam Lichtig. Previously workshop manager during the Prill

days, Adam – at just 36 years old – is one of the brightest young talents in the Porsche game and oversaw much of the development in the workshop.

A year on from the split, the move has well and truly paid off for Maxted-Page. “I am truly delighted with the turn-around times we are now achieving for the work we do here,” Lee explains. “I am also pleased to be attracting a new clientele who are keen to ensure that all their cars are maintained and presented in perfect condition.” He’s right to be proud: the work at Maxted-Page is undeniably excellent, with an attention to detail not seen in many classic specialists. For example, to ensure that the 3.0 RS restoration is done properly, Lee spent months searching for the perfect reproduction needle felt carpet fabric and then found someone to sew it together using a genuine 1970s binding style.

So, with a solid foundation – both physically and metaphorically – under the business’ feet, where does he see Maxted-Page’s future? Other than continuing to specialise in the high-end historic Porsche market, Lee wants to expand the already promising historic race department, “hopefully by moving into some more Group C Porsche work.” They already prepare FIA-spec 2.0-litre 911s and a

## Company profile

- **Founder:** Lee Maxted-Page
- **First opened:** 2001
- **UK Location:** Halstead, Essex, UK
- **Most unusual Porsche 911 through the showroom:** “Possibly the ex-Anders Josephson 1964 Porsche 901, which was a Swedish ice racing car from the Swinging Sixties and covered in sunflower print – it was pretty far out!”
- **The most valuable Porsche 911 in your care:** “Almost certainly the answer would be R6 – the 1973 Targa Florio winner. However, we have another very significant RSR for sale, which has not come to the market for almost 20 years and is valued only a little behind a works car at £2.9million: the 1973 European GT Championship-winning Porsche Carrera 2.8 RSR chassis #0885.”

## Contact

- **Website:** [www.maxted-page.com](http://www.maxted-page.com)
- **Telephone:** (+44) 1787 477 749

few 1970s RSRs for classic competition (such as Le Mans Classic and Goodwood) so, with a burgeoning Group C scene on the cards for 2016 and beyond thanks to a new series organised by Peter Auto, Lee understandably wants to get involved.

With the evident success of his current formula, we’re in no doubt that the Maxted-Page name will soon be a major player in that realm of the historic Porsche world too. **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 September 2016. The last was for June 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

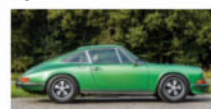


A lower compression ratio and the inclusion of Zenith 40 TIN triple-choke carburettors led to the relatively lower power output of 130bhp despite the new 2.34litre engine size.

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/VR15  
Rear: 7x15 inch; 215/60/VR15

★★★★★

### 930 3.0 1975-77



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

Production numbers: 2,850  
Issue featured: 116  
Engine capacity: 2,994cc  
Compression ratio: 6.5:1  
Maximum power: 260bhp @ 5,500rpm  
Maximum torque: 343Nm @ 4,000rpm  
0-62mph: 5.5sec  
Top speed: 155mph  
Length: 4.291mm  
Width: 1.775mm  
Weight: 1,140kg (1,195kg from '76)  
Brakes:  
Front: 282mm discs  
Rear: 290mm discs  
Wheels & tyres:  
Front: 7x15 inch; 185/70/VR15  
Rear: 8x15 inch; 215/60/VR15

★★★★★

### 930 3.3 1978-83



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

Production numbers: 5,807 (plus '78-'79 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/VR15  
Rear: 7x15 inch; 215/60

★★★★★

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### (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



### (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: 6x15 inch; 185VR  
Rear: 6x15 inch; 185VR



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### (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



TO VIEW CALL: 07522 911 911

### Carrera 3.2 1984-89



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

Production numbers: 70,044  
Issue featured: 114  
Engine capacity: 3,164cc  
Compression ratio: 10.3:1  
Maximum power: 231bhp @ 5,900rpm  
Maximum torque: 284Nm @ 4,800rpm  
0-62mph: 4.6sec  
Top speed: 152mph  
Length: 4.291mm  
Width: 1.652mm  
Weight: 1,210kg  
Brakes:  
Front: 286mm discs  
Rear: 294mm discs  
Wheels & tyres:  
Front: 7x16 inch; 195/65/VR15  
Rear: 8x15 inch; 215/60/VR15  
(16 inches for '89)



### 930 SE 1986-89



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

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



### 959 1986-1988



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

Production numbers: 337  
Issue featured: 108  
Engine capacity: 2,850cc  
Compression ratio: 8.3:1  
Maximum power: 450bhp @ 6,500rpm  
Maximum torque: 500Nm @ 5,000rpm  
0-60mph: 3.9sec  
Top speed: 196mph  
Length: 4.260mm  
Width: 1.840mm  
Weight: 1,450kg  
Brakes:  
Front and rear: Ventilated drilled discs;  
4-piston aluminium calipers  
Wheels & tyres:  
Front: 8x17 inch; 235/45/VR17  
Rear: 9x17 inch; 255/40/VR17



### Speedster 1989



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

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



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### 930 LE 1989



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

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



### 3.2 Clubsport 1987-89



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

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



### 964 Carrera 4 1989-93



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

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



### 964 C2 Speedster 1993-94



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

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



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### 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



TO VIEW CALL: 07522 911 911

### 964 Anniversary 1993-94



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

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



### 993 Turbo 1996-98



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

Production numbers: 5,937  
Issue featured: 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



TO VIEW CALL: 07522 911 911

### 993 Carrera S 1997-98



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

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



TO VIEW CALL: 07522 911 911

### 993 Turbo S 1998



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

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





TO VIEW CALL: 07522 911 911

**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: 6x16-inch; 205/55/ZR16  
Rear: 8x16 inch; 255/50/ZR16

**964 Turbo**  
1991-92

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

Production numbers: 3,660  
Issue featured: 116  
Engine capacity: 3,299cc  
Compression ratio: 7.0:1  
Maximum power: 320bhp @ 5,750rpm  
Maximum torque: 450Nm @ 4,500rpm  
0-62mph: 4.5sec  
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: 5.5sec  
Top speed: 168mph  
Length: 4,245mm  
Width: 1,735mm  
Weight: 1,370kg  
Brakes:  
Front: 304mm discs  
Rear: 299mm discs  
Wheels & tyres:  
Front: 7x16-inch; 205/55/ZR16  
Rear: 9x17-inch; 245/45/ZR16



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**993 Carrera 4**  
1994-97

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

Production numbers: 2,884 (Coupe)  
Issue featured: 111  
Engine capacity: 3,600cc  
Compression ratio: 11.3:1  
Maximum power: 272bhp @ 6,000rpm  
Maximum torque: 330Nm @ 5,000rpm  
0-62mph: 5.8sec  
Top speed: 166mph  
Length: 4,245mm  
Width: 1,735mm  
Weight: 1,420kg  
Brakes:  
Front: 304mm discs  
Rear: 299mm discs  
Wheels & tyres:  
Front: 7x16-inch; 205/55/ZR16  
Rear: 9x16-inch; 245/45/ZR16



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**993 Carrera 4S**  
1995-96

The 4S was effectively a C4 with a Turbo wide 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



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**993 Carrera RS**  
1995-96

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

Production numbers: 1,014  
Issue featured: 119  
Engine capacity: 3,746cc  
Compression ratio: 11.5:1  
Maximum power: 300bhp @ 6,000rpm  
Maximum torque: 355Nm @ 5,400rpm  
0-62mph: 5.0sec  
Top speed: 172mph  
Length: 4,245mm  
Width: 1,735mm  
Weight: 1,279kg  
Brakes:  
Front: 322mm discs  
Rear: 299mm discs  
Wheels & tyres:  
Front: 18x18-inch; 225/40ZR18;  
Rear: 18x10-inch; 265/35ZR18

**993 GT2**  
1995-96

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

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

**996 Carrera**  
1998-2001

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

Production numbers: 56,733  
Issue featured: 117  
Engine capacity: 3,387cc  
Compression ratio: 11.3:1  
Maximum power: 300bhp @ 6,800rpm  
Maximum torque: 350Nm @ 4,600rpm  
0-62mph: 5.2sec  
Top speed: 174mph  
Length: 4,430mm  
Width: 1,765mm  
Weight: 1,320kg  
Brakes:  
Front: 318mm discs  
Rear: 299mm discs  
Wheels & tyres:  
Front: 7x17-inch; 205/50/R17  
Rear: 9x17 inch; 255/40/R17



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**996 Carrera 4**  
1998-2001

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

Production numbers: 22,054  
Issue featured: 111  
Engine capacity: 3,387cc  
Compression ratio: 11.3:1  
Maximum power: 300bhp @ 6,800rpm  
Maximum torque: 350Nm @ 4,600rpm  
0-62mph: 5.2sec  
Top speed: 174mph  
Length: 4,430mm  
Width: 1,765mm  
Weight: 1,375kg  
Brakes:  
Front: 318mm discs  
Rear: 299mm discs  
Wheels & tyres:  
Front: 7x17-inch; 205/50/R17  
Rear: 9x17 inch; 255/40/R17

**996 GT3**  
1998-2000

Commonly called the Gen1 GT3, this was a lightweight 996 with power driving the rear wheels. Suspension was lowered by 30mm and brakes were 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/R18  
Rear: 10x18 inch; 285/30/R18

**996 Turbo**  
2001-05

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

Production numbers: 20,499  
Issue featured: 114  
Engine capacity: 3,600cc  
Compression ratio: 9.4:1  
Maximum power: 420bhp @ 6,000rpm  
Maximum torque: 560Nm @ 2,700-4,600rpm  
0-62mph: 4.2sec  
Top speed: 189mph  
Length: 4,435mm  
Width: 1,830mm  
Weight: 1,540kg  
Brakes:  
Front: 330mm discs  
Rear: 330mm discs  
Wheels & tyres:  
Front: 8x18-inch; 225/40/R18  
Rear: 11x18 inch; 295/30R18

**996 Carrera 4S**  
2001-05

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

Production numbers: 23,055  
Issue featured: 124  
Engine capacity: 3,596cc  
Compression ratio: 11.3:1  
Maximum power: 320bhp @ 6,800rpm  
Maximum torque: 370Nm @ 4,250rpm  
0-62mph: 5.1sec  
Top speed: 174mph  
Length: 4,435mm  
Width: 1,830mm  
Weight: 1,495kg  
Brakes:  
Front: 330mm discs  
Rear: 330mm discs  
Wheels & tyres:  
Front: 8x18-inch; 225/40/R18  
Rear: 11x18 inch; 295/30/R18

**996 GT2**  
2001-03

A lightweight, Turbo-bodied 996 with 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/R18  
Rear: 12x18 inch; 315/30/R18





## Sales debate:

Is there such a thing as an entry-level 911?



For years, Porsche 911 fans have been spoiled with at least one low cost entry point into Neunelfer ownership. However, price rises and the subsequent age of the investor have gradually eroded the sub-£10,000 Porsche 911 market. First it was the 964 that shot up in value, then it was the turn of the SC. Now, market trends appear to show that it's the 996 Carrera's turn for an upsurge. So does this mean that there is no longer such a thing as 'the entry-level 911'? Has the enthusiast looking for their first taste of Zuffenhausen's finest been priced out of the market?

"I think [996] 3.4s are still fairly low priced, aren't they?" Darren Street, Sales Manager at RSJ Sports Cars, points out. "If people can stretch into a 3.6 then it does get you a better car. But as an entry-level 911, for what they are now, which is around £10,000-£12,000, it's a lot of car for the money."

£10,000 seems a little on the low side even for the 3.4 market but Paul Stephens – head of his eponymous specialist and a strong 996 advocate – agrees. "My view is that the 996 is the entry-level 911. It's possible to buy one for half the price of a new Golf GTI, isn't it? Okay, £10,000 isn't the notional figure for one anymore (not for a nice one, anyway) but you can still buy one for under £20,000," says Stephens. "At that point, I think it's got to be termed an 'entry-level 911' today," he continues. Stephens also points out that the market isn't necessarily the problem. It is people's perceptions: "Entry level – for anything – is no longer £10,000. If you go and look in a normal dealership, what do you buy for £10,000?" And while a 996 Carrera is more expensive than it once was, Stephens explains that it is still a "family hatchback entry-level" car.

But is the 996 a good entry-level choice though? "They had some issues but, again, it can be over-hyped by the forums," RSJ's Street points out. And the market for them seems strong according to both experts. "I don't think they are going to lose any more money," explains Street. "They've had a little move because everything has had a move," Stephens adds. "The market is realigning itself." The signs, therefore, all point to the 996 as the favoured entry into the 911 experience. You may just need to save a little bit harder than before...

### 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

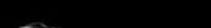


### 997 Carrera S 2004-08



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



### 997 Carrera 4S 2005-08



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

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

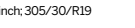


### 997 Turbo 2005-10



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

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

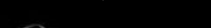


### Gen2 997 C2 2008-12



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

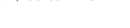


### Gen2 997 C4 2008-12



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

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



### Gen2 997 C4S 2008-12



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

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





### 996 GT3 RS 2004-05



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

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



### 996 Turbo S 2004-05



A 911 Turbo with the previously optional 30bhp power upgrade, with larger turbochargers, 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:	435bhp @ 7,900rpm
Maximum torque:	430Nm @ 6,250rpm
0-62mph:	4.1sec
Top speed:	194mph
Length:	4,460mm
Width:	1,808mm
Weight:	1,395kg
Brakes:	
Front:	380mm discs
Rear:	350mm discs
Wheels & tyres:	
Front:	8.5x19 inch; 235/35/ZR19
Rear:	12x19 inch; 305/30/ZR19



### Gen2 997 Turbo 2009-13



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

Production numbers:	3,800
Issue featured:	116
Engine capacity:	3,800cc
Compression ratio:	9.8:1
Maximum power:	500bhp @ 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:	450bhp @ 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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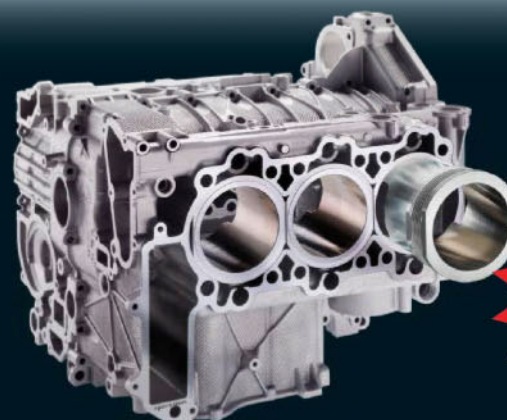
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## 997 Speedster 2010



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



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## 991 GT3 RS 2015-



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

Production numbers: 42 (UK)  
Issue featured: 136  
Engine capacity: 3,996cc  
Compression ratio: 12.9:1  
Maximum power: 500hp @ 8,250rpm  
Maximum torque: 460Nm @ 6,250rpm  
0-62mph: 3.3sec  
Top speed: 193mph  
Length: 4,545mm  
Width: 1,880mm  
Weight: 1,420kg  
Brakes: Front: 380mm discs  
Rear: 380mm discs  
Wheels & tyres: Front: 9.5x20 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



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N/A

**997 918 Edition**  
2010

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

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

**997 GT2 RS**  
2010-11

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

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



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**997 C2 GTS**  
2010-12

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

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

**997 C4 GTS**  
2011-12

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

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



TO VIEW CALL: 07522 911 911

**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:	197mph
Length:	4.506mm
Width:	1.880mm
Weight:	1.595kg
Brakes:	
Front:	380mm discs
Rear:	380mm discs
Wheels & tyres:	
Front:	8.5x20 inch; 245/35/ZR20
Rear:	11x20 inch; 305/30/ZR20

**991 Turbo S**  
2013-15

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**  
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miles) • 1995 (N)

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**911 Carrera RS (964 LHD)**

Maritime Blue • Triple Tone Leather  
Bucket Seats • Manual Gearbox • 17"  
Magnesium Cup Wheels • 93,656 km  
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**997 "4S" 3.8 (2007 - 07)**  
Meteor Grey with Black Leather, Sat Nav, 47k miles.....**£33,000**



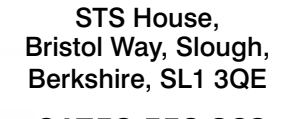
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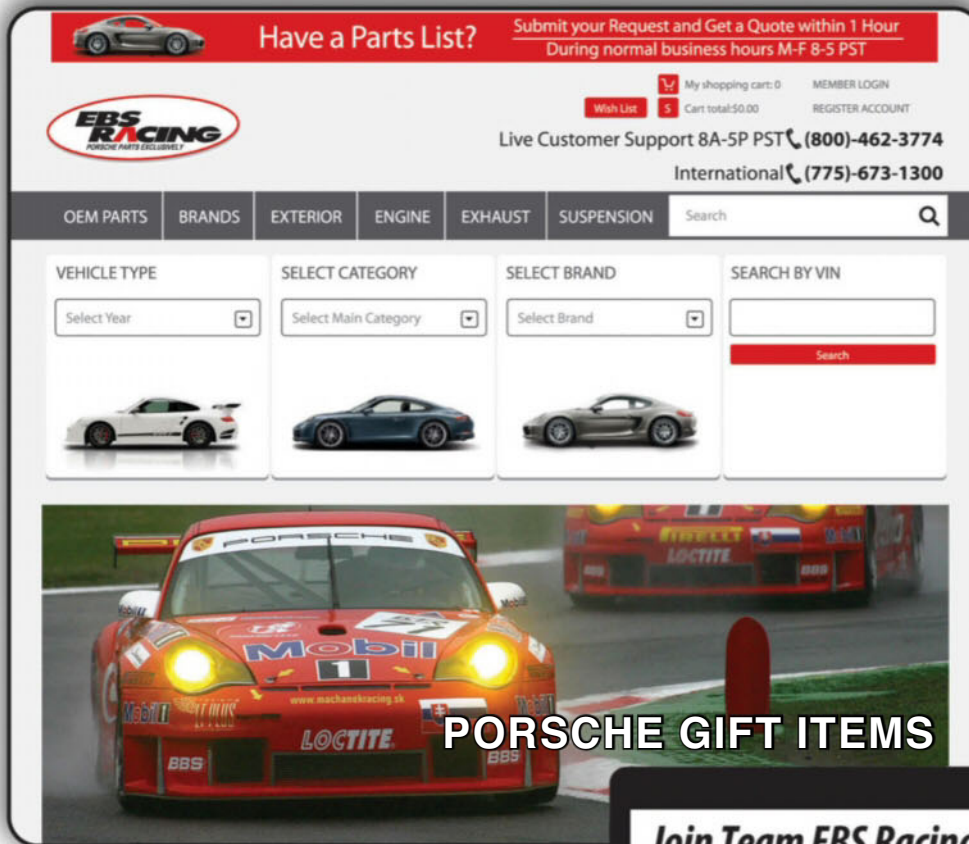
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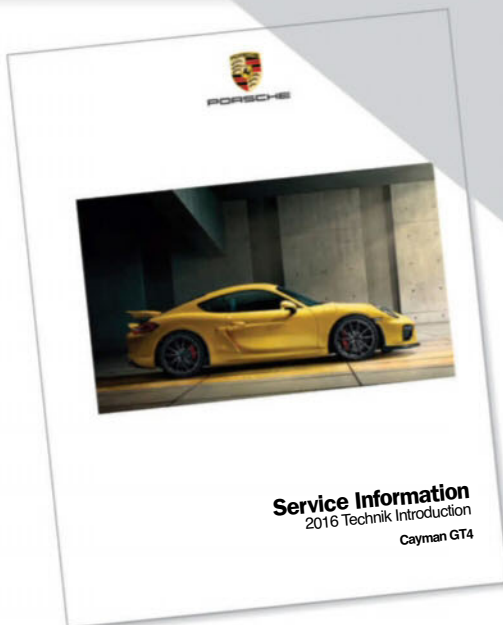
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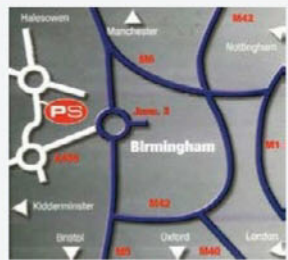
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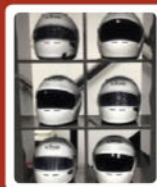
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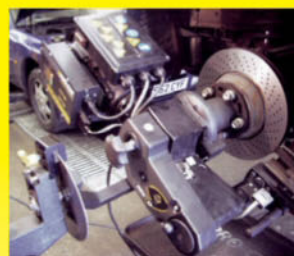
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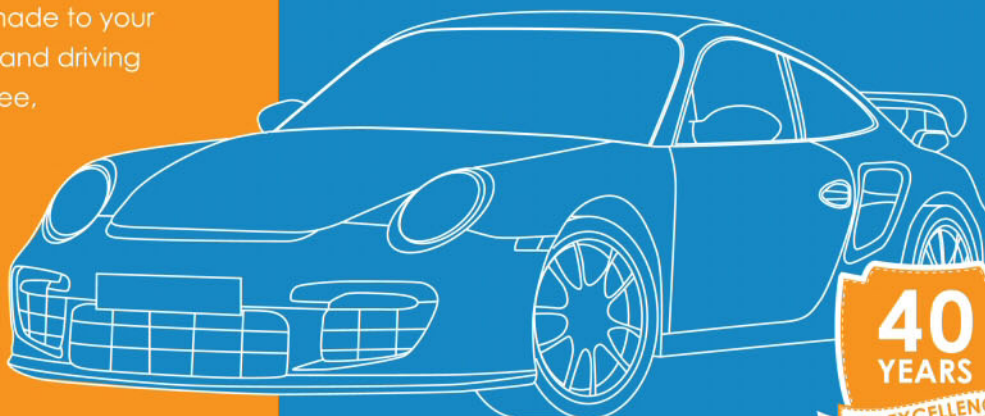
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# Route 1 Hringvegur, Iceland

Written & Photographed by **Midge Burr**

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## Essential info

**LOCATION:** Icelandic Coastline  
**COORDINATES:** 64.048001 -16.178615



**TOTAL LENGTH OF DRIVE:**  
828 miles

### POINTS OF INTEREST:

Jökulsárlón Glacier lagoon;  
Seljalandsfoss waterfall;  
Vatnajökull National Park;  
Humarhátíð á Höfn (July Lobster Festival); Hallormasstaður Forest

### FOOD AND ACCOMMODATION:

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[www.dbr.is](http://www.dbr.is)

Jökulsárlón café, Glacier Lagoon,

[www.icelagoon.is](http://www.icelagoon.is)

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With ever-changing scenery and infinitely challenging road conditions, Iceland's Route 1 provides one of the world's most breathtaking drives

**W**hen we think of ring roads, the mundane dredge and grid-lock of London's M25, Germany's A10 Berliner Ring or Los Angeles' Interstate 405 springs to mind. So, a ring road named as a nation's most congested could purport to be the worst driving road ever. Iceland's Hringvegur, though, is a different animal. While Icelandic congestion accounts for little more than seeing another car on the same stretch of tarmac, Route 1 offers one thing many other roads cannot – huge diversity.

As the name suggests, Route 1 is the country's most important road. With Iceland's central regions largely uninhabitable due to mountains, glaciers and volcanic activity, by area it is the most sparsely populated nation

in Europe. With the majority of its inhabitants living in coastal towns, the ring road is the only way of connecting the population. The scenery can change quickly; picturesque glacial plains give way to beaches, fjords, rivers and hot springs, while distant mountains, lakes and glaciers sneak up fast. Here you'll also find many of Iceland's famed tourist attractions, such as the 63-metre Seljalandsfoss waterfall, the Hallormasstaður Forest, and the Jökulsárlón – a lagoon at the foot of a glacier where hundreds of icebergs break off and float out to sea. Don't deviate from the main road too much though, particularly in the highlands where you're legally obliged to have a four-wheel-drive car... and we don't mean a Carrera 4.

Variety also comes in the ever-changing road conditions and you'll

need a veritable Swiss Army Knife of driving skills to negotiate Route 1 at the best of times. Even though the majority is paved with asphalt, there are a few stretches with gravel. For the most part, the road is a single two-lane carriageway made up of the 'new' 1970s stretches and linked with original 1940s roads known for their sweeping curves, blind summits, sudden bends and precarious single lane bridges.

The weather can also change in a heartbeat; a sunny stretch can be consumed by snow within minutes, and in winter you'll need studded tyres and nerves of steel. It's not the easiest road, but it offers a unique and breathtaking experience. Take a drive at night and you may catch the eerie light show of the Aurora Borealis – and if there's one thing worth pulling over your 911 for, it has to be the Northern Lights. **911**



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1969 Porsche 912  
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1964 Porsche 356C Cabriolet  
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