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ISSUE 141

RISE OF THE TARGA

Revealed: why the once unloved classic is enjoying a resurgence in popularity



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Welcome



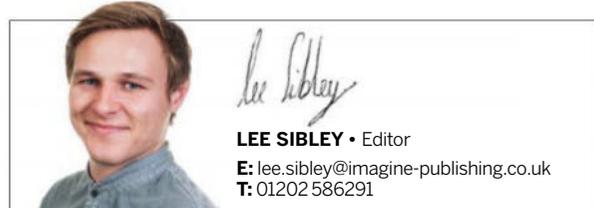
Serendipitously, there's an overriding theme in this issue of *Total 911* surrounding the merits of the manual gearbox. Around 18 months ago, it looked like Porsche's traditional stick shifter was gearing up for abolition: PDK was the only available transmission for the Turbo, Turbo S, GT3 and impending GT3 RS, and the baulking manual seven-speeder that was available on Carreras frankly made Doppelkupplung a no-brainer. For a time, I was even adamant the 'experience' present on those early 991s with manual shift was a deliberate ploy by Zuffenhausen to steer its customers towards the £2,300 option of an automatic.

It's amazing, then, just what can be achieved in 18 short months. By its own admission, Porsche has listened to the likes of you and I, who repeatedly called for the option of a manual transmission for GT3 and Rennsport models, and for the current manual to be revised with a far more slick-shifting practice in mind. The turning point was the arrival of the

Carrera GTS in January last year, which showcased a much-improved gearbox boasting a smoother movement through each gate and more palatable spring loading for higher ratios. This seven-speed unit has been carried over to the Gen2 991 Carreras and they're all the better for it, as Josh explains in his 991.2 Carrera vs Carrera S test beginning on page 56.

The crowning moment of this apparent U-turn in favour of stick shift is, of course, the brilliant new 991 R. Now, I won't spoil the read of my test drive in the R – which took place more than three weeks before the rest of the world's motoring hacks could get their heel and toe techniques anywhere near its three pedals – but suffice to say that new six-speeder is nothing short of sensational. Even better, I can't see why Preuninger and his team would go to such lengths to make a brilliant manual transmission that's only got a sign-off for just 991 examples of 991 R. Surely this gearbox has more of a future than first thought. Either way, it makes you wonder why the manual was ever on the ropes at Zuffenhausen. Long live the stick shift...

“The crowning moment in favour of stick shift is the 991 R”



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1911 Opening Shot

Total 911's own Kyle Fortune listens intently, pen and paper at hand, as Neunelfer expert Josh Sadler affirms that this really is – despite the impact bumpers and teatray rear wing – the last right-hand-drive 1973 Porsche 911 Carrera 2.7 RS. Its paint cracked from a life in the Trinidad sun, the car is now back on UK soil after a 39-year hiatus.

Photograph by **Ali Cusick**

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20 NEW 991 R FIRST DRIVE

“Andreas Preuninger and his team have delivered a fitting return for a performance Porsche with a coveted manual gearbox”



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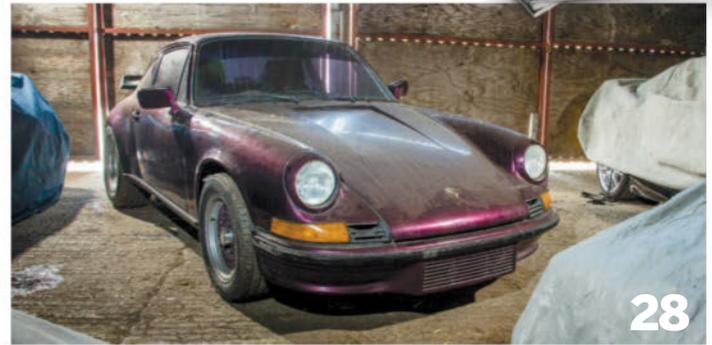


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Update

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



Gen2 991 GTS spotted at the 'Ring

Unmarked Targa test mule gives us our first look at the upcoming turbocharged GTS package

The 991.2 generation has been keeping our **Total 911** spies busy in recent months, first with the facelifted 991 GT3 (featured in issue 139) and then last month with the 991 GT2 RS prototype. This month it has been the Gen2 GTS's turn to be caught on camera though, with a Targa-bodied test mule spotted uncamouflaged on the roads just outside the Nürburgring.

Like the Carrera and Carrera S models, the 991.2 GTS will make the switch to the twin turbocharged, 3.0-litre '9A2' flat-six engine (as evidenced by the cooling vents in the corners of the rear bumpers). While there has so far been no word on power output, with both the Gen2 Carrera and Carrera S variants getting an extra 20hp over its 9A1-engined brethren, expect the second-generation 991 Carrera GTS models to pack at least 450hp and an extra 60Nm

of torque compared to the outgoing version. It will be interesting, too, to see what Porsche decides to do with the next Carrera GTS's manual gearbox. While a switch to the 911 R's six-speed shifter seems unlikely, the 991.1 GTS's gearbox featured a revised mechanism to improve the shift slickness, a change that has now been implemented on the 991.2 Carrera variants.

Away from the mechanicals though, the now traditional GTS aesthetics are very much in evidence on this test mule, with the updated Turbo S's centre-lock alloys and a GT3-esque front fascia visible here. The latter features additional vents either side of the number plate bracket and a more aggressive, chiselled lower lip.

Interestingly, this Targa prototype also sports a black roll hoop, suggesting that Porsche may take the black accents that have become a GTS trademark

to greater extremes on the 991.2 version. If the black does replace the brushed aluminium finish on the production model, it will mark the first time a black Targa hoop has featured on a 911 since the launch of the 964 version in 1990.

For more of the latest Porsche 911 spy shots and new car news, visit Total911.com and follow us on Facebook and Twitter.



Girardo goes it alone

Esteemed auctioneer Max Girardo has left RM Sotheby's and launched his own prestige automobile brokerage service, Girardo & Co. Based out of a showroom in West London, the firm will hold a select stock of exceptional cars while also acting as a broker for private treaty sales and restorations (among other services).

Girardo had developed a reputation as one of the world's foremost classic car experts, forging a hugely successful career in the auction world, first with



Bonhams before moving to RM Sotheby's as Managing Director of the company's European operation. For more information on his new venture, visit girardo.com.

Hexagon charity evening with Le Mans legends

Hexagon Modern Classics' annual charity evening has become an unmissable occasion for any petrolhead, and the 2016 event – to be held on 5 July – will be no different.

This year the event theme is 'Classic Le Mans' and the special Q&A panel will feature two Porsche legends in Derek Bell – Britain's most successful Le Mans racer – and Richard Attwood, one of the drivers behind Zuffenhausen's first Le Mans

triumph in 1970. Hosted by Natalie Pinkham (of Sky F1 coverage fame), the evening will include dinner, drinks, canapés and a special auction. Proceeds from the night will raise money for charity, including Great Ormond Street Hospital. Tickets cost £195 and can be booked by emailing annabel@hexagon.uk.net.





What's on in 2016

- Le Mans@ Zuffenhausen 18-19 June**
 The Porsche Museum will stay open around the clock for a 24 Hours of Le Mans live feed
- Goodwood Festival of Speed 23-26 June**
 Lord March's car extravaganza is a chance to see some of Porsche's most iconic racers
- Porsche Tour of Scotland 25 June – 1 July**
 Places are available for Porsche's tour of the best roads of the Highlands
- PCGB Brands Hatch track evening 13 July**
 Test your 911 out on track at this evening session with Porsche Club GB
- Ennstal-Classic 27-30 July**
 This three-day rally through Austria will see Porsche icons in action once again

N-rated rubber released for classic 911s

Modern technology blended with classic patterns for new approved tyres

Porsche has announced its latest list of N-rated tyres, including a new range of rubber approved for use on classic 911s. After extensive research and testing, the list includes tyre choices for all historic Neunelfers from the early short-wheelbase cars through to the water-cooled 996s.

On top of the existing tyres that have now been approved by Porsche, the latest list also includes a number of new releases from Pirelli, designed specifically for classic cars. The Italian tyre manufacturer has relaunched its CN36, P7 and P Zero Rosso rubber using original sizes

and tread patterns. However, while the look of each tyre is purely period, the construction of the new releases is thoroughly modern, using the latest compounds and techniques.

Thanks to the extensive testing required to meet Porsche's N-rated criteria, the new tyres allow classic 911 owners to enjoy the safety and performance benefits of modern tyres while ensuring that their car looks period correct.

Although the N-rated scheme may, to some, appear to be a money-making exercise, Porsche is adamant that the extra testing and approval is necessary, especially with the 911

often exerting an unusually high force to its rear tyres thanks to its rear-engined layout.

The testing of each tyre was, in part, carried out by rally legend and Porsche brand ambassador, Walter Röhrl, who was able to use his years of experience behind the wheel of various Zuffenhausen machines to ensure that each tyre provides a well-balanced driving experience for its respective models.

To view the full list of classic N-rated tyres now available for your beloved Porsche, head to Porsche's website or enquire at your nearest Porsche Classic Centre.



Wolfgang Hatz hands in official resignation

Dr Michael Steiner takes over as Head of R&D department

After heading up Research & Development at Porsche AG for more than five years, Wolfgang Hatz has officially resigned from the Executive Board at Zuffenhausen. Dr Michael Steiner, the former Vice President of Complete Vehicle Engineering/Quality Management, has replaced him at Weissach with immediate effect.

After news of the Volkswagen diesel crisis broke last September, it was initially reported in the German media that Hatz (a member of the Board in Wolfsburg) was set for the sack. However, the 57-year-old engineer instead chose to be

placed on temporary leave while his role in the scandal was investigated.

While no wrongdoing on his part was found, Hatz has decided to leave Porsche after a glittering career that saw him oversee the development of the record-breaking 918 Spyder and the Mission E concept car, as well as Porsche's victorious FIA WEC campaign with the 919 Hybrid. His replacement, Dr Steiner, has held a number of prominent positions at Weissach over the last 14 years and takes over Hatz's responsibilities at a time when Porsche is increasingly looking toward e-motor and hybrid technologies.



Tim Scott ©2016 Courtesy of RM Sotheby's

RM Sotheby's sales modest in Monaco

911 GT1 makes millions while other 911s falter at RM's latest sale

Indications that the Porsche 911 collector's market is finally slowing down were once again felt at the latest round of prestige auctions. At RM Sotheby's sale in Monaco (coinciding with the Grand Prix Historique), three of the Neunelfers sold below estimate while no Porsche 911 realised more than its upper expected hammer price.

One of the stars of the evening was the only road legal Porsche 911 GT1 Evo, converted from a genuine race car (rather than starting life as a Straßenversion). With an estimate guide price of €2.7-€3 million (£2.1-£2.3

million), the 911 made headlines around the world in the run up to auction and it just about justified its hype, realising €2,772,000 (£2,144,000) on the day. The same could not be said of the 959 Komfort on offer, selling below its lower estimate at €896,000 (£693,000).

Missing its lower estimate by the biggest margin was a 1989 3.2 Speedster in Grand Prix white that sold for just €128,800 (£99,600) while the Ruf CTR on offer came closest to exceeding its expectations, realising €224,000 (£173,200), just €1,000 (£763) short of its upper estimate.

Lifestyle

TOTAL 911 BRINGS YOU THE VERY BEST IN PORSCHE LITERATURE, PERFECT FOR YOUR SUMMER HOLIDAY READING LIST

Porsche 917: Archive And Works Catalogue
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1 Rightly regarded as one of the greatest racing cars of all time, the Porsche 917 earned its place at the top table of Weissach icons with a glittering career. Written by Walter Näher, this book charts the car's entire history (from prototype to turbocharged Can-Am monster), complete with genuine factory drawings, documents and unpublished photographs, making it a must for any Porsche motorsport enthusiast.
www.delius-klasing.de
ISBN: 978-3-7688-3837-5

One More Than 10: Singer And The Porsche 911
\$95

2 Across its 276 pages, 'One More Than 10' tells the incredible story of Rob Dickinson's switch from Britpop frontman to founder of Singer Vehicle Design, one of the most esteemed Porsche 911 restorers/modifiers in the world. Full of lavish photos taken behind the scenes and of the finished articles, Dickinson's tale is interwoven with expert interjections from the likes of Jay Leno and Jeff Zwart.
www.stanceandspeed.com
ISBN: 978-0-9891149-4-3

Timo Bernhard: The Story Of A Champion
€50

3 Biographies of active sports people are a common phenomenon. But unlike some, Timo Bernhard's story deserves to be told. An overall winner at Le Mans, Sebring, Daytona and the Nürburgring, Peter Schöffner's 284-page tome (written in German and English) tells the tale of Bernhard's career from his earliest karting days through to his most recent FIA World Endurance Championship success with Porsche.
www.gruppec-verlag.de
ISBN: 978-3-928540-827

Porsche 911 (997): The Essential Buyer's Guide
€12.99 each

4 Written by marque expert, Adrian Streater, these new titles dedicated to the 997 Gen1 and Gen2 cars are the latest additions to Veloce Publishing's *Essential Buyer's Guide* series. Taking you through every fine detail to check before you part with your hard-earned cash, each guide looks at which models would suit your driving habits and features in-depth checks to perform during an inspection.
www.veloce.co.uk
ISBN: 978-1-845848-65-1 and 978-1-845848-66-8

Brian Redman: Daring Drivers, Deadly Tracks
£50

5 A legend of Porsche's golden motorsport era in the 1970s, Brian Redman is frank, funny and poignant in his new memoir *Daring Drivers, Deadly Tracks* (co-written by Jim Mullen). Telling stories about some of the most fearsome racing cars ever made, Redman charts an incredible career that took him to the top step of the podium at some of the world's most dangerous circuits.
www.evropublishing.com
ISBN: 978-1-910505-10-6



MAXTED - PAGE

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Motorsport

THE LATEST NEWS AND RESULTS FROM RACING SERIES AROUND THE GLOBE



24 Hours of Le Mans 2016 race preview

Porsche hopes to restore GT honour at La Sarthe after difficult 2015

The 2015 24 Hours of Le Mans is a race that the GT department of Porsche Motorsport would probably rather forget. An engine failure in the first hour for the no. 92 entry gave Porsche Team Manthey the ignominious honour of being the race's first retirement, while the sister no. 91 car's podium challenge ultimately ended with fifth in class after reliability problems late on in the race.

Le Mans will mark the return of the factory Porsche 911 RSRs for their only FIA World Endurance Championship outing of the year, Weissach having decided to take a sabbatical from the series it dominated last year in order to focus on developing its 2017 GTE challenger (see page opposite). Thanks to Porsche's decision not to run a third 919 Hybrid in the LMP1 class this year, 2015 overall winners Nick Tandy and Earl Bamber will step back to the GTE-Pro class, which they last contested in 2014. However, they won't rekindle their victorious partnership this year, with Weissach instead deciding to use the same driver pairings as its factory effort in the WeatherTech United SportsCar Championship (USCC).

That means Tandy, Patrick Pilet (the 2015 USCC champion) and Kévin Estre will team up in the no. 91 Porsche 911 RSR while Bamber is in the no. 92 machine alongside Frédéric Makowiecki and Jörg Bergmeister. The factory sextet will be joined in the 'Pro' ranks by the full-time WEC entry from Dempsey-Proton Racing, where reigning world champion, Richard Lietz, and Michael Christensen will be joined for the legendary French enduro by 2015 Porsche Supercup champion, Philipp Eng. While it will mark

the 26-year-old's first outing at Le Mans, the Austrian racer is at least familiar with the 911 RSR, having tested it during the WEC young driver test, which took place at the end of last year.

Balance of Performance (BoP) adjustments made at the start of 2016 have seen the updated 911 RSR so far unable to compete with the all-new cars from Ferrari and Ford. However, it is likely that further BoP changes will be made ahead of Le Mans, especially as the machines from Maranello have so far dominated the GT ranks at both Silverstone and Spa. Any changes will also likely benefit the GTE-Am Porsche 911 RSR contingent, which is especially strong for this year's 24-hour race.

The Gulf colours will (as reported in issue 138) return to La Sarthe on a Porsche for the first time since 1971 with the no. 86 Gulf Racing RSR, which will be driven at Le Mans by the full-season trio of Mike Wainwright, Adam Carroll and Ben Barker. The no. 78 KCMG Porsche (run by Proton Competition) will also appear at Le Mans, driven by Christian Ried, Joël Camathias and Wolf Henzler, while across the garage, Henzler's fellow factory racer, Patrick Long, will join Khaled Al Qubaisi and David Heinemeier Hansson in the no. 88 Abu Dhabi-Proton Racing entry. Le Mans will also see a one-off entry from WeatherTech Racing, which has teamed up with Proton to field the no. 89 911 RSR for USCC duo Cooper MacNeil and Leh Keen. They will be joined in the car by Marc Miller, who raced at Le Mans last year in an 'Am' class Dodge Viper, making for a line-up that should be one to watch in the GTE-Am class.



Le Mans warm-up: tough time for Porsche at Spa

All 911 RSRs miss the podium at the 24 Hours of Le Mans dress rehearsal

Having faced technical issues at Silverstone, Dempsey-Proton Racing – Porsche's full-time representative in the 2016 FIA WEC – were hoping for better fortune at the Six Hours of Spa-Francorchamps, the warm-up event for the 24 Hours of Le Mans. However, the no. 77 911 RSR, driven by Richard Lietz and Michael Christensen, struggled at the infamous Belgian circuit, hamstrung by the restrictive BoP changes inflicted on the RSR at the start of the season.

Unable to match the new cars from Ferrari and Ford on pure pace, the no. 77 was the slowest of the GTE-Pro qualifiers in seventh at over a second slower than the sixth-placed Aston Martin. The RSR's speed disadvantage continued in the race as unusually hot conditions further hamstrung 2015 champion, Lietz and Christensen. But the pair took advantage of an attritional race, running flawlessly throughout the six-hour encounter to eventually finish fourth, securing some much needed points ahead of Le Mans.

In the GTE-Am class, the 2015-spec RSRs were in similar difficulties, but a sterling effort by the no. 88 Abu Dhabi-Proton Racing entry saw Patrick Long closing in on the lead battle in the final minutes. But Porsche's podium hopes were sadly dashed when an errant LMP2 car torpedooed into the side of the car.

THE DRIVER'S PERSPECTIVE



Leh Keen, no. 89 WeatherTech Proton Racing 911 RSR

"As a professional driver, the goal is always to get to Le Mans. I was second in the GT2 class in 2010 driving a Ferrari but a real goal of mine, as a "Porsche guy", has always been to do the race in a 911. This year that is happening. I'm very excited but it's going to be tough this year to stay totally focused on our race and not be trying to keep up with the LMP1 battle for the overall win!"



Porsche unveils first 2017 GTE challenger images

911 RSR successor launched but question remains about specification

In the run up to the 24 Hours of Le Mans, Porsche has unveiled the first photos of the car that will take up its GTE-Pro berth in the 2017 race. The new GTE car was rolled out for the first time recently, with most of Porsche's factory GT racers taking a turn behind the wheel, an unusual move for an initial shakedown.

Having decided to wait until next year to introduce its latest specification car, rumours abounded over

the offseason that the next 911 RSR would feature a radical mid-engined layout, Weissach having extensively lobbied the FIA for a performance waiver.

With no photos from the launch revealing the car's rear-end (and a lack of references to it as a 911) it suggests that this may well be the case. A switch to a turbocharged engine – as seen in the latest Carrera road cars – is also a possibility, with Ferrari and Ford introducing new forced induction racers for 2016.



Cairoli commands Supercup opener in Spain

Porsche Juniors lock out round one podium with dominant display

Second year Porsche Junior Matteo Cairoli dominated the opening Porsche Mobil 1 Supercup race of 2016, leading from start to finish at the Circuit de Barcelona-Catalunya to secure his maiden victory in Porsche's premier 911 race series.

Having switched to Fach Auto Tech for this year (the same squad that took Earl Bamber to the 2014 title), Cairoli was imperious in qualifying, grabbing pole position by nearly 0.7 seconds from new Porsche Junior Mathieu Jaminet in the no. 22 'Martinet by Almeras' entry. Cairoli didn't delay in opening up an advantage in the race's early laps as Sven Müller leapt past Jaminet on the run down to turn one at the start of the race.

Despite a mid-race safety car period, Cairoli was unflustered at the restart, once again stamping his authority on the field to eventually win by nearly two seconds from Müller. Jaminet rounded off the podium after a brief challenge from Briton Ben Barker, the MOMO Megatron driver having worked his way through from eighth on the grid to fourth.



Long wins with Wright in Pirelli World Challenge

Patrick Long wins first time out with new team after EFFORT Racing closure

Patrick Long's 2016 Pirelli World Challenge campaign was looking in doubt after EFFORT Racing announced its immediate departure from the series before rounds eight and nine at Canadian Tire Motorsports Park.

However, a deal was struck for the factory Porsche ace to switch to Wright Motorsports in their no. 58 911 GT3 R and the American started the new relationship in perfect style at Mosport.

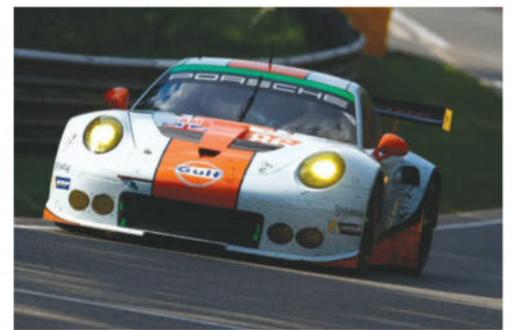
Having grabbed pole for both encounters at CTMP, Long dominated both races, adding two wins to the victory he chalked up in the opening PWC encounter of the year at Circuit of the Americas. His perfect score in Canada vaults Long into the lead of the championship, overturning a 111-point deficit (a result of his first corner retirement in race two at COTA). He is now tied on 761 points with Álvaro Parente but with three wins to the Portuguese's two triumphs.

Motor racing in June/July 2016

June	July
Blancpain Endurance Series Paul Ricard 24-25 June	Le Mans Classic 8-10 July
USCC Six Hours of Watkins Glen 30 June – 3 July	VLN Round 5 16 July
	Porsche Mobil 1 Supercup Hungary 22-24 July

Ben Barker

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



From Spa to Le Mans via Monaco in a 911

Ahead of Le Mans, Barker completes his first full WEC race before dropping in for a Supercup soiree



After the disappointment of Silverstone, it was good to get through the full six hours of racing at Spa, especially as it was our latest chance to put some significant competitive miles on the Gulf Racing

911 RSR ahead of the big one: Le Mans. While the end result of our weekend's work in Belgium may not have been grabbing the headlines, there were a lot of positives to take away from the trip to Spa, both individually and as a team.

We lost quite a bit of time early in the race, which meant that by the time I jumped in the car, we were nearly a lap down on the GTE-Am leaders. While it was frustrating, it meant that when I got behind the wheel for the first time, I just had to get my head down and punch away at the laps. In the end, I was really happy with my two stints, especially as endurance racing is more than just driving a car fast. I felt I was really getting the most out of the RSR and dealing well with traffic. This meant my lap times were pretty consistent (even when dealing with the faster prototype cars); I don't think I ever went much slower than a 2:24 lap, even in traffic.

My average pace actually compared really well with the established pros (even in the factory cars) – I think the average of my top 20 times was only a

tenth slower than Wolf Henzler in one of the Proton-run 911s, a works driver with years of experience at Porsche, and it was actually a little bit faster than my teammate Adam Carroll's average lap times. Over a single lap, Carroll's best was a little bit better than mine, but I knew from practice (where, if it hadn't have been for traffic in the final sector, I would have done a 2:19 lap) that I had the speed to take on the pro drivers in my class should I need to.

Unfortunately, after I'd made up a lot of the time lost at the start (I got to within 15 seconds of the top three), we were hit with a drive-through for track limits offences. Unknown to me, both Mike Wainwright and Carroll had run off the circuit during their stints and we were on our final warning so, as soon as I went off once, we were handed a penalty. I managed to make up the time lost there but a hole developed in the exhaust box that melted a bracket on one of the rear lights, causing it to fall out. The pit stop to fix it cost us four minutes and put us right out of contention for the podium.

It was pretty galling to put in all that effort and then watch the car sit in the pits but I think the team were pleased with what I achieved during my stints. Similarly, I think Porsche – who provide us with a technician at each race – is impressed with what we're achieving as a team; Matt (the team manager)

and chief mechanic, Mikey, are really on top of their game and, in my opinion, I think we're doing a better job than a lot of the other teams out there. We're definitely moving in the right direction and hopefully we get a BoP adjustment before Le Mans, which will allow us to show what we can really do with our RSR.

Before heading to France though, I was lucky enough to be offered a last-minute seat for the opening round of the Porsche Supercup with my team from last year, MOMO-Megatron. The weekend didn't start too well when my wheel fell off in practice (the wheel nut had previously been damaged and the thread stripped on my first lap), meaning I had to go into qualifying without any running. Eighth on the grid was a bit of a disappointment but I got a good start, avoided other people's mistakes and made some nice overtakes to eventually finish fourth, the best of the non-Porsche Juniors.

I won't be able to do a whole season in the Supercup – so the title is definitely off the cards – but we've sorted a late deal to get on the grid for Monaco. I know the team is keen to get me in the car, as I love the track, and we've got a really great chance of winning, which is something that would definitely keep the sponsors pleased. With Le Mans following almost immediately, it makes for an incredibly impressive schedule over the next month.

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



R support for Porsche

Dear Sir,

Lee's "Welcome" piece in issue 139 highlighted one of those "good problems to have" for Porsche (or any car manufacturer); namely that their special, limited production cars like the 991 R are in such high demand that many customers are frustrated by their inability to get them, irritated by what they see as subjective decision making by OPCs as to who will be the lucky owners, and then enraged by the exorbitant prices these cars command on the resale market. I discussed this situation with my local OPC, Hennessy Porsche, to hear their side of the story, and thought I would share some other perspectives.

First, let's acknowledge that a limited production car by its very nature is intended to be limited, meaning a defined production run that is totally at the discretion of the manufacturer. If you are lucky

enough to own such a car, you like the fact that this car holds its value (or even increases in value) more than other Porsches, and this was likely a factor in your decision to purchase it. I know this was true of my purchase of two different GT3s over the past ten years. If Porsche suddenly announced, "Sorry, we underestimated the market and will be doubling production" those owners would be understandably upset! Carrera GT, anyone?

Did Porsche underestimate the 991 R market? Porsche would likely agree that they were surprised by the strength of the demand, part of which was the fact that a very high percentage of 918 owners opted to buy one. By the way, recall that the reason Porsche offered this perk to 918 buyers was that they were having a very hard time selling this \$850,000 car initially, limited production or not!

Second, how many Porsche fans truly would have ordered a 991 R if they had the chance? Or were most of these grumpy folks like the multitudes who scorned electric steering on the 991 without having driven the car, and without any real intention of buying one anyway? My friends at Hennessy agreed that they had some genuine 991 R buyers who were left out in the cold, but a lot of the whining was by folks who just have to complain about something based on the "principle of the thing", whatever that means.

If you are truly serious about buying these special cars, my only advice is to cultivate a solid relationship with your local OPC and you will have an excellent chance to get what you deserve, full stop. I am not a rich man, far from it, but based on the relationship I have cultivated with my own OPC, I know I could buy any Porsche I wanted, from 918 through GT3 RS to 991 R, period. My OPC would be perfectly happy to help me buy those cars; her Ladyship, not so much...

Last of all, how does Porsche feel about the fact that 991 Rs are going to command several times their MSRP on the resale market, essentially making the buyers who "flip" these cars an obscene profit? For the record, Porsche expects that these cars will be owned a minimum of six months, and if they see that the buyers are only interested in "flipping" and making money, those folks may find themselves on the "other list" come future special editions. Porsche passionately believe they are building the world's best sports cars for true enthusiasts and they want these cars to be driven, not turned into the "ultimate arbitrage machine".

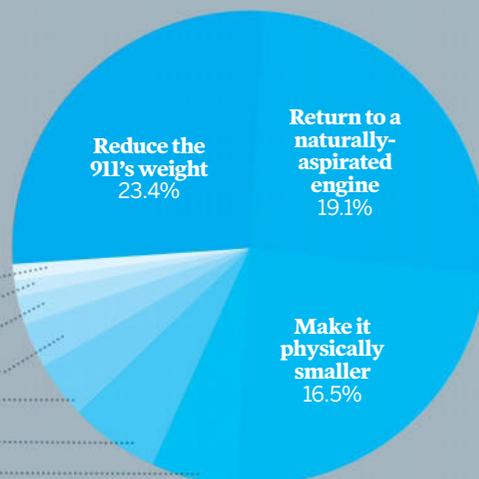
Remember that Porsche themselves make nothing from those post-sale transactions, they can hardly control the resale market, and can only watch the market and use that information when making future product decisions, including how many of a "special" model to make.

Ben Przekop

Total911.com Poll How would you improve the next Porsche 911 generation?

Everyone's got an opinion on Neuner development. Here are the results:

- Improve the level of grip 2.3%
- Fit hydraulic power steering 3.1%
- Stop focusing on performance 3.4%
- Switch back to a six-speed gearbox 6.9%
- Make it faster 7.7%
- Add a hybrid system option 8.8%
- Other 8.8%



@Total911

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

- (@KazaRed) Last Friday was my first trackday and left me with smoking brakes and a huge grin on my face
- (@NGAutoArt) @Total911 Magazine competition winner's piece: Done! A beautiful #Porsche 964. What do you think, #Twitter?
- (@RPMTechnik) 996 C4S day today @RPMTechnik - we love these in bold primary colours





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Anti-roll response

Dear Sir,

Just a note here, having read the tale of Lee's first trackday in his 996 on **Total911.com**. Which anti-roll bars does your car have?

For every 10mm that you lower the car, the roll centres drop by about 27mm, leaving an extra 17mm of arm to control the roll movement. To compensate, this requires about 3.5 per cent more roll stiffness from anti-roll bars.

Of course, you have stiffer springs (which will help too) but you ideally want to control body roll with anti-roll bars, rather than springs.

I am going to drop my own car (I have already got Bilstein B16/PSS10s and Eibach anti-roll bars just waiting in the box here to be fitted) by a maximum of 20mm. I want to ensure that my roll centre is kept at about 15-20mm above the ground. I hope this helps.

Juha Kivekäs

This is a really useful insight, thanks for sharing, Juha. I'm sure Lee will put your advice to good effect on his next trackday, once he's found the right anti-roll bars for the job.

SC RS corrections

Dear Sir,

I am glad that in the Data File section you have now included my favourite 911 of all time, the 1984 SC RS. However, there are two small items to correct, as follows:

The factory made exactly 21 cars, not 22. All 21 cars are numbered 001 to 021 and all are known... well, truth be told, there are more than the 21 out there today due to re-tubs from the realities of racing.

Also, the listing talks about fibre glass parts; while the six Rothmans cars were indeed using fibre glass front wings and front lid, Porsche made the SC RS with aluminium front wings, doors and front lid. There was no fibre glass used from the factory apart from

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Total911.com column:

Why you have to take your Porsche 911 on track

In his latest column, Josh calls for more track action. Here are your reactions:

Word. It's such a shame how many of these awesome precision tools are wasted in garages for sheer investment reasons. **Tim Steiner**

If the used car market was more tolerant of cars having been tracked, perhaps more would do it? @hockeysooter

Completely agree. Took my '05 plate C2S to Snetterton and learnt just how amazing it is. On roads you cannot ask for full up delivery. @IBreckenridge

There is no better way to truly experience a 911, especially a classic air-cooled version, than to take it to the track. The car's ability will amaze the owner and the driver can experience the performance at a whole new level. If you don't take your car to the track you're leaving half the enjoyment of owning these cars on the table. **Capital Drives**

The track is what these cars are made for; you have to enjoy its full potential. **Ian Harries**



the rear wing. Hopefully we will cross paths at Goodwood; I shall be driving a friend's SC RS on the rally course.

Alan Benjamin

You're a very lucky man, Alan. There aren't many people who get to sample a proper rally 911 off road. Thanks for your notes on the SC RS, our data file section has been amended accordingly.

Good GT3 fortune

Dear Sir,

The bad news is your 997.2 GT3 Buyer's Guide (from issue 139) came out just one issue too late for me. However, the good news is that, luckily, I obtained one that hits all of the marks that you discussed, and I even managed to find one of the "never been tracked" specimens.

It is truly as good as you described it, and I now think of my previous 911, a 997 Carrera S, as training wheels. As it

was my initial foray into 911 ownership, I hated to see that C2S go, however, I quickly got over my sadness when I drove the GT3 home and heard the Mezger howl!

Bill Bashwinger

It sounds like you've bought yourself a great car there, Bill (and they don't get much better than the Gen2 997 GT3 to begin with). Maybe one of our future Buyer's Guides will help you add to your growing Porsche 911 collection.

Welcome to respond

Dear Sir,

I've just sat down to read issue 139 of Total 911 properly and I wanted to say the 'Welcome' piece is spot on. It was really interesting and "well done" to the editor, Lee, for saying something about the issue.

I'm intrigued to hear the answers from Porsche, too. I guess they'll have

to respond now, right? I've certainly got my popcorn ready.

Joel

Thanks Joel. We care passionately about the 911 and want to ensure its legacy is protected going forward, not tarnished.



Win a Bilstein UK suspension kit



In 1961, Bilstein and Porsche teamed up for the first time to develop dampers for the latter's Formula One effort. After that initial foray together, it wasn't long before Bilstein suspension made an appearance on the Porsche 911 and, ever since then, the German-made dampers have been a hugely popular choice when it comes to Neunelfer suspension upgrades. It's one of the reasons why Total 911 editor, Lee, chose Bilstein when deciding to improve the poise of his 996 Carrera 4.

Now, if you're a 996 Carrera owner, you too can benefit from the extensive testing and engineering

expertise of Bilstein in our latest competition. Thanks to Bilstein UK, we're offering one lucky reader a full Bilstein B12 Pro-Kit (the same specification suspension as Porsche's famous M030 'Sport' option). Not only do the included springs lower your car by around 30mm, the Bilstein gas dampers provide greater precision to the dynamic of your 911 with their upside-down monotube technology. The inverted design of the dampers reduces flex, improving lateral stability and, ultimately, providing an even more engaging experience from behind the wheel.

Perfect for those who enjoy some enthusiastic road driving and the occasional trackday, the Bilstein B12 Pro-Kit is suitable for both 3.4 and 3.6-litre Porsche 996 Carreras and comes with springs that are perfectly matched to the fixed damping rate of the shock absorbers. 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 Bilstein's UK website:

In which German region was Bilstein originally founded in 1873?

Once you have found the answer to our question at www.bilstein.de/en, simply email your answer to competitions@total911.com with 'Bilstein' in the subject line. The Editor's decision is final and the full terms and conditions can be found online on the Total 911 website. The competition closing date is 12 July 2016. Good luck!



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

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

Features Editor Josh Barnett
Senior Designer Dan Bevan
Production Editor Amelia Jones
In-house Photographer James Sheppard
Senior Art Editor Duncan Crook
Publishing Director Aaron Asadi
Head of Design Ross Andrews

Contributors
Rob Clarke, Richard Klevenhusen, Tony McGuinness, Joel Newman, Sean Parr, Ben Przekop, Gina Purcell, Chris Randall, Phil Steinhardt, Chris Wallbank, Kyle Fortune, Joe Croser, Greg James, David Grover, Michael Meldrum, Ali Cusick, Kieron Fennelly, Dan Pullen, Midge Burr, Mark Riccioni, Ben Chandler

Cover image

Porsche GB

Advertising

Digital or printed media packs are available on request

Head of Sales Hang Deretz

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

Advertising Sales Executive David Chant

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

International

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

Head of International Licensing Cathy Blackman

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

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Finance Director

Marco Peroni

Founder

Group Managing Director

Damian Butt

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Tel: + 61 2 9972 8800

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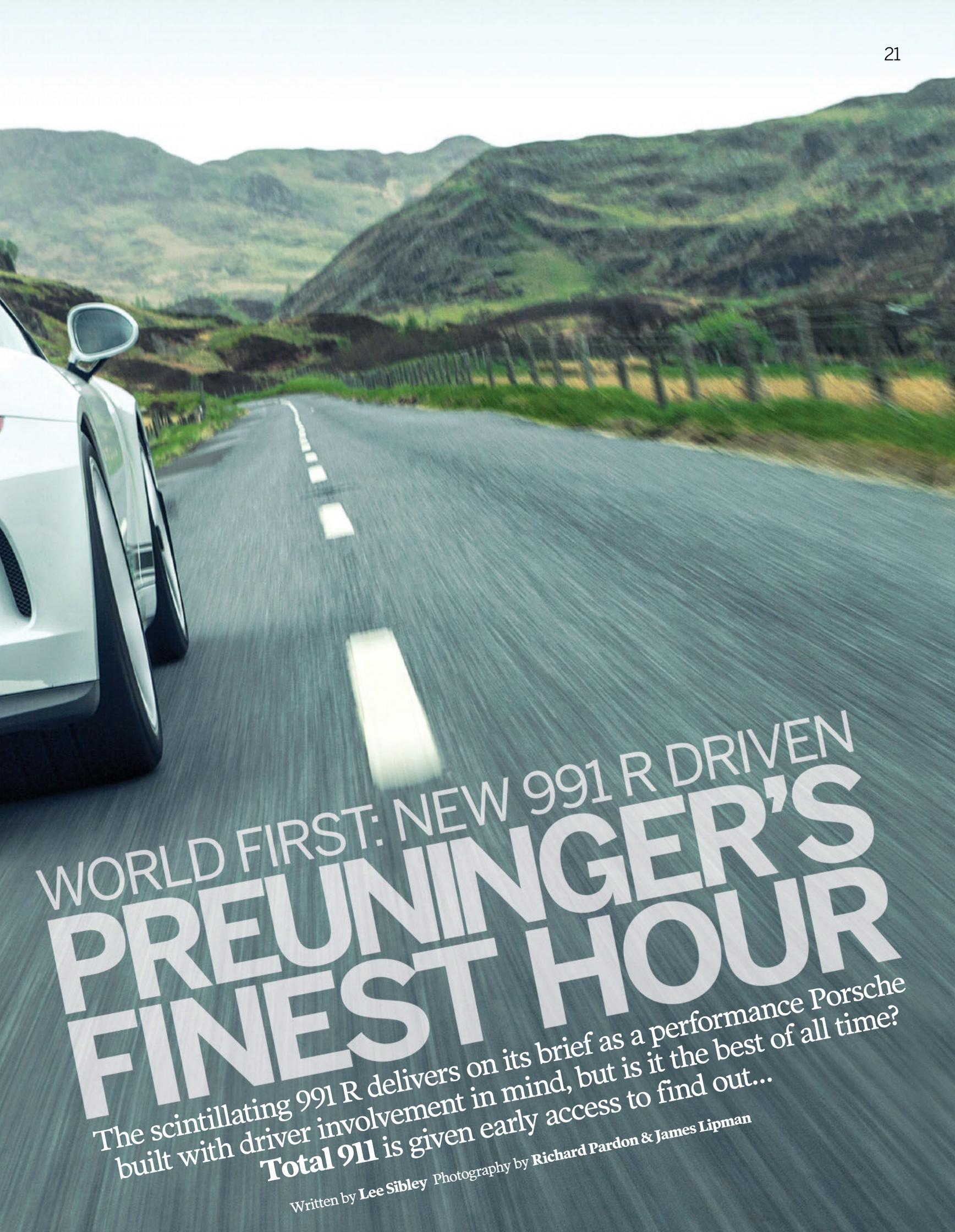
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WORLD FIRST: NEW 991 R DRIVEN
**PREUNINGER'S
FINEST HOUR**

The scintillating 991 R delivers on its brief as a performance Porsche built with driver involvement in mind, but is it the best of all time?

Total 911 is given early access to find out...

Written by **Lee Sibley** Photography by **Richard Pardon & James Lipman**

The 9A1 Rennsport flat six fills the cabin with a howling crescendo of noise as the 991 dashes at an astonishing rate along the asphalt. My right foot buried into the floor, I glance down to see the tachometer needle thrash round towards the redline as the car's crank spins wildly. Approximately 200 yards dead ahead, three pylon-mounted arrow signs point left as the road duly sweeps round and out of sight. Action is required to prepare the car for the upcoming corner, and quickly.

Then something strange happens. After scrubbing some speed with a dab of the brake pedal, convention in a 991 GT car dictates that a mere pull of the left PDK paddle on the steering wheel is all that's needed to change down a gear, a smooth-yet largely excitement-free action for the driver to implement pre-turn in. But then this is far from a conventional 991 GT. It may have the 500hp, 4.0-litre engine of the latest 911 Rennsport, but this is no mere 991 GT3 RS either: equipped with a manual gearbox, this is the GT3 RS's fiery sibling, the 991 R – and it's outrageously brilliant.

We unveiled the rebirth of Porsche's 'R' moniker to you back in issue 138 and now, three weeks ahead of the car's official first drive for journalists around the globe, we're treated to two golden hours at the wheel of a German-plated yet right-hand-drive example on twisty, deserted roads from Scotland's Pitlochry to the Isle Of Skye.

Porsche's new manual six-speeder has given me more to do before that fast-approaching corner though, so I'm coerced into dabbing the brake pedal with the toes of my right foot, shortly before my right heel prods down and right to blip the throttle. Meanwhile, my left foot kicks that all-important third pedal, decoupling the clutch for a split second as I push the shifter across its gate to engage second gear from third, keeping the car in check as it makes the turn.

The practice of heel-and-toe is a classic if well-versed routine to a driver, yet in a 991-generation GT car, the technique is as welcome as it is refreshing, the sensation transformational in providing another stratum of entertainment at the wheel. The return of a third pedal to the footwell of a 'Preuninger 911' is, after all, a victory for the avid peddler. Great as the 991 GT3 and GT3 RS are at lopping chunks from lap times, the caveat ultimately is a detachment between car and driver in terms of involvement. Porscheophiles not intent on clinical circuit driving demanded a more traditionally oriented performance 911 and, as is pleasing to see, Andreas Preuninger's Weissach team has listened carefully.

The manual gearbox now found in the 991 R has six ratios, doing away with that overly long seventh gear resplendent across the rest of the 991 lineage. Taking away that final top-right shift on the H-pattern gearbox removes with it a fogginess across the gate that previously dogged higher gear changes, leaving in its wake only a slick, fluid



Manual gearbox forms a glorious partnership with the Rennsport 9A1 flat six. Slightly reduced redline doesn't detract from the R's hair-raising experience either





“The R’s levels of involvement are positively intoxicating”



movement for R owners to revel in. The carbon-wrapped shifter itself is shorter, too, and enjoys noticeably less travel between gears, assisting a wonderfully direct, positive throw – the sort that is sure to inspire confidence in a driver intent on hustling this frenetic Neunelfer through every twist and turn.

Just as important as the throw of this new manual shifter is the weight of the clutch pedal

accompanying it, and Preuninger’s squad has got it spot on again. The pedal has a good weight to it but isn’t as overbearing as those found on the 997 GT2 and GT3s of old, its resistance more indicative of entirely palatable seven-speed manual 991s or the six-speed Cayman GT4.

Blessed with incrementally longer ratios only through gears two, three and four over the 991 seven-speeder, a swift swap of cogs remains a

regular occurrence here among Scotland’s windy roads, and the R’s driving experience is all the better for it. At last hailing a proper return to form for the 911 with manual shift, the R’s gearbox is scintillating to navigate and proves to be the perfect complement to that firecracker Rennsport flat six powering this lightweight special.

Speaking of which, the 9A1 power plant has had some tweaks while transitioning from RS to R specification, though these are comparatively minor to those bestowed upon the transmission. This latest rendition makes use of the same bore and stroke as the RS (at 102.0mm and 81.5mm respectively), giving the same displacement of 3,996cc, and it even boasts identical peak power and torque outputs at the same RPM. However, the 4.0-litre flat six has an increased compression ratio in the R, up from the Rennsport’s already heady 12.9:1 to an astonishing 13.2:1. The proviso to this is a slightly lower redline than the RS at 8,500rpm instead of 8,800rpm, but despite this the R is not found wanting for top end fanfare.

In terms of the *character* of performance on offer, the R’s 9A1 is on paper much like that of its Rennsport sister, offering lightning quick





response to throttle inputs and plenty of torque even south of 3,000rpm. Yet somehow, from a driver's perspective, the R just *feels* that little bit quicker than the current RS from corner to corner, this sensation no doubt the upshot of the R simply giving the driver more to do between each turn. Either way, it's far more rewarding to pilot the R than the RS: despite a clinical deficit in comparison to PDK, this marrying of a manual gearbox to a Rennsport flat six fire breather is god-like in its product, offering the driver a scintillating, sensational experience for every second spent at its wheel.

And then there's the sounds a driver experiences at the wheel of the 991 R. Oh, those beautiful sounds. The very crux of the R's coarse nature is perhaps best delivered here as a concert of acoustics and resonance attainable from all around the car. On start-up a perpetual clacking from the optional lightweight flywheel is detectable from the transmission tunnel, though this admittedly is slightly more muted than other recent GT3 and Rennsport variants.

Out on the road, the chief concert is provided, of course, by that howling flat six: while its resonant

volume is obviously heightened thanks to the removal of significant amounts of sound deadening and swapping of glass rear windows for plexiglass items, this commitment to a thread-bare cabin reveals a slightly more mechanical engine tone than what is found from inside the cosseted 991 RS. Delightful in its ability to easily penetrate the 991's bulkhead and fill the driver's eardrums under every application of throttle, the aural sensations of piloting this car makes you feel as alive as the hard-working engine behind you.

That said, the mark of any good 911 is in its chassis and handling setup, and even on paper the 991 R's credentials are nothing short of impressive: that pulsating Rennsport engine is carried in a GT3 body, whose wheelbase of 1,551mm (front) and 1,555mm (rear) is narrower than that found on the 991 Rennsport. There's no fixed rear wing on the R, which instead utilises an active panel that raises to a steeper angle than what is usually found on a Carrera Coupe. Even before you press the PASM switch on the R's centre console, damping is firm in line with the 991 RS, keeping the car in splendid contact with the contours of the road surface. In fact, the car's hold right through corners is

Model **991 R** Year **2016**

Engine Capacity 3,996cc

Compression ratio 13.2:1

Maximum power 500bhp @ 8,250rpm

Maximum torque 460Nm @ 6,250rpm

Transmission Six-speed manual

Suspension

Front Independent; MacPherson strut; coilover dampers; anti-roll bar

Rear Independent; multi-link; coilover dampers; anti-roll bar

Wheels & tyres

Front 9x20-inch centre-locks; 245/35/ZR20

Rear 12x20-inch centre-locks; 305/30/ZR20

Dimensions

Length 4,532mm

Width 1,852mm

Weight 1,370kg

Performance

0-62mph 3.8 secs

Top speed 201 mph



991 R first drive: the verdict ★ ★ ★ ★ ★

Positives

- **Manual gearbox** – Pin-sharp and with a fluidity the seven-speed can only dream of, this six-speed is a return to form for a 911 with stick shift.
- **Chassis** – Confidence-inspiring to the maximum, the chassis is key to the 991 R's lively character and responds well to inputs from the driver.
- **Well-judged factory spec** – Porsche has struck a great balance between fashioning the new 991 R with modern technology and ensuring the car keeps those all-important purist intentions intact.

Negatives

- **Automatic blip function** – In a car that otherwise gives everything back to its driver, the automatic blip function in Sport mode is an unwelcome gimmick.
- **The 9A1 engine is still hidden** – Surely the new 911 R would save even more weight if that detestable 991 engine cover was ripped out and disposed of once and for all?
- **No PTS option for UK cars** – Total 911 understands Porsche GB has vetoed requests from UK 991 R buyers to choose a Paint To Sample hue. International customers have no such infringements.



“This marrying of a manual gearbox to a Rennsport flat six fire breather is god-like in its product”



predictably excellent, with minimal body roll, as a mixture of rear axle steering and a hard-working mechanical diff helps to feed the R through turns. This despite us often carrying speeds that would simply end in tears with a 997. Any excess velocity is scrubbed effectively by the huge 410mm (front) and 390mm (rear) PCCB discs, which even on the road can be a welcome intervention against the ferocious speeds the 991 R is effortlessly capable of.

Steering is fast with great feel, relaying a healthy dose of vibrations and twitches through to the wheel from the road – so impressive is this relaying of information, it feels unlike any electrically-assisted system Porsche has used on a 911 before. The car tracks well too, hunting for cambers in the road but without the dogged ruthlessness of more track-focused performance Porsches of old. The R's steering is simply perfect for its prime environment of the public road.

It takes little time to conclude Porsche's new R is the best 991-generation 911 yet, but comparisons with the last manually-oriented lightweight in the shape of the 997 RS 4.0 are inevitable. To that end,

it is the 991 R's directional changes that are most impressive among Scotland's twisting asphalt. Aided by a natural balance the 991-generation enjoys over the 997, this new car's deftness at its nose and surefootedness through a turn is far more beguiling. Yes, rear axle steering in the R's armour means it's not as traditionally pure as the RS 4.0's steer, but such are the punitive real-world inputs of the technology that a driver will struggle to sense it in action, let alone find it overbearing. There can be no doubt then that the 991 R now dismisses the chassis and handling credentials of the 997 GT3 RS 4.0 as antiquated.

That's not to say the 991 R is infinitely balanced, though. Its back end is twitchy as the car struggles to make do without those aerodynamic aids of the 991 RS, and it's relatively easy to break traction should a driver's inputs be too imprudent. That, however, brings with it a flair that any good sports car should possess as a basic requirement, and it's a vital ingredient that helps make this 911 so appealing: sure, it doesn't require the same respect at the wheel that, say, a GT2 demands, but there's

no question the R needs an astute driver at its helm to get the best out of it, and safely.

So, where does this leave us? Even from launch, the idea of an RS engine with a GT3 footprint in fastidiously lightweight specification had us speculating this could be the perfect modern-day Porsche. In reality, the car is so much more than that. The R is a very special car indeed, and a driver can't help but get caught up in the moment of piloting it – its levels of involvement are positively intoxicating. I'm wary the 991 RS may have suffered from temporary rough justice in comparison here but, really, there's no comparison necessary. If lap times are the crux of your motoring life then the RS is untouchable.

However, a 911 has always been about its character, its soul, and so in the 991 R, Andreas Preuninger and his team have delivered a fitting return for a performance Porsche with a manual gearbox, and with it the best ever driver's Porsche 911. My biggest hope is that the other 990 examples will be driven in much the same way as Weissach originally intended. **911**

A photograph of a purple Porsche Carrera RS (Type 911) parked in a barn. The car is shown from a rear three-quarter view, highlighting its rear spoiler and distinctive wheel covers. In the foreground, several spare tires are stacked. A blue tarp is visible on the left side of the frame. The background consists of wooden barn walls and a metal support structure. The text 'BARN FIND 2.7 CARRERA RS' is written in a smaller font above the main title 'PURPLE GAIN', which is in a large, bold, white font.

BARN FIND 2.7 CARRERA RS
PURPLE GAIN



Written by Kyle Fortune Photography by Alisdair Cusick
This repatriated 1973 Carrera 2.7 RS
is a rare discovery with a turbulent
past, as **Total 911** investigates...

“I sort of stand back and look at the classic car market and wonder what it’s all about, and ask myself where is it going to be when I’m long gone,” explains Josh Sadler, Autofarm’s resident RS polymath. “There are the investment cars – that’s a nice investment RS there,” he says, pointing to an immaculate 1973 RS under a car cover, “or do you want something like this, something that has a story? For me, life is about people, and the stories associated with them.” This car, his car, has him conflicted, though to look at it you might wonder what all the fuss is about.

Let’s backtrack to late summer last year. Sadler was arranging to race at Rennsport Reunion V at Laguna Seca and the Daytona Classic 24-Hour endurance race in Florida. He had shipped out his 1970 911S ‘Prototype’, a car he and the team at Autofarm had lovingly restored and built as a racer. They did a good job, too, the car running both races faultlessly – though Sadler didn’t bring it back. He had heard through a contact, called

Rikard Asbjornsen, about an interesting RHD 1973 RS that he had located in Trinidad. Naturally, Sadler’s interest was raised, and conveniently the asking price for it matched the amount he received in the sale of his 911S Prototype.

Back in 1973 when Gordon Durham was ordering his new sports car, he would never have known just how interesting its future would be. Delivered to him in Teesside, England, it cost £7,500 and wore the registration MXG 911L. One of the 117 right-hand-drive cars built, its M472 code marks it as one of the 94 UK Touring models, though significantly its 9113601576 chassis code marks it out as the last RHD RS built. It was fairly comprehensively specified, too, the options added to it including a tinted and heated rear window (M102), limited-slip differential (M220), head restraints (M258), driver’s side mirror (M423), rear wiper (M425), electric sliding sunroof (M650) and electric windows (M651).

It also came with the option of no rear wing and Royal purple paint, and was one of only 16

ever painted in that hue, of which just seven were RHD. The car would remain in the UK until June 1977 when, with 23,000 miles on its odometer, it was shipped to Trinidad, where it stayed until 2016, gaining its registration PY5 363.

The car then changed hands between three owners from 1977 to 1993, including one Dave Maraj, who subsequently moved to Florida and set up Champion Porsche, one of the biggest Porsche dealers in the US. After his ownership it underwent a ‘modernisation’ of sorts, gaining a teatray rear wing, BBS alloy wheels, US-specification headlights, Recaro seats, a non-standard steering wheel, a pramhandle rear centre tail light, window tints and additional bumpers. Naturally, there’s an uprated stereo, while the standard Royal purple paint was covered by a comprehensive re-spray in a metallic aubergine.

Sadler isn’t entirely dismissive of the changes; indeed, they tell the story of the car, and in a wider sense, the fact that even recently a 2.7 RS was considered little more than just another



“The car would remain in the UK until June 1977 when it was shipped to Trinidad, where it stayed until 2016”

911. The modifications weren't cheap, either. "Whoever did the changes threw their wallet at it," says Sadler, pointing at the second piston added under the winged bootlid, as the brackets, mounts and piston are genuine Porsche parts. Back in the 1980s, this car would have attracted a lot of attention, but not because it's a 2.7 RS.

The biggest twist in the car's fate came when it changed hands for the final time in Trinidad. Leon Paria, a local businessman who ran an air conditioning company, bought it in 1993. The 2.7 RS wasn't running when Paria bought it, and he worked on it himself to get it back on the road. An engine fault would see it garaged again, Paria not having time to work on it. Sadly, Paria would never drive the car again, as in 2002 he was found at the side of the road, murdered. His death remains unsolved to this day, as Trinidad at the time was notorious for kidnapping for ransom and had an appalling record for murder. After his death his wife, Carol Paria, would continue to run the business, while fighting with the authorities

to keep digging into his case for an arrest and prosecution, but to no avail. His pride and joy would languish too, as Carol received many offers from people wanting to buy it, but she knew it was potentially a significant model. It was then discovered by a good contact of Sadler's in the US, Rikard Asbjornsen, who approached the family with an offer. Between Asbjornsen, Sadler and the family, a deal was struck, and that's how the car has found its way back home to the UK.

Looking at it, and knowing the beautiful, competitive, historical race car that Sadler sold to pay for it, could have you questioning the man's sanity, but if there's anyone who knows RSs then Sadler's *the* man. If it weren't for the numbers associated with it (this a fully matching numbers 2.7 RS), it would be an easy car to ignore, particularly in its current state. The car wears a patina of age, the paint bubbling in places, while Trinidad's rodent population has found some of the plastics to their liking, with nibble marks apparent on the bumper trims as well as some of

the plastic components under that aftermarket rear wing. But Sadler's unconcerned, as he's had a good look at it and knows that fundamentally it's a solid car, with no signs – as so many have – of accident damage. Never raced or rallied but a bit gnawed perhaps, otherwise it's sound.

The Maraj connection to this 2.7 RS would come up again when the car was taken from Trinidad to Rikard Asbjornsen's house in Florida, with Maraj's two sons coming to look at it before Sadler crossed the Atlantic. "Rikard, bless him, was really quite keen for me to have it, for all the logical reasons. It's a UK car and a lot of the very first cars came through us," says Sadler. Even so, he admits: "I didn't know anything about this car at all. The chap who has the service book is DDK forum active, and there's a fair bit about it on DDK that Rikard picked up on. It was known to be out in Trinidad, but not to me. You think you're an expert... but you're not," he laughs, though walking around the car we'll forgive him the oversight of not knowing where every 911 2.7



Model	Carrera 2.7 RS
Year	1973
Engine Capacity	2,687cc
Compression ratio	8.5:1
Maximum power	210bhp @ 6,300rpm
Maximum torque	255Nm @ 5,100rpm
Transmission	Five-speed manual
Suspension	
Front	MacPherson strut, wishbones
Rear	Trailing arms
Wheels & tyres	
Front	6x15-inch; 185/70/R15
Rear	7x15-inch; 215/60/R15
Dimensions	
Length	4,163mm
Width	1,610mm
Weight	975kg
Performance	
0-62mph	5.8 secs
Top speed	152mph





This matching numbers 2.7 RS was one of just 16 ever painted in a Royal purple hue, of which just seven were RHD. It will cost over £150,000 to restore this rare car to its former glory though



RS in the world resides, as he knows everything else about them. The original documentation is out there, as is the engine lid and service book, Sadler working to get his hands on them and return them to the car, along with more sleuthing to uncover any other details of its interesting past.

The late build is significant. While many get excited about the earliest cars with their lightweight panels for homologation, the later cars, too, would see developments that allowed Porsche to campaign the RSRs so effectively in racing. Sadler mentions the differing suspension mounting points, the short trailing arms for what would become the Turbo's suspension geometry, allowing wider tyres to work better. The crankcase differs too, the magnesium one (post-1968) replaced by a Silumin one, this aluminium alloy being stronger than the one first seen on the 1964 911s and which ran through to the 1968 model year. It was sand cast and used on the 1974 RS and RSRs, and in 1975 it went through production into a pressure die-cast aluminium.

"The whole RS series has a number of little changes," says Sadler, adding that he's found a few

little oddities on it, pointing at the red glass fibre cowl that goes over the top of the engine for air. "They altered that very slightly, the shape of it, whatever colour it was, to cater for the K-Jetronic injection, because in 1973 the 911T went from carburettors to fuel injection on US market cars for emissions regulations," explains Sadler. "It meant they had to change the shape slightly to accommodate it. This has got the original one – indeed, it's probably never been off the engine. It's anorak stuff. I didn't even notice it until we were looking around it," he adds.

"The big worry was the state of the bodyshell but I can't see any damage, and it's remarkably solid all things considered," says Sadler, which given that he's sunk a chunk of his pension into it, is a good thing. The biggest issue he's found is the fuel system: "Normally, you'll find a gel in the fuel tank but as it's all evaporated, it's complete crud in there. I can't work out what's happened! First we need to send the injection and fuel pump away and get them all re-conditioned," says Sadler.

Interest in the car has so far been limited, Sadler not knowing what to do with it presently.

He admits to falling for the backstory: "We try to restore cars with a patina in them as they're part of the story. The problem is going to social events with it outside the Porsche world." Sadler's a man who likes to see cars being driven, saying: "Once you've done a restoration you have to take the car out in bad weather, once you've done that you've cracked it, you've gotten over that hump." It will be a while before this RS is doing that, if indeed it ever does. "I'm guessing he zeroed the speedometer when the changes were made, but I'm certain it's a low-mileage car," explains Sadler, as finding out the backstory is part of the appeal.

What to do with it though? Sadler is undeniably conflicted: "It's a bit too soon in the marketplace, and I've not got the time to wait for the market to mature." He's going to wait until the winter to make a decision, though he understands it's worth significantly more as a restored car. "I'd have to spend £150,000 to restore it and finding the parts takes time. We did have parts all squirrelled away, but then 2013 came along for the 50 years and suddenly we were selling all those bits. We'll need to get the correct wheels with the right date stamping on them, it goes on and on, though we're fairly well placed to resolve these problems," he adds. "The car has two values: its value as a car and its investment value, which is a fixed sum. That market is here to stay. Classic cars are different visually, more individual in character to modern computer-generated cars, and that's going to be an eternal appeal. They're also simpler mechanically. And they aren't making any more 1973 RSs," laughs Sadler, remembering when they could be had for as little as £5,000.

Still, if you want one you know where to find Josh, though you'll need some more zeros – and if the Trinidad car has gone, you can always rely on Sadler and his network of well-connected 911-sleuthing friends to uncover another. **911**

The last right-hand-drive 2.7 RS: quick facts

19th July 1973

Chassis no. 9113601576, reg no. MXG 911L is delivered to its first owner in Billingham, Teesside. It is the last right-hand-drive 911 Carrera 2.7 RS to ever be built according to its chassis number.

3rd June 1977

The car is exported to Trinidad in the Caribbean where it changes hands between three owners before being sold to local businessman Leon Paria in 1993.

Between 1977 and 1993

The RS is 'updated' getting a full respray in metallic aubergine, new seats, an upgraded stereo system, a new steering wheel and a tea tray rear wing.

27th May 1993

Leon Paria buys the car, which had been sitting unused for a while. He gets it running, before a mechanical problem has him park it up himself.

October 2002

With Paria a victim of murder, the car is left standing. His family refuse many offers from people wanting to buy it.

20th November 2015

Sale agreed between the Paria family and Josh Sadler from Autofarm, assisted by Rikard Asbjornsen in the US. Car exported to US from Trinidad.

10th February 2016

Car collected from CARS UK by Josh Sadler, Autofarm.



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RISE OF THE CLASSIC TARGA

TARGA

RISING

Once an unloved classic 911, the air-cooled Targa is now a resurgent force in the Porsche marketplace. **Total 911** finds out why...

Written by **Kyle Fortune** Photography by **Alisdair Cusick**

Born out of necessity, the Targa is an enduring if sometimes unloved model in the 911 range. Its inception was the result of Porsche's obvious desire to offer an open-topped version of the 911 in the 1960s, though early 911s lacked the structural rigidity to offer a full open top. Fate would intervene, with proposed US safety legislation effectively killing development of conventional Cabriolets thanks to the anticipated demand for roll-over protection. Given the potential of the US market and as Porsche is not one to shy away from the insurmountable, it took a more unconventional approach to give customers an open-air choice.

The solution was the Targa in 1967, which featured a full roll-over hoop, to which a removable panel was fitted. On the earliest, short-wheelbase cars there was also a removable 'soft' rear window, which simply unzipped. Somewhat amusingly, Porsche's safety-orientated open-top car took its name from a famously dangerous road race, the Sicilian Targa Florio. Coincidentally though, 'Targa' in Italian refers to an ancient shield; fitting given the Targa's safety-derived inception. That US legislation would never materialise, though the Targa would remain Porsche's only open-topped 911 until the Cabriolet joined the line-up in 1982.

The Targa added little weight over its Coupe relations, the roll hoop adding strength while the lightweight roof counteracted ➔





The pre-impact bumper 911T highlights the Targa in its purest form, though the silhouette was largely unchanged until the 993



This 1974 Carrera 2.7 is a rare MFI-engined Targa, sharing the same flat six as that from the famous 2.7 Carrera RS



This slim-hipped 1981 SC features a technically correct teatray rear wing, as the Targa received it before the SC Coupes



The Turbo-look body was introduced on the 3.2 Targa in 1985. This example features Sport seats and later wheel



The Targa, first introduced in 1967, featured a full roll-over hoop and removable panel, opening the 911 up to the elements



the additional weight of the four strengthened panels. The tooling costs were minimal, too, with most of the sheet metal below the waistline unchanged from the Coupe. The removable rear window didn't last long though, Porsche soon replacing it with that evocative curved glass, which was as much a signature of the Targa as that brushed Nirosta stainless steel finished roll-over bar (which later changed to black aluminium). That formula would remain from its late 1960s introduction through to the 964 series. The arrival of the 993 Targa in 1996 would see it adopt a large glass-opening sunroof, which slid behind the rear window. This remained the case with the 996 and 997 models, which also benefitted from opening rear glass, creating a hatchback 911 as such. From the 993 onwards though, the Targa was no longer so visually distinct from its Coupe relations.

Only a company with the stubbornness of Porsche would persist in offering more than one open-top model in its range. At times when

Porsche offered Speedsters, customers had as many as three ways of opening their 911 to the elements. The Targa could have quietly slipped away following the 993, 996 and 997 iterations. But Porsche revived its appeal with the 991; with its evocative, brushed aluminium roll bar, aping style and complex push-button folding mechanism, the 991 created a resurgence in the popularity of all Targas. No longer the poor relation to the Coupes, the Targa's time is very much now.

There are four Targas for us to enjoy upon arrival at Canford Classics Porsche specialists, the earliest being a 1973 2.4-litre 911T. In its original yellow paint with black leatherette interior, it's beautiful. It's impossible not to reach out and touch the roll-over bar, such is the tactility of the surface finish. It's a pretty, perfectly proportioned car, that roll bar finish neatly fitting with the other brightwork on this pre-impact bumper 911 to sensational effect. In original condition, it's a matching numbers car, with factory options

including tinted windows, a rear wiper and that unusual nudge bar on the rear (option 569 for you detail obsessives). Delivered in July 1973, it's a year older than me, and I wish I still looked so good.

By contrast, the others here lack the 911T's purity of line. That's not to say they're not all visually appealing, but the year that separates the yellow 2.4 T and the white 2.7 Carrera is the one that saw US safety regulations impact on the 911's shape. Literally. We're all familiar with the 5mph requirement and what it did to the 911, but they're not without their own huge appeal. Especially in the case of the white Targa here, the 'Carrera' badge and 2.7-litre engine designation atop the engine cover's grille underlining it's a rare MFI-engined car. It might lose some of the 2.4's purity of line, but it gains a good deal of driving appeal. The two Guards red Targas epitomise their era too; the slim-hipped 1981 SC looking slightly incongruous with its teatray rear wing, and the 1986 Carrera Super Sport Targa with its wide Turbo-look body working better with that famously overt rear wing.

All are appealing, and despite their clearly shared DNA, all are enormously alluring because of – not in spite of – their Targa tops. The fact that a customer wanted a Targa re-imagined by Singer Vehicle Design tells you everything you need to know about how much the opinion of Targas has changed in recent years. I get chatting to Richard Dear, owner of that 1986 Super Sport, who's kindly dropping it off for our shoot. "I wanted a wide-body with a big wing, and it had to be a Targa," says Dear, as he likes the duality of it, even if he admits that it's not the most watertight of cars. It's a rolling project though, and with a ramp at home he enjoys tinkering with it, as it's easy to work on.

By sheer coincidence, Total 911's in-house staff of Lee and Josh arrive in a 991 Targa. It's always



911T TARGA

1973

2,341cc

7.5:1

130bhp @ 5,600rpm

197Nm @ 4,000rpm

Five-speed manual

MacPherson struts, telescopic shock absorber on lower wishbone

Trailing wishbone with transverse torsion bar

6x15-inch; 165HR

7x15-inch; 165HR

4,127mm

1,610mm

1,100kg

7.6 secs

128mph

2.7 CARRERA TARGA

1974

2,687cc

8.5:1

210bhp @ 6,300rpm

255Nm @ 5,100rpm

Five-speed manual

MacPherson struts, telescopic shock absorber on lower wishbone

Forged aluminium trailing arms, transverse torsion bar

6x15-inch; 185VR

7x15-inch; 205VR

4,291mm

1,610mm

1,125kg

6.3 secs

148mph

Model

Year

Engine Capacity

Compression ratio

Maximum power

Maximum torque

Transmission

Suspension

Front

Rear

Wheels & tyres

Front

Rear

Dimensions

Length

Width

Weight

Performance

0-62mph

Top speed

911 SC TARGA

1981

2,994cc

9.8:1

204bhp @ 5,500rpm

267Nm @ 4,300rpm

Five-speed manual

MacPherson struts, telescopic shock absorber on lower wishbone

Forged aluminium trailing arms, transverse torsion bar

6x15-inch; 185/70/VR15

6x15-inch; 215/60/VR15

4,291mm

1,626mm

1,210kg

6.5 secs

146mph

3.2 SUPER SPORT TARGA

1986

3,164cc

10.3:1

231bhp @ 5,900rpm

284Nm @ 4,800rpm

Five-speed manual

MacPherson struts, telescopic shock absorber on lower wishbone

Forged aluminium trailing arms, transverse torsion bar

7x16-inch; 205/55/VR16

9x16-inch; 225/50/VR16

4,291mm

1,775mm

1,310kg

5.6 secs

152mph

Thanks

Thanks to Canford Classics for sourcing the cars in our Targa feature. For more information on any of the cars featured, call +44 (0)1929 472 221 or visit canfordclassics.co.uk.





Restoring a Targa

"The fit of the roofs has never been great," admits Alan Drayson, owner of Canford Classics. He's worked on plenty of Targas, saying that they are a bit more difficult to restore thanks to that roof creating difficulties with panel gaps (Porsche have a jig which the cars were built on). "They're never quiet," Drayson adds in reference to the noisy roofs, though with most Targas dry stored and only driven with the roof off, now it's not really an issue. Structurally they have four different panels compared to a Coupe, but that's it. Indeed, the Targa's biggest issue over its Coupe relation comes from being at the cheaper end of the market for so long, meaning that many haven't had much care or attention lavished upon them. Find a good one then, but likewise you shouldn't be afraid of cars that might need some attention – especially given the growing interest in them.

shocking when you see how large the new 911 is when parked alongside its ancestors. Even so, it's a sizeable factor in why we're here today. Interest in Targas might have been on the rise before, but it really piqued when Porsche revived the classic roll hoop styling and curvaceous glass rear with the 991. An immediate reminder of its predecessors, the 991 Targa looks thoroughly contemporary while being unashamedly retro. The 991 Targa is the most disappointing to drive out of the current range, yet its looks knock me out each time I see it.

Today, the 991 is a bit part, here as a visual cue for the rest of the day's activities, which centre on a run over some quiet, sun-drenched Dorset roads in the four air-cooled cars. First though, I take a wander around Canford Classics' showroom and immaculate workshop while chatting to owner Alan Drayson. He admits interest in Targas is high at the moment, with a few for sale and having restored plenty. The reason? Inevitably, the 991 crops up, as does the factor of occasional use. As fair weather cars, Targas make sense and they are typically more affordable over their Coupe relations. If you want a pre-1982 open-top 911 then they are the only option, too. Drayson's thoughts are echoed by all of the specialists I've recently spoken to, the feeling among all that the Targa is at a point where it's no longer a secondary choice,

but rather one that many are looking for. I'll admit that, until today, the only Targa that I'd driven was that 991, but I'm determined not to let that stymie my objectivity. With any drive I'm drawn to the earliest car first, as by definition it represents the starting point from which to build on.

Having taken all the roofs off, I climb into the 2.4 T. It's all very familiar, apart from the fresh air above your head. Taking time to adjust the rear-view mirror reveals the Targa's most impressive facet; that view out back. There is nothing like it; a high-definition view hailing from an era of crackly black and white televisions. The 2.4 T's cabin is also familiar vintage 911; the thin-rimmed steering wheel and the simple, beautifully clear instruments. The five-speed shifts with surprising precision, its accuracy backed with fine weighting, this car feeling surprisingly tight for its age. The engine is similarly enthusiastic, the 2.4-litre unit developing 130bhp – plenty given its 1,100kg weight. It's an absolute delight to drive, in the way that all early 911s are. I might just be a convert.

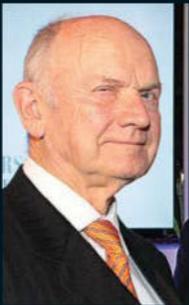
If the 2.4 seduces with its retro style, the 2.7 Carrera, just one year newer, shocks with its more modern performance. The 2.7 MFI engine is an absolute belter, its 210bhp not having to work too hard to produce impressive pace. The gearbox is similarly crisp, the view out back identical, with

only the cabin's thicker steering wheel highlighting the greater 'modernity'. It retains the external chrome and Durant mirror that otherwise betrays its vintage. Unadorned with any frivolity, yet packing the most desirable engine of the four cars, it's the sleeper here.

Following behind the SC, its teatray, which initially jarred looks, is increasingly appealing. It's not the most immaculate example of a 911 SC, but for all its patina of use it feels fantastically mechanically robust. Like the SC, the 3.2 Carrera wears its mechanical age exceedingly well. It's been very well looked after; the wide-bodied look introduced in 1985 on both the Coupe and Targa. It sounds great too, the low rev muscularity of the sports exhaust is its defining feature, along with its feelsome steering and fine ride. It's firm, riding on the Turbo's lower suspension, but it's revealing; the Targa's not as overly compromised as I'd expected, rarely revealing any movement in its body. Of course, there's some loss of torsional rigidity over the equivalent Coupe in all cars, but it's marginal, and as they are likely to be driven as fair weather, weekend drivers, you're unlikely to find it lacking.

Indeed, the Targa adds a further dimension to the 911's appeal. No wonder the market is starting to take notice; it's surprising it has taken so long. I only wish I'd driven one sooner... **911**





THE 25 MOST INFLUENTIAL PORSCHE ⁹¹¹ PERSONALITIES OF ALL TIME



With the help of readers and industry experts, Total 911 presents the definitive countdown of Porsche heroes – the men responsible for cultivating the unrivalled legacy of Zuffenhausen’s motoring icon

Written by Lee Sibley & Kieron Fennelly



25



STEVE MCQUEEN

The King of Cool elevated the 911 to iconic status by famously driving a 2.2 911S in the memorable opening scenes of 'Le Mans.' All that Porsche exposure evidently hooked him – he acquired several more and led the US charge to buy the Turbo when it was launched in 1975.

24



WOLFGANG MÖBIUS

Despite being relatively unknown among the wider Porsche fraternity, Möbius' role in the 911 evolution is crucial. Poached from General Motors by Tony Lapine, Möbius drew the ducktail, that symbol of the amazing 2.7 RS, while his whaletail and impact bumpers would define an entire generation of 911s.

23



PETER GREGG

Owner of Porsche dealer Brumos in Jacksonville, Florida, Gregg was for over a decade one of America's most energetic and competitive Porsche racers. Campaigning 904s, 906s and the 914/6 GT, his greatest successes came in the famous white with red/blue stripes Brumos 911 RSR.

22



THE KREMER BROTHERS

Erwin and Manfred Kremer stood out from Germany's Porsche racing fraternity: they took on the 935 after Porsche withdrew in 1977, developing it into a winner well into the 1980s. So successful were the K2 and K3 935 evolutions that the Kremer Brothers also sold them to other teams, as Porsche itself had with the 935.

21



VIC ELFORD

A talented all-rounder, 'Quick Vic' won the 1968 Monte Carlo Rally and should have won Le Mans. In 1966 he turned to the 911 and his televised Lydden Hill debut, a win with Isleworth's demonstrator, led to a remarkable works Porsche career. Elford's early competitive success in the 911 is widely credited with cementing the car's sporting credentials.

20



HURLEY HAYWOOD

A lifelong Porsche enthusiast, Haywood joined Peter Gregg at Brumos to form a very successful pairing that won at Daytona with the 2.8 RSR in 1973. He took over Brumos in 1981 after Gregg's death, and became one of the US's most celebrated racers as part of an almost entirely Porsche career, with three Le Mans and five Daytona victories.

19



ROLAND KUSSMAUL

An engineer working on Porsche's Leopard Tank, he was co-opted by Peter Falk to work on 911 rally support. When Porsche entered the Dakar Rally, Kussmaul led the development team driving vast reconnaissance mileages as well as competing with the back-up car. His discipline and attention to detail helped Porsche to its three Dakar wins; as designer of the lightweight 964, his design became the template for the Porsche Cup car and he was instrumental in the development of the GT3.

18



WENDELIN WIEDEKING

A production specialist, Wiedeking joined Porsche in 1983 only to leave because of differences over inventory. Invited back in 1991 by Ferdinand Piëch, first as spokesman for the Board, then as president, Wiedeking rescued Porsche by breaking with hallowed traditions and forcing a more market-oriented attitude. Under Wiedeking, the 911 model line-up underwent huge expansion, with the introduction of the GT3 most notable, as the company once again turned profitable.

17



JÜRGEN BARTH

In a 53-year Porsche career, Jürgen Barth worked up through the motorsport department before winning Le Mans in 1977. His greatest influence was as motorsport manager; he built up enduring relationships with private teams and was behind the SC RS and the lightweight 964 C4. He started the Porsche Archive, filing publicity manager Huschke von Hanstein's photography, and as author of *Das Grosse Buch der Porsche-Typen*, Barth has become the authority on Porsche racing history.

16



BERND KAHNAU

He had set his sights on working for BMW and joined Porsche only when his father, a Zuffenhausen production manager, died suddenly. He worked on the 924 GTS before becoming 911 development engineer, where he defined 911 specifications for over 20 years. Appointed project manager for the 993, he also managed its successors, the 996 and 997. Known as der Elf Macher by this point, his final responsibility before retirement in 2010 was the 991.

15



WOLFGANG BERGER

A chassis engineer from Norbert Singer's squad, Berger was mandated by Ernst Fuhrmann to strip a 911T shell and modify it to accept the wider wheels and revised suspension for Fuhrmann's proposed 911 club racer, the 2.7 RS. Its competition derivation, the 2.8 RSR, won the World Manufacturers' Championship in 1973, putting Porsche back on the racing map. Berger was also instrumental in engineering the 935 silhouette, a race car which would keep Porsche on podiums well into the 1980s.

14



HELMUTH BOTT

A largely self-taught engineer, Bott's commitment and common sense led Porsche's engineering for two decades. Bott was a visionary, and new technology – ABS, double clutches, petrol-electric hybrids – fascinated him. One of the first to investigate safety and deformable structures, Bott was always ahead of the legislators: his stunning 959 showcased many of the advances he wanted to see in series production, and the car still stands up to 911s rolling out of Zuffenhausen today.

13



ERNST FUHRMANN

A talented engineer who worked for Porsche in the post-war years and again in the 1970s, as managing director he pushed the 2.7 RS and 911 Turbo to market. Fuhrmann also produced the 911's intended successor, the 928, famously underestimating the strength of support for the 911, eventually leaving under a cloud. However, his commitment to Turbo and Rennsport 911s was well placed as both model designations are still used by Porsche today.

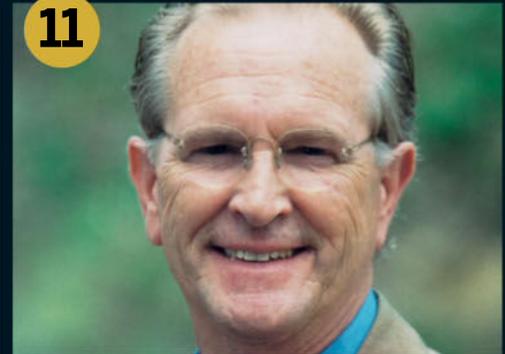
12



PINKY LAI

Controversial when it was launched, today the clean lines of the 996 provoke favourable comparison with the simplicity of the early Porsche 911. The 996, which won him many awards, was the oeuvre of Pinky Lai, who was a Ford-sponsored graduate from the London Royal College of Art. Recruited by Harm Lagaay, Lai created the 996 despite limited budgets and later became chief of exterior (customer) design for Porsche.

11



HARM LAGAAY

First of a new generation of trained auto stylists, Dutchman Lagaay worked on the 924 before leaving for Ford, then BMW, then rejoining a struggling Porsche in 1989. He quickly set in train the 993, rescuing the 911 from its design stasis and boldly telling Porsche the 911's trademark headlights had to go. He rebuilt Porsche Styling with new talent Lai, Kulla and Larson and oversaw the 996 and 997 platforms, which boosted profits.

10



WALTER RÖHRL

Simply put, German rally and racing driver Walter Röhrl helped to inspire a generation of Porsche owners, who were mesmerised by his trickery at the wheel of various Porsche 911s around the world's most famous racetrack.

Seemingly a part of Porsche for decades, his role as test driver and brand ambassador began some 20 years ago after his retirement from competition, which had seen him win various rallies and championships across the world.

Porsche has for years now held Nürburgring lap times dear to its heart, and as Porsche test driver, his Nürburgring lap times have become the benchmark of performance for each successive new model.

An impressive and principled Porsche brand ambassador, as a nonsmoker Röhrl reportedly refused to be a part of any filming or publicity for the Rothmans-sponsored cars, claiming he had been hired as a driver, not an actor.

9



NORBERT SINGER

Singer joined Porsche in 1970 and worked on the successful 917s; promoted to manage the 911's transformation into a GT, he designed the 934 and his famously imaginative interpretation of the FIA rule book led to the all-conquering 935 'Silhouette'. This put Singer at the centre of Porsche's competition effort, where he masterminded the outstandingly effective 956-962 group C racers, supervised Le Mans teams and led the GT1-98 project that gave Porsche its 1998 (and until 2015) last overall victory.

Singer also contributed to GT3 Cup development before retiring in 2004, and he will long be known as a veritable wizard with an extraordinary understanding of how engines, chassis and aerodynamics work together.

8



FERDINAND PIËCH

The brilliant, mercurial grandson of Dr Porsche, his first task was assisting Hans Mezger with the flat six engine. Then as technical director, he was tasked with resolving the 911's handling problems; he took over Porsche's competition programme, seeing it as the opportunity to promote his and Porsche's ambitions, creating the still sensational 917.

Sidelined in 1972, he went to Audi NSU and rose to become chairman of VW. Behind the scenes though, his influence at Porsche helped to ensure continuity of the 911: his position as a shareholder blocked a Porsche takeover and he brought in Wendelin Wiedeking to save the company, then saw him off when Wiedeking over-reached himself.

7



PETER FALK

At the age of just 26, Peter Falk abandoned a promising career at Daimler Benz to join a one-model sports car maker because it looked "more exciting." A key figure in the development of the early 911, he managed the Le Mans teams before returning to road car development in the 1970s.

Once more wearing his competition hat, Falk oversaw the successful Dakar campaigns; seen as the repository of traditional Porsche values, when the 964 seemed to be losing its way, the Executive Board asked him to redefine the Porsche 911. His seminal *Lastenheft* underlined the importance of lightness, agility and driver interaction and these features have underpinned 911 developments ever since.

6



FERRY PORSCHE

Imprisoned with Dr Porsche by the French, Ferry was released first, returning to Gmünd to build the sports car he had long wanted to, which had been prevented by his domineering father. Sales of the first 50 cars paid for the return to Zuffenhausen and by 1951, Porsche was class winner at Le Mans.

As shrewd a businessman as he was a manager, Ferry oversaw the move to the 911 and the purchase of Reutter (later named Recaro). He selected Ernst Fuhrmann, then Peter Schutz, for their roles within the company, and he never allowed Porsche to borrow money, which helped to prevent a hostile takeover in 1990-91. Ferry's crowning achievement is a Porsche 911 that is as individual now as it was in 1964.

5



ALOIS RUF

The Porsche tuner who stands out from the aftermarket crowd, Alois Ruf began making a name for himself with performance kits for Porsche 911s, but it was uprating the Turbo that really made his name known. Granted manufacturer status in 1983, his twin-turbo, 211mph Yellowbird brought him international renown.

Always a step a head of Porsche – twin turbos, six-speed gearboxes and clutchless transmissions to name

just a few alterations – Ruf flaunted his innovative technology with the first electric Porsche 911 and a V8 911. Yet unlike other Porsche tuners, often threatened with legal restraint, Ruf has successfully cultivated a close and lasting relationship with Zuffenhausen.

Several former Porsche engineers have worked for Ruf and rumours persist of an actual technical collaboration between the two.

ANDREAS PREUNINGER

Where would the Porsche GT department be without ‘Mr GT3’, as he is often known?

The chief of GT car development at Porsche Motorsport is a new phenomenon – an engineer that Porsche allows to talk directly to enthusiasts. But Preuninger knew where he wanted to work after visiting Weissach as a student in the late 1980s.

He was heavily involved with the GT3 project and became prominent

with the RS 4.0, the last 997 and a car that generated interest well beyond the usual circles; numerous interviews showed him adept at retaining this level of interest. And the manual gearbox 991 R released this year has further increased his credibility with Porsche fans.

An admirer of Piëch, Röhrl and Kussmaul and driver of a 993, Andreas Preuninger has become Porsche’s most listened-to spokesman.



4



3



HANS MEZGER

Mezger’s engines have defined generations of the Porsche 911. Like Piëch, he had wanted to go into aviation; barred by post-war restrictions he turned to automotive and to Porsche, local and more interesting than the big manufacturers. Mezger never looked back: working initially on the complex Fuhrmann four cam, he rapidly became the kingpin of the engine department. After creating the 911’s flat six, he moved to Porsche’s racing division where his air-cooled turbocharged creations became the stuff of legend.

In the 1980s he was central to the relationship with McLaren and the success of the TAG Formula 1 engine had much to do with his rapport with McLaren CEO Ron Dennis; Mezger was saddened when interests diverged and the partnership ended. For 911 enthusiasts though, his name will forever be associated with the flat six air-cooled engine that endured in the GT3 and Turbo models (by virtue of having a version of the same crankcase) right up until 2012.

2



PETER SCHUTZ

A refugee from Hitler’s Germany, the American Peter Schutz was working at diesel maker Klöckner-Humboldt-Deutz when he was invited to be Porsche’s new CEO. His ebullient personality quickly re-invigorated Porsche – he instigated the Le Mans winning 936, the start of a decade of Group C domination, refired the 911 programme, allowing development of the Cabriolet (vital for the US market), and even succeeded in ‘federalising’ the Turbo.

His enthusiasm stoked the 959 project and over five years, Schutz’s ‘never say no’ salesman approach quadrupled revenue. But when the dollar halved in value, there was, in his words, no plan B and Schutz was released from his contract at the end of 1987. Helmuth Bott and Tony Lapine would follow, but unlike his engineering and design lieutenants, Porsche would rehabilitate Schutz’s reputation in more successful recent times. At 86 years old, the man himself remains an unquenchable Porsche advocate and enthusiast.

FERDINAND "BUTZI" PORSCHE

Ferry Porsche's first son, Ferdinand Alexander III – also known as 'Butzi' – was the first of his generation to join the firm in 1957. He graduated from technical drawings to modelling and design work just as planning for the 356's successor got underway. At that time 'body engineering' was in the hands of Erwin Komenda: the question of style did enter the discussion, though engineering requirements ultimately took precedence.

However, for Butzi design was paramount, bestowing looks, interior space, handling and the very character of the car itself. His generation was the first to incorporate styling as a concept and he was adamant that the new Porsche should be a 2+2, not Komenda's four-seater.

More recently, historians have attributed some design work to Gerhard Schöder (designer of the 911 Cabrio) and Heinrich Klie (who styled the 914), though the truth is that the 901 was most likely a team

effort that was fronted by Ferdinand Alexander. Certainly, Butzi's design influence crops up in other Porsches – for example, the brushed steel panels of the Targa, revived for the latest 991-generation, were also one of his inspirations.

He left the company in 1972 and took his creative talents back to Austria where he established Porsche Design, a haute couture brand, making this logo a watchword for stylised personal accessories.

He remained a Porsche shareholder, replacing Ferry as head of the supervisory board from 1990-93. Personable and always approachable, Butzi remarked: "Good design is where you don't force things into success or recognition. Catch a glimpse of the silhouette and you know it is a 911."

The Porsche 911 has always been famous for its elegant, simplistic design, and it was Butzi who created that legend. Without his input, your 911 would look very different today – if it would even exist at all.



INDUSTRY TOP 5s

Of course, no matter how definitive our list can be, not everyone's list of heroes will be the same. We asked a selection of those who work full-time in the Porsche industry for their top five most influential figures behind the iconic Porsche 911. The results of our public vote were also printed on page 18 of issue 140.

DO YOU AGREE?

Tell us what you think at editorial@total911.com

Alex Ross, Co-founder, SharkWerks Inc

My top five

1. "Butzi" Porsche
2. Hans Mezger
3. Andreas Preuninger
4. Walter Röhrli
5. Peter Gregg

Ian Heward, Co-founder, Porscheshop

My top five

1. "Butzi" Porsche
2. Hans Mezger
3. Kremer Brothers
4. Bruce Anderson
5. Walter Röhrli

Chris Seaward, General Manager, Porsche Club GB

My top five

1. "Butzi" Porsche
2. Vic Elford
3. Peter Schutz
4. Tony Hatter
5. Hans Mezger

Paul Stephens, Owner, Paul Stephens

My top five

1. "Butzi" Porsche
2. Hans Mezger
3. Wendelin Wiedeking
4. Norbert Singer
5. Pinky Lai

Cam Ingram, Co-owner, Road Scholars

My top five

1. Norbert Singer
2. Peter Schutz
3. Valentin Schäffer
4. Vic Elford
5. Andreas Preuninger

Darren Anderson, Commercial Director, RPM Technik

My top five

1. Ferdinand "Butzi" Porsche
2. Hans Mezger
3. Peter Schutz
4. Jürgen Barth
5. Andreas Preuninger

Jürgen Barth, 17th most influential 911 figure of all time

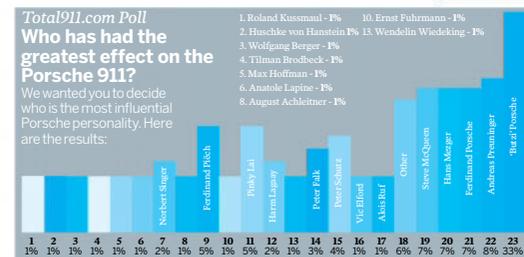
My top five

1. Ferdinand "Butzi" Porsche
2. Dr Ferry Porsche
3. Helmuth Bott
4. Peter Falk
5. Hans Mezger

The top five: Public vote

Here's the results of our poll on Total911.com, as revealed in issue 140

1. Ferdinand "Butzi" Porsche
2. Andreas Preuninger
- 3= Ferdinand Porsche
- 3= Hans Mezger
- 3= Steve McQueen





C2S IN THE WATER-COOLED ERA

If the car featured here has whetted your appetite then you'd have been disappointed by Porsche's decision not to offer the 996 in rear-wheel-drive 'S' form. But by 2004 things were relatively back to normal, with the 997 generation offered as a Carrera S. Unlike the air-cooled 993 generation though, this was no cosmetic exercise: the car looked much more like a Carrera than a Turbo, with a 3.8-litre engine boasting a handy 355bhp (the regular model used a 325bhp 3.6-litre engine).

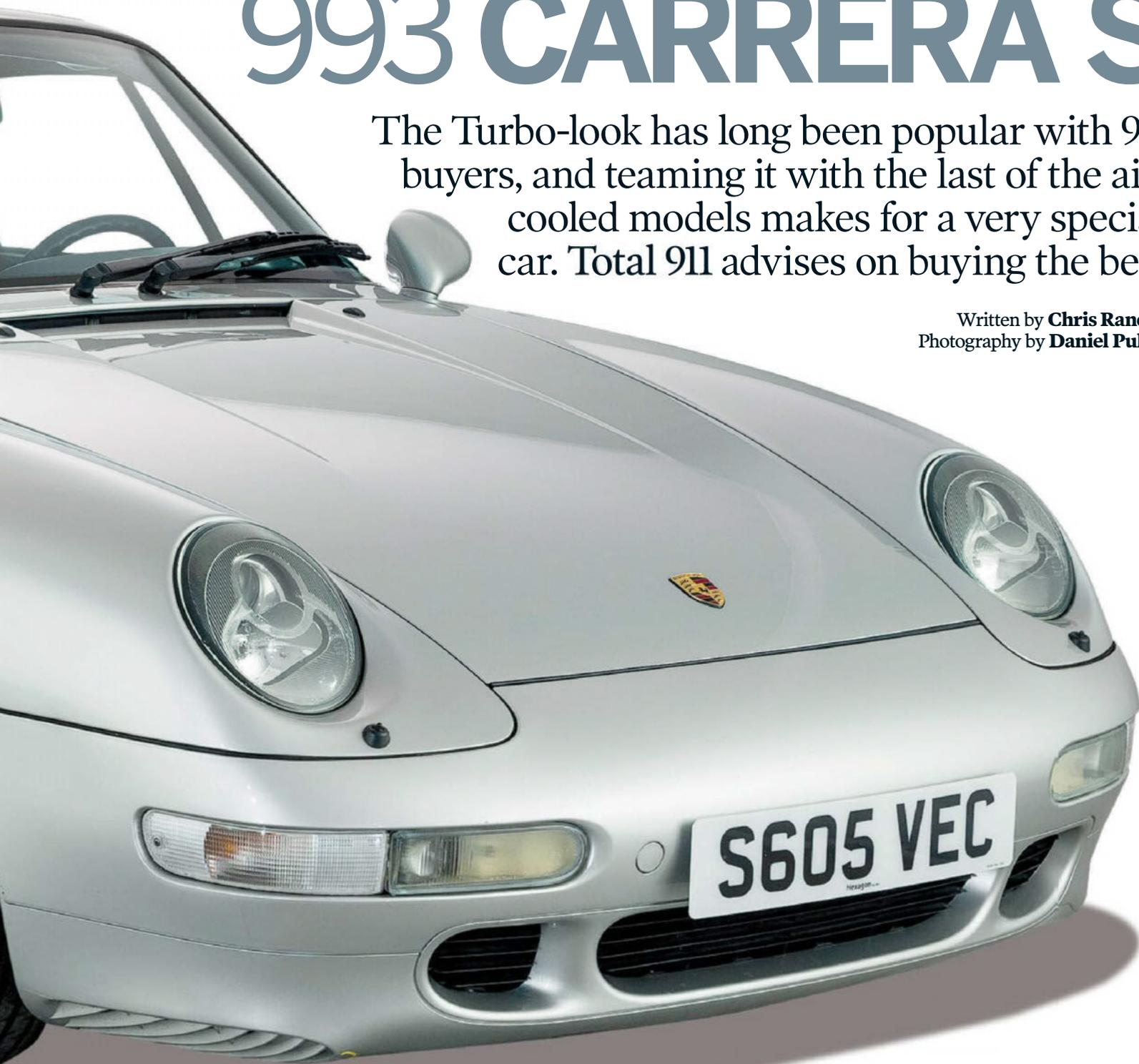
Fortunately, it came with the 330mm cross-drilled stoppers from the Turbo with PASM suspension and 19-inch wheels as standard. And the game moved on again with the Gen2 launched for 2008. This time there was 385bhp to play with, a top speed of nearly 190mph, and the option of the impressive PDK gearbox. You'd have needed £70,360 in the bank to bag this one, though.



993 CARRERA S

The Turbo-look has long been popular with 911 buyers, and teaming it with the last of the air-cooled models makes for a very special car. Total 911 advises on buying the best

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



CARRERA S TIMELINE

1995

In essence a 993 C4 with a Turbo body and four-wheel drive. The C4S gets brakes and suspension from the blown model. 6,948 produced

1997

The wide-body S in rear-wheel-drive form, though the 993 engine benefits from VarioRam, boosting power to 285bhp. 3,714 produced

2001

If you want a Carrera S in 996 form, it's four-wheel drive only. The water-cooled, 3.6-litre motor produces 320bhp. 23,055 produced

2004

The 997 Carrera S features bigger wheels and brakes and PASM as standard, 182mph and a sub-five-second 0-62mph time. 41,059 produced

2008

The 997.2 C2S gets a larger, direct-injected 3.8-litre engine boasting 385bhp. The seven-speed PDK gearbox is optional. 15,000 produced

2011

There are bigger front brakes and PASM as standard for the 991.1 C2S, with 400bhp and a seven-speed manual transmission. Unknown produced

2015

Welcome to a new era for the 911. A turbocharged 9A2 3.0-litre engine is standard, with the 991.2 gaining 50bhp. Currently in production

As well as being the last outing for the venerable air-cooled flat six, the 993 was a fine model in its own right, both of which pretty much cement its place in Porsche 911 folklore. Indeed, it barely needs any sort of introduction, although for the sake of completeness it's worth the briefest look into its background.

Smoother looking, more aerodynamic and designed by the Briton, Tony Hatter, the 964 replacement arrived on the scene in 1993 boasting a design that was reckoned to be 80 per cent new. And not only did it appear a little sleeker than the previous generation, it was stiffer, too, allowing it to make the most of the new 'Lightweight-Stable-Agile' (LSA) rear suspension that finally consigned the semi-trailing arms to history.

The car we're focusing on here is the wider-hipped Carrera S that was introduced for the 1997 model year, the extra 60mm across the rear wheel arches further beefing up what were already fine looks with an extra helping of Turbo style.

Perhaps then, it makes sense to start with the bodywork and the good news is that it represents little in the way of risk when it comes to panel corrosion. Although the ten-year anti-corrosion warranty for the galvanised shell has long since expired, today's buyer shouldn't expect to find much in the way of rot unless as a result of previous damage or poor accident repairs. If it's going to occur anywhere, it's likely to be the front scuttle around the wipers and the bottom corners of the rear screen seal. But don't be surprised to find the paintwork around the nose has received attention in the past as it's prone to stone-chips.

It's also worth checking that those broad rear wings haven't picked up any scrapes, but an area worth checking is the security of the bumpers as the mounting points are known to corrode.

More irksome with the 993 is the potential for creaks from around the bonded windscreen, generally due to perishing of the original bonding material or badly fitted replacements. The latter could also have led to rust forming in the metalwork beneath, so be wary if anything seems amiss, while screens can also be prone to turning milky around the edges due to delamination. Glasstec Automotive are very skilled at sorting the creaking problem and charge in the region of £250-£300, assuming the old screen can be re-used and there's no corrosion to deal with, but be warned that renewing exterior trims can add substantially to the cost. ➔

“The extra 60mm across the rear wheel arches further beefed up what were already fine looks with an extra helping of Turbo style”

Model	993 Carrera S
Year	1997-1998
Engine	
Capacity	3,600cc
Compression ratio	11.3:1
Maximum power	285bhp @ 6,100rpm
Maximum torque	340Nm @ 5,250rpm
Transmission	Six-speed manual/four-speed Tiptronic, rear-wheel drive
Suspension	
Front	MacPherson struts with coil springs and anti-roll bar
Rear	Multi-link with telescopic dampers, coil springs, and anti-roll bar
Wheels & tyres	
Front	8x18-inch; 225/40/ZR18
Rear	10x18-inch; 285/30/ZR18
Dimensions	
Length	4,245mm
Width	1,795mm
Weight	1,450kg
Performance	
0-62mph	5.4secs
Top speed	168mph





The M030 package came standard on the 993 C2S, lowering the front and rear by 10mm and 20mm respectively. The wheels were 18-inch Turbo items but without the hollow spokes of the forced induction car's wheels



PARTS PRICE CHECK

- Rear tail light £219
- Rear centre light unit £392
- Oil cooler £462
- Dual-mass flywheel £1,295
- Front brake caliper £876
- Front lower suspension arm £354

Prices are inclusive of VAT and come courtesy of Paragon Porsche

CARRERA S VALUES

Like a number of other 911s, Carrera S prices have risen appreciably over the last year or so. Even cars in need of substantial work can fetch strong money, but given the worth of an excellent example – not to mention the likelihood of further increases – such a car could well make sense. Still, appropriate caution should be exercised before taking the plunge.

- Project £40,000
- Good £60,000+
- Concours £100,000



“As always, the condition of the interior is a good indicator of past use. Some light patina is about the most you should expect from a 993 Carrera S”

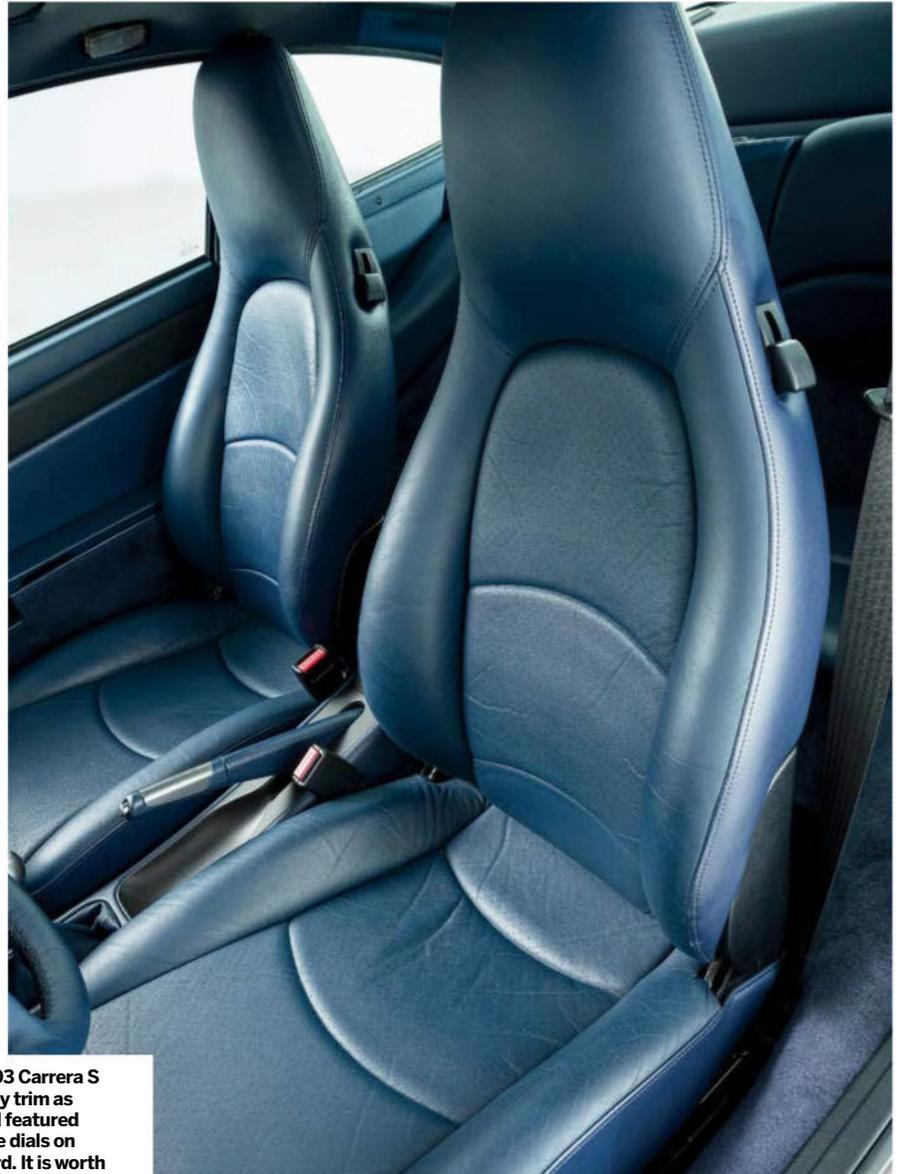
What's also worth checking for is a creaking or clicking from the door check straps; it's a common issue that costs upwards of £500 per side to rectify properly, the repair involving letting in a new section of A-post. The cost might have tempted less affluent owners to just have them welded up from the outside, which isn't a great solution. It's also advisable to examine the rear light units as they can turn hazy over time – a replacement is £220, with the centre section closer to £400 – and ensure that you check the lower edges of the front splitter as the lower ride height could have led to scuffs and scrapes.

The electric rear wing isn't known to be troublesome, but check that it operates correctly all the same, both on the road (it should deploy and retract at 50mph and 5mph respectively) and via the switch in the cabin.

If you're happy with the exterior, it's time to turn attentions to the 3.6-litre flat six. It's a unit familiar from the 964, albeit with a number of changes, including revisions to the crankshaft, pistons and connecting rods, the valve gear, and the adoption of magnesium alloy for the cooling fan and timing gear housings. More important here, though, is that it benefitted from

the VarioRam intake system, resulting in more power and torque (the former raised from 272bhp to 285bhp) and a freer breathing power delivery. It is not usually problematic but changing the entire system is time consuming and costly, so check for a lack of power or any flat spots under acceleration, which would require further investigation. It could be caused by nothing more than air leaks from perished hoses, but it is worth being wary all the same.

The M64 engine can leak a little oil from tired gaskets – although it should be no more than a minor weep – but worthy of closer scrutiny are the tank, pipework and cooler that form the dry-sump lubrication system. And needless to say, any more than the briefest puff of smoke on start-up should be treated with suspicion, as should any gaps in the service history. RPM Technik charge £457 and £966 for a minor and major service respectively, which isn't prohibitive, so expect to see the full set of OPC or specialist stamps in the book. Ultimately, major engine surgery will be



Inside, the 993 Carrera S had Steel grey trim as standard and featured the iconic five dials on the dashboard. It is worth checking the door check straps for creaking or clicking, as this is a common issue that can cost upwards of £500 per side to repair

a wallet-draining experience, and you would be better off finding another car.

Less worrisome is the six-speed manual transmission, which came with stronger internals and a revised dual-mass flywheel compared to the 964, and aside from signs of weak synchromesh or difficulty engaging gears, it should prove to be trouble-free. The engine won't have to come out to change the clutch either, although replacement is still £1,200 or so at a specialist, so check carefully for any signs of slippage. Alternatively, there is the four-speed Tiptronic automatic transmission, which is bulletproof unless abused, although do check that it responds to the steering wheel-mounted switches.

The revised rear suspension was mentioned earlier, the LSA arrangement rubber-mounted to the body on a cast alloy subframe. Lighter and more rigid, the new geometry improved the 993's stability in extremis and it was teamed with a revised strut arrangement up front. Standard for the Carrera S was the M033 package, which



BUYING TIPS

Despite a reputation for impressive build and material quality, there's no escaping the fact that this is a 20-year-old 911. And while it still makes plenty of sense as a lavish daily driver, the usual caution is required when it comes to scrutinising the history and condition.

- **Bodywork:** Panel corrosion shouldn't be an issue so watch for evidence of previous accident repairs. Check for stone chipping around the nose, loose bumpers caused by rotten mountings, and bodged door check strap repairs.
- **Windscreen:** The bonded screen can creak or vibrate if the silicon is perished, or if it's been subject to unskilled replacement. And examine the edges for signs of corrosion beneath. Find a specialist such as Glasstec Automotive if it needs sorting.
- **Engines:** Internal wear and lack of expert maintenance are the main risks here. Don't be surprised to find the odd oil leak, but a lack of history is a good excuse to walk away.
- **Suspension:** Setting the geometry requires specialist tools, so check for uneven tyre wear. A complete refurbishment can be well into four figures, so get an inspection if you're not sure.
- **Brakes:** Sticking brake pads could be due to a corroded steel section within the alloy Brembo calipers, and it's worth checking the discs for scoring.
- **Interiors:** Cared for examples should only exhibit light signs of wear, so anything scruffy should ring alarm bells. It is important to ensure everything works correctly, especially the air conditioning, which is pricey to revive.

lowered the front and rear by 10mm and 20mm respectively, and it's a setup that doesn't suffer from any inherent weaknesses. Any problems that do exist are likely to involve worn bushes in the rear suspension arms, front lower arms, and anti-roll bar mountings, so listen for any clunks or creaks that signify a refresh is on the cards. A new front arm is £354 before fitting, although Paragon Porsche offers a useful saving by reconditioning the arm with uprated bushes for £234.

If you suspect that neglect extends to tired springs or dampers as well, budget accordingly as a thorough overhaul will result in a hefty four-figure bill. And be sure to look for any signs of uneven tyre wear as specialist tools are needed to set the geometry and it may have been ignored by a penny-pinching former owner. If the wheels – 17-inch items as standard, though many UK cars rode on hollow-spoke 18-inches from the Turbo – show any scuffs or damage, assume the worst.

The hydraulically-assisted steering can suffer the odd leak from around the pipework but it's the brakes that will need closer scrutiny. Renewing the discs and pads all round will cost in the region of a £1,200 at a specialist so check them carefully for signs of wear and scoring on the discs, which signals imminent replacement. Low mileage examples can be affected by corrosion forming on the rear faces of the discs, too, which

won't be helped by sticking pads if the calipers are suffering from corrosion between the alloy body and the steel insert. Refurbishment may be possible, but if it's gone too far you're looking at new items which aren't cheap.

And as always, the condition of the interior is a good indicator of past use. The Carrera S had Steel grey trim as standard with the 'Carrera S' logo on the rev counter and both the build quality and materials were impressive, which means it should have worn well. Some light patina is about the most you should expect; more significant wear or scuffing points to careless previous owners, and bringing it back up to the standard you'd expect can be costly.

Bear in mind, though, that we're talking about a 911 that's nearly two decades old so it makes sense to ensure that everything works correctly. Concentrate on items such as the electric windows, sunroof, and the air-conditioning, which should quickly blow cold. And it's worth taking the time to establish the specification of the car you're looking at as there was the usual lengthy options list for buyers to plunder.

Needless to say, any example that's been abused or neglected should be given the widest of berths if big bills are to be avoided, but aside from that rather obvious caveat, the 993 Carrera S will prove to be a very capable and entertaining purchase indeed. **911**

SPECIALIST VIEW

"Values are very much dependent on mileage and colour, and we've seen a continued increase in value to date. Much of that is probably due to how much buyers are coming to appreciate not just the 993 as a whole, but also the appeal of the Carrera S in particular, with only small numbers being produced. There is no doubt that it's a very pretty car, as you get the wide-hipped body of the Turbo while keeping the nice clean 911 line without the Turbo's fixed rear wing. The most important thing is to buy from a reputable specialist, which will give you peace of mind and a car that you can jump into and enjoy. There isn't really any sign of values slowing down... not for the moment anyway."

Jamie Tyler,
Paragon
Porsche





OWNING A 993 CARRERA S

- **UK Price:** £65,000
- **Total numbers sold:** 3,714
- **Service intervals:** One-year/12,000 miles
- **Service costs minor:** £457
- **Service costs major:** £966
(Figures are courtesy of RPM Technik)



Thanks

This 993 Carrera S is available for immediate inspection at Hexagon Modern Classics. For more information please call +44 (0)7522 911 911 or visit hexagonclassics.com.

THE PARADOX

Written by **Josh Barnett**
Photography by **Ali Cusick**



OF CHOICE?

Depending on specifications, the new 911 Carrera and its S-badged counterpart have never been so different. But does raiding the options list really add more?





Outwardly, today's 911 duo are almost identical. It would take a keen eye to spot the 991.2 Carrera S's 10mm lower ride height from more than a few paces away from its Carrera white bodyshell. However, delve underneath the metal and the whole picture changes dramatically. As standard, the latest Carrera S enjoys a 50hp boost over the Carrera (thanks, in part, to revised electronics and bigger turbochargers), a mechanical limited-slip differential with Porsche Torque Vectoring, and 350mm ventilated front discs clasped by 'Big Red' six-pot calipers. And that's just as standard. The gap can widen even further with a trip to Porsche's Car Configurator and a liberal application of the extensive options list offered by Zuffenhausen.

Nominally, the price difference between the Carrera and its S-badged brethren is £9,445, yet the true gulf in price between our two test cars is actually an incredible £23,932. 'Our' 991.2 C2S has been specced to the hilt with an eye-watering £22,409-worth of added kit, meaning that it's over 25 per cent more expensive than the list price. Now, in the interests of full disclosure, the standard Carrera we've pitted it against isn't without a smattering of upgrades itself – with a total options bill of 'just' £7,922, the price of RF65

NRV is still less than a Carrera S with no extras. In first-generation guise, the 991 Carrera S was arguably the pick of the entry-level 911 range, providing a little extra 'oomph' over the standard car (whose 350hp and lack of low-end torque sometimes left it feeling a little gutless, while the soft chassis was a little soggy compared to the pin-sharp 'S'). In fact, since the introduction of the Carrera S as a regular addition to the range in 2004, it has been the Carrera of choice thanks to its blend of extra performance and additional extras. So, surely, paying more will, once again, result in a better driving experience, right?

For the technologically tempted, the OPR 911's spec sheet reads like a mouth-watering menu at a Michelin-starred restaurant. To help the car's poise at high speed (and add some extra agility to the hefty 991 platform around town), the rear-wheel steering system has been added, while barely hiding between the 20-inch alloys are a set of carbon ceramic brakes, now taken directly from the 911 Turbo S on the Gen2 991. That means the discs up front measure a monstrous 410mm, while the rear discs are barely less brutal with a 390mm diameter. There's also the latest version of Porsche's PDK gearbox, bringing with it Porsche Torque Vectoring Plus in the shape of an electronic limited-slip differential.

Differences

Engine

Carrera – The standard version of the twin turbocharged 9A2 uses two non-variable turbines, forcing air into a 3.0-litre engine. Power is now 370hp.

Carrera S – Thanks to different turbine compressors, a different exhaust system and a revised ECU, the S develops 420hp from the same 3.0-litre flat six.

Wheels and tyres

Carrera – The Carrera comes with 19-inch alloy wheels as standard (8.5 inches at the front, 11.5 inches at the rear) shod in N-rated Goodyear F1 Eagle tyres.

Carrera S – There is no 19-inch option. Instead, 20-inch rims (the same respective widths as the Carrera) are standard, wrapped in Pirelli P-Zero rubber.

Brakes

Carrera – Four-pot calipers are bestowed at all four corners. The ventilated discs are 330mm all round.

Carrera S – Iconic 'Big Reds' come as standard, but the Porsche Carbon Ceramic Brakes upgrade sees six and four-piston calipers grip 410mm (front) and 390mm (rear) drilled and vented discs.

Suspension

Carrera – PASM is now standard, offering 'Normal' and 'Sport' damper modes via the centre console. The car's ride height is 10mm lower than the Gen1 model.

Carrera S – PASM Sports suspension can be fitted as an option, the system lowering the car by 20mm and increasing the bump and rebound rates of the dampers.

Axles

Carrera – The front track width is 9mm wider than its predecessor. The rear axle remains the same passive unit as the Gen1 car.

Carrera S – Rear axle steering (the same as the Turbo) is offered as a £1,530 option. Improving agility below 31mph, it steers with you at speeds over 50mph.

Gearbox

Carrera – The seven-speed manual gearbox has been retained on the 991.2 from the 991.1 GTS.

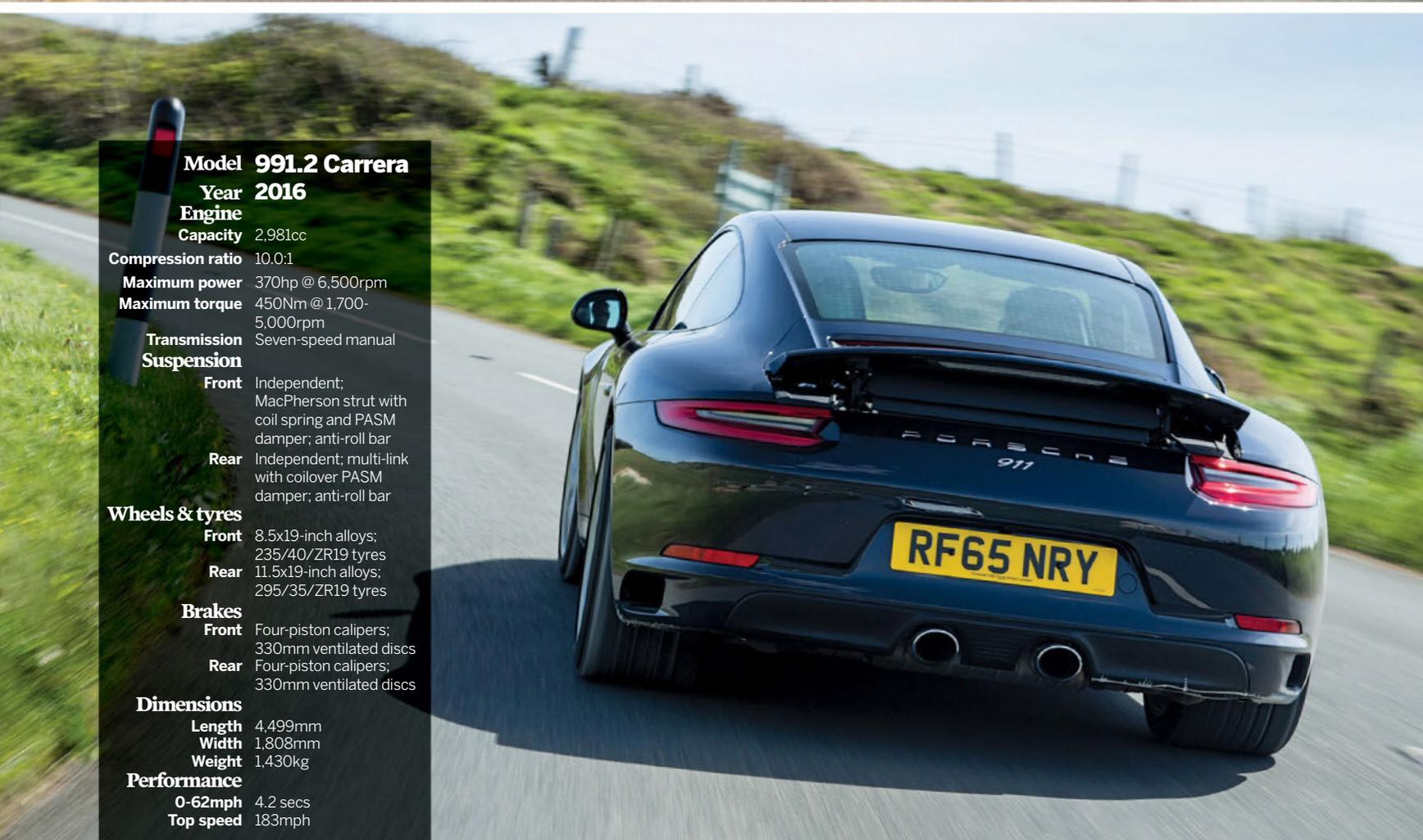
Carrera S – Costing £2,388, the 991 Gen2 PDK gearbox features new paddle shifters on the steering wheel and reversed motion of the sequential lever.

Inside there are carbon-backed bucket seats, the smaller 'GT Sport' steering wheel and the Sport Chrono setup (the latter present on our Carrera test car, too). It is, on paper, an awesomely potent package, with a 0-62mph sprint time of under four seconds making it the fastest Carrera-badged 911 ever built. But, for £108,266, it should be. Bar the four-wheel-drive system, the fully loaded 991.2 Carrera S is basically a mini Turbo; it even has twin turbochargers thanks to the downsized 3.0-litre 9A2 flat six. By comparison, the ostensibly ordinary 991.2 Carrera features few performance upgrades; Sport Chrono and the Sports exhaust system (the latter a true necessity on the latest breed of turbocharged 911) are the only additions that can be classed as dynamic enhancements.

Clambering into the Carrera S, it's not long before I've found my first gripe. While its 360mm diameter fits into my hands nicely, I cannot get on with the 'GT Sport' steering wheel's external star-headed bolts. I'm sure Porsche designed it to look 'techy' and 'pure' but no amount of marketing buzzwords can change my mind. It looks cheap and unfinished. That's certainly not the first impression I would want if I'd spent over £108,000 on a new 911. Still, the carbon-backed bucket seats hold me fantastically well, even if they do seem overkill on what is intended to be a road car. ➔



Model	991.2 Carrera S
Year	2016
Engine Capacity	2,981cc
Compression ratio	10.0:1
Maximum power	420hp @ 6,500rpm
Maximum torque	500Nm @ 1,700-5,000rpm
Transmission	Seven-speed PDK
Suspension	
Front	Independent; MacPherson strut with coil spring and PASM Sports damper; anti-roll bar
Rear	Independent; multi-link with coilover PASM Sports damper; anti-roll bar
Wheels & tyres	
Front	8.5x20-inch alloys; 245/35/ZR20 tyres
Rear	11.5x20-inch alloys; 305/30/ZR20 tyres
Brakes	
Front	Six-piston PCCB calipers; 410mm ventilated discs
Rear	Four-piston PCCB calipers; 390mm ventilated discs
Dimensions	
Length	4,499mm
Width	1,808mm
Weight	1,440kg
Performance	
0-62mph	3.9 secs
Top speed	191mph



Model	991.2 Carrera
Year	2016
Engine Capacity	2,981cc
Compression ratio	10.0:1
Maximum power	370hp @ 6,500rpm
Maximum torque	450Nm @ 1,700-5,000rpm
Transmission	Seven-speed manual
Suspension	
Front	Independent; MacPherson strut with coil spring and PASM damper; anti-roll bar
Rear	Independent; multi-link with coilover PASM damper; anti-roll bar
Wheels & tyres	
Front	8.5x19-inch alloys; 235/40/ZR19 tyres
Rear	11.5x19-inch alloys; 295/35/ZR19 tyres
Brakes	
Front	Four-piston calipers; 330mm ventilated discs
Rear	Four-piston calipers; 330mm ventilated discs
Dimensions	
Length	4,499mm
Width	1,808mm
Weight	1,430kg
Performance	
0-62mph	4.2 secs
Top speed	183mph

Considering that the first generation of 991 C2S was anything but slow, especially on real, twisting UK roads (where it was only bested by the GTS), the new Carrera S is fast with a capital 'F'. As Lee found out with the standard car in issue 136, the twin turbocharged 9A2 flat six doesn't want for throttle response and, thanks to those softly swishing turbines, it responds more keenly than the 991.1, picking up its skirt and plunging forward with Turbo-like gusto. Yes, there's a tiny bit of lag but by 1,800-2,000rpm, the electronic boost gauge is well on its way with 0.8 bar wound up easily, depending on your throttle level. It's fantastically linear too, pulling without compromise all the way to the 7,400rpm redline. And the sound that accompanies it is now much more sociable, even with the Sports exhaust activated. The piercing howl of the Gen1 cars has been replaced with a gruff mechanical growl that is reminiscent of the 964. Combined with the induction overtones, it is, to my ear, a more nuanced sound than the old car (even if it does lack the ultimate theatre we had become accustomed to during the 991.1's reign).

With 420hp providing a power-to-weight ratio of 288hp/tonne, the acceleration of the S is fantastic but, outside of the autobahn, it is, in reality, too much for most speed limits. The north end of second gear sees me topping out

beyond 75mph while, by my calculations, third's limit is a ludicrous 108mph. When it only takes the blink of an eye for the electronic speedo to start registering these license-losing velocities, there are few places you can comfortably start stretching the legs of the S out on the road without fearing for your freedom. What's more, the PDK gearbox of our Carrera S tester seems to have completely removed me from the equation.

The shorter, stiffer movement of the metal Gen2 paddles is a massive improvement over the ergonomics of the first 991 dual-clutch system, but the shifts are so crisp that I can't help but feel I'm just pushing a button and allowing Zuffenhausen's undoubtedly excellent engineers to do the rest. In reality, even in Gen1 form, PDK seemed too much like PlayStation for my liking but it did at least allow me to left-foot brake, finely adjusting the balance of the car from corner to corner. However, on the predominantly sweeping curves of the Isle of Wight's Military Road, the 991.2's chassis is so unfazed that my left leg is all but redundant (other than for the tightest of turns).

In fact, it's not just my left leg that seems to be out of a job on our coastal test route. Any talent that I may think I have behind the wheel doesn't matter in the new Carrera S; its revised chassis is just so unbelievably capable. The ribbon of

road stretching down the island's west coast from Yarmouth to Ventnor might as well be straight for, no matter what speed I attack its twisting tarmac, the 991.2 C2S is never less than perfectly poised.

Thanks to a super stiff front anti-roll bar and 245-section rubber up front, the car is 100 per cent direct on turn in every time and with the wider 305-section rear tyres, the back end never wants to step out of position under power, helped by the incredible traction supplied by the electronic differential (part of the Porsche Torque Vectoring Plus system used in conjunction with the PDK gearbox). The dynamic situation is only made better (or is that worse?) with the optional rear-wheel steering kit too. While its inputs are never really felt at the wheel, it only helps to provide extra poise to a package that is never in danger of lacking in the dynamic department. The carbon ceramic brakes are just too potent out on the road, swiping off the S's landscape-blurring speed with minimum fuss. It's all just far too easy.

It's clear that, objectively, the new 991 Carrera S is a brilliant piece of engineering; technologically it is undoubtedly better than the last iteration. But, I've never been more bored behind the wheel of a Porsche. At least our test route features some truly magnificent scenery for me to enjoy, overlooking rolling hills on one side and



the glimmering English Channel on the other. However, even then, my enjoyment is tempered by the S's terrible ride over the admittedly patchy Military Road. The combination of stiff damping, 20-inch wheels and bucket seats makes for a jolting ride that I don't want to be repeating.

My fillings are grateful when the time comes to 'downgrade' into RF65 NRY – our standard 991.2 Carrera. Despite the 50hp deficit to the 'S', the basic Neunelfer doesn't feel like it gives anything away speed-wise, certainly not in the real world anyway. In fact, both versions of the 9A2 engine feel similar in character. If you blindfolded me (a feat that would probably have been possible in OPR 911), I don't think I could tell which is which. They're that close. Maybe the Carrera S spins up marginally quicker when unloaded but that doesn't really matter, especially when, if anything, the Carrera feels like it's got less lag at the very bottom end of the flat six's reserves.

On top of the base engine's impressive abilities, what really hits me about the Carrera is just how much fun it is. Coming from the incredibly anodyne S, I wasn't expecting the underlying model to have such a different character but when the technology is stripped away, the 991.2 Carrera platform really comes alive. The slightly softer suspension and anti-roll setup imbues the chassis

with a greater level of general feel, the 911 rolling more prominently through corners. The end result is a car that enjoys less ultimate grip than its S-badged brother (though turn-in sharpness is still remarkably crisp) but it is all the better for it.

Combined with narrower 295-wide rear tyres, the standard C2's limits are more easily attainable, especially at speeds suitable for a road lined by hedges and telegraph poles, rather than tarmac run-off areas and Armco barriers. The whole dynamic character of the car is more distinctively '911', understeering slightly more on corner entry than the tricked out C2S. But this also means that the rear grip is less, allowing me to exploit the 9A2's turbocharged torque to amusing effect, kicking the rear out when exiting slow corners.

It's not just the dynamic tomfoolery that makes the Carrera more endearing though. The whole driving experience is more analogue. Coming from the PCCB stoppers of the Carrera S, the Carrera initially feels under-braked as I approach my first major slowdown. But, once I've adjusted to the four-pot calipers, I feel much more integral to the driving process. While the ceramics are like a switch, the Carrera requires me to modulate the pedal much more, balancing the car on the limit of locking while managing the 911's attitude as I trail brake towards the apex. Compared to the

Gen1 Carrera though, the facelifted car's chassis doesn't have any of that entry-level sloppiness. Instead, with 10mm knocked off the ride height, PASM as standard and a general tune-up, it has the perfect blend of agility and suppleness over the blacktop. The lack of rear-wheel steering certainly helps with the general feeling that I am back in control of the car's ultimate course, too.

The icing on the Carrera cake is undoubtedly the manual gearbox though. While still a seven-speed shifter, the action is now slicker and more positive than the Gen1 transmission and it is truly beautiful to use out on the open road. And, with a lighter clutch pedal, when you hit traffic it is no longer a pain for your left leg. If PDK was the gearbox of choice for the 991.1, for the facelifted generation, the manual is a must, revitalising the driving experience of the 911 at a time when many are bemoaning its lack of driver interaction.

When you consider the £23,932 price difference between the two cars, you'd be mad to spend the extra required for the fully kitted out S. Thanks to the dawn of the forced induction era, the Carrera is all you need speed-wise and, in manual form, it provides the most beguiling 991 experience yet. The options list may be longer (and more technologically tempting) than ever, but it pays to be picky. Less is definitely more here. **911**





ICONIC ENGINES HISTORY OF THE 9A1

The new 9A2 engine may herald the immediate future of the 911 but the 9A1 was a scintillating flat six as breathtaking as it was reliable under the decklid

Written by **Kieron Fennelly**



From its introduction in 1964, the 911 has featured a flat six engine cooled by air. This design, which started at 1,991cc, proved unimaginably adaptable and with Porsche's ingenuity it doubled in capacity and power over three decades while gaining in economy. However, the march of emissions regulations meant that by the late 1980s, the writing was on the wall for the last remaining production air-cooled engine. It was clear that a four-valves-per-cylinder head would be essential to create the more efficient combustion required to improve performance and economy and address looming CO₂ reduction targets.

Experience with the 959 had shown that while it was possible to build a multi-valve cylinder head on an air-cooled block, the head would require water-cooling and the complications of this made series production too expensive for 911s. Porsche, therefore, had little option but to abandon the air-cooled design, though courageously it stayed with the flat-six architecture and so the essential character of the 911 remained.

Known internally as the M96, Porsche's first water-cooled engine shared not one nut or bolt with its predecessor. It appeared first in 1996 as a 2.5-litre in the 986 Boxster, then as a 3.4-litre two years later in the 996. In 2001, capacity of the 996 unit was increased to 3.6-litres. When Porsche introduced the 997, the S became a higher performance, rather than simply a higher specification, wide-body 911 and the now M97 engine was bored out to 3,824cc to create the 3.8-litre S option. This engine stayed in production until the second-generation 997, which appeared

in 2008 with only detail external changes but a completely new engine, the 9A1. Porsche never publicly took responsibility for the faults of the M96/M97 engines but the fact that the 9A1 was so radically re-engineered can partly be taken as Porsche's acknowledgement of their shortcomings.

At launch in 2008, the 9A1 was presented in three capacities; 2.9, 3.4 and 3.8-litre. The two larger engines, destined for the 911, benefitted from direct fuel injection; the 2.9 designed for the base Boxster/Cayman for cost reasons retained indirect injection. The 9A1 unit had a two rather than four-piece crankcase with integrated bearings. The cylinders and coolant sleeves were part of the same casting, said to make the engine 22 per cent stiffer, and the cylinder head and integrated bearings were one-piece cast units.

Besides being 6kg lighter and more compact than its predecessor, the 9A1 also dispensed with the IMS, the cams now operated directly from the crankshaft. It offered other advances too: an electronic oil pump now dispensed lubricant in quantities decided by the DME engine brain rather than in direct proportion to crankshaft speed. Besides saving energy (and improving fuel consumption by a claimed 1-2 per cent), this also ensured adequate lubrication at low engine speeds, particularly necessary with the new PDK transmission, which (for economy reasons) would often drop the revs below 2,000rpm.

Above and below: The 9A1 engine was introduced for the second-generation 997 Carrera variants from 2008, at last heralding a change to direct fuel injection on a road-going 911

By squirting the fuel-air mixture straight into the cylinder, direct injection eliminated the inherent inefficiency of creating the mixture in the inlet manifold and allowed a higher compression ratio of 12.5:1 for better combustion. Power output for the 3.4 rose from the 325bhp of the previous M97 3.6 to 345hp, and the new 3.8 could also claim 100bhp/litre status with its 385hp, which was 30hp more than the 997.1's 3.8-litre M97 engine. If not a dry sump design, the 9A1 unit had a total of five oil pumps eliminating the oil starvation that could afflict the M96/7 at cornering speeds above 0.7G. To prove the effectiveness of the new design's internal lubrication, Porsche produced a memorable video which showed the 9A1 being rotated through 360-degrees on a simulator, which replicated a racing lap of the Nürburgring. ➡





Above: Second-generation 991 Turbos still use modified 9A1 unit rather than new 9A2 as found in turbocharged Carreras. Meanwhile, maximum RPM in naturally-aspirated 991 GT3 was a heady 9,000

In 2009, the second-generation 997 Turbo was introduced and again, the major change was the engine. This was significant because for the first time since 1996, both the 911 atmospheric and turbo ranges shared the same unit: for reasons of economy and emissions as well as rationalising production, the Turbo finally abandoned the 'Mezger' design. As with previous Porsche Turbos, the 9A1 needed little modification to withstand the rigours of forced induction, which in any case had been planned during its design. For the 997.2 Turbo, the 3.8-litre capacity was used, its compression ratio reduced to 9.8:1 and a one-piece crankcase replaced the two-piece item. Using variable geometry turbines as on the 997.1, the blown 997.2 now produced 500hp at 6,000rpm, and in S guise 530hp at 6,750rpm.

In 2011 Porsche launched the 991, a completely new car, which nevertheless carried over the 9A1 engine with only detail changes; the 981 Boxster/Cayman acquired a new 2.7 DFI version, but otherwise the 991 Carrera used a detuned 3.4-litre version of the 997.2's Carrera S. Another landmark was passed with advent of the 991 GT3 in 2012. This also adopted the 3.8-litre 9A1 (so marking the end of series production of the Mezger unit) but with significant modification: an engine rated at 120bhp/litre, revving to 9,000rpm and destined for the track merited titanium conrods and substantial changes to the head. It was also a true dry sump. The ultimate expression of the 9A1 came in the 4.0-litre 991 GT3 RS and briefly, for the first time since the demise of the four-cylinder 968 in 1994, the same engine family was powering Porsche's entire volume sports car range.

The advent of the 991.2 saw the demise of the naturally aspirated 911 and with it the bulk of 9A1 production: the new 3.0-litre 9A2 was a twin turbo design while the Cayman and Boxster were demoted to a pair of single-turbo flat-four engines. For the present, the extraordinarily versatile 9A1 lives on as a 3.8-litre for the 991.2 Turbo, where in

S form it now develops 580hp, and in the 991 GT3; the GT3 RS and recently announced 991 R use a four-litre (atmospheric) variant tuned to 500hp.

Considering that any 9A1 fitted to a naturally aspirated 911 developed at least 100bhp per litre and was redlined at 7,400rpm or higher, these engines have proved strikingly reliable. They are not without faults, but over six years these have been minor. Paul Stacey of Northway Porsche says that when DFI was new some high-pressure fuel pumps caused problems and there was a recall for 997.2 Carreras, but otherwise he has experienced no repeat of the M96/7 difficulties. 9A1-equipped 997s are reaching trouble-free high mileages, confirming the integrity of its basic engineering, a view shared by Ollie Preston of RPM Technik.

"The bore scoring which dogged 911s in particular has been eliminated on the 9A1," says JZM's Steve McHale. He has always attributed this wear to ethanol in petrol rather than the engine running too hot or excess thinning of the oil. "The proportion of ethanol in petrol varies," he says, "but it is higher than the claimed five per cent." Ethanol not only causes corrosion, it reacts with the M96/7's Lokasil cylinders. Porsche recognised this and reverted to Nikasil for the 9A1. And McHale points out that the Mezger-engined Turbos and GT3s always had Nikasil bores and were not troubled by cylinder scoring.

If the 9A1 has more than proved itself on the volume cars, in the GT3 it has presented a few signs of stress problems: a high-speed misfire that OPCs have been unable to resolve has led to an unpublicised warranty replacement engine in some cases. As with the earlier fire incident, no causal information has been forthcoming from Porsche, though no doubt intense work is

Versatility of the 9A1

The 9A1-coded flat six was fitted to no less than 24 water-cooled 911s over eight years of production from 2008 to 2016:

911 model	Capacity	Power	Production
997.2 Carrera & 4	3,614cc	345bhp @ 6,500rpm	2008-2012
997.2 Carrera S & 4S	3,800cc	385bhp @ 6,500rpm	2008-2012
997.2 Turbo	3,800cc	500hp @ 6,000rpm	2009-2013
997 Speedster	3,800cc	408hp @ 7,300rpm	2010
997 Sport Classic	3,800cc	408hp @ 7,300rpm	2010
997 GTS & GTS 4	3,800cc	408hp @ 7,300rpm	2010-2012
997 Turbo S	3,800cc	530hp @ 6,250-6,750rpm	2011-2013
991.1 Carrera & 4	3,436cc	350hp @ 7,400rpm	2011-2015
991.1 Carrera S & 4S	3,800cc	400bhp @ 7,400rpm	2012-2015
991 GT3	3,800cc	475bhp @ 8,250rpm	2013-
991.1 Turbo	3,800cc	520bhp @ 6,000-6,500rpm	2013-2015
991.1 Turbo S	3,800cc	560bhp @ 6,500-6,750rpm	2013-2015
991 Anniversary	3,800cc	400bhp @ 7,400rpm	2013-2014
991 GTS & GTS 4	3,800cc	430bhp @ 7,500rpm	2014-
991 GT3 RS	3,996cc	500bhp @ 8,250rpm	2015-
991.2 Turbo	3,800cc	540bhp @ 6,400rpm	2016-
991.2 Turbo S	3,800cc	580bhp @ 6,750rpm	2016-
991 R	3,996cc	500bhp @ 8,250rpm	2016-

continuing to resolve these flaws. However, GT3 specialist McHale puts these matters into context: "These are engines tuned to their maximum and if they were race cars, the engines would be systematically stripped down at 50 hours." The implication is that at this level, engines need more attention than road-use maintenance if driven extensively on track. He also believes it is no coincidence that the GT3 RS's 4.0-litre engine was introduced with a lower rev limit.

There is no doubt that the dependability of the 9A1 design has largely restored Porsche's engineering reputation, and as turbocharging takes over from natural aspiration, the 9A1 will surely prove the brilliant last hurrah of the truly high-revving production engine. However good the new 9A2 proves, and no matter how smooth and practical that wave of midrange torque turns out to be in modern traffic, anyone who has experienced the fantastic sound and adrenaline rush of the last 2,000rpm of the final atmospheric 911s is never going to forget it. **911**

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KREMER 911 CARRERA RSR 2.8

POSTER BOY

The factory cars may have often hogged the headlines but it was this incredibly successful racer that cemented the 2.8 RSR's credentials during the 1973 season

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



From the company's early motorsport exploits in the 1950s through to the 1980s Group C heyday, Porsche's racing posters helped to immortalise Zuffenhausen's multitude of track and stage successes. More often than not it was the works cars, resplendent in their various liveries, which adorned these iconic artworks. As a privateer, your triumph had to be truly tremendous in order for your car to even be considered worthy of celebration. However, Porsche 911 Carrera RSR 2.8 chassis no. 0885 was not the star of just one victory poster. Thanks to an especially successful 1973 season, its black and orange colour scheme was commemorated in two completely separate prints. For an independent entry, I don't believe it is a feat that has been repeated.

This remarkable RSR – one of just 49 genuine 2.8-litre cars built at the factory for the 1973 season – began its life on 28 March 1973 when it was

collected from the factory by the famous Kremer Brothers Racing team. The car had been bought by Ets Oldenkott but, as head of the Oldenkott Tobacco Company, the German businessman was in no position to look after Porsche's fastest ever 911, instead entrusting chassis no. 0885's running to Erwin and Manfred's concern in Cologne. It was a sound decision.

After launching their race team in 1962, the Kremer Brothers initially raced Ford machinery (thanks to their geographic proximity to the Blue Oval's German headquarters) before making the switch to Porsche 911s in 1971. From the get-go, it was the perfect partnership: in a 2.3-litre 911 S/T, Erwin helped Porsche secure the GT title in the World Sportscar Championship before, a year later, John Fitzpatrick triumphed in the inaugural European GT Championship at the wheel of Kremer's psychedelically-liveried 2.5-litre car. For their efforts in each respective season, Erwin and Fitzpatrick were awarded the Porsche Cup,

an accolade handed to each year's most successful Porsche privateer.

After two years running the 911S, readied for racing with wider arches and upsized engines, ticking the M491 option code in 1973 made things a little more exciting. Homologated for FIA Group 4 competition by the standard Rennsport, the Carrera 2.8 RSR was the first Neunelfer to wear the legendary three-letter moniker. Using the 2.7 RS as its base, the extra 'R' cost an eye-watering DM 25,000 on top of the standard RS list price of DM 33,000. The upgrades were worth it though.

Starting life on the 2.7 RS production line, the RSR's flared arches – 5cm wider front and rear – were welded on before the shells were moved to the Werks 1 building for final assembly. There, under the stewardship of Rolf Sprenger's customer sport department, engineer Elmar Willrett and workshop foreman Rainer Ulbrich oversaw each RSR build. It was in the Werks 1 shed where the RSR's shell was married to its new 2,807cc flat six. The greater



Model	Porsche 911 Carrera RSR 2.8
Year	1973
Engine Capacity	2,807cc
Compression ratio	10.3:1
Maximum power	300bhp @ 8,000rpm
Maximum torque	285Nm @ 6,500rpm
Transmission	Five-speed 'Type 915' manual
Suspension	
Front	Independent; MacPherson struts; torsion bars; additional coil springs; anti-roll bar
Rear	Independent; semi-trailing arm; torsion bars; additional coil springs; anti-roll bar
Wheels & tyres	
Front	9x15-inch forged Fuchs alloys; 18/60/R15 tyres
Rear	11x15-inch forged Fuchs alloys; 23/62/R15 tyres
Brakes	
Front	Drilled and ventilated discs; 917 finned calipers
Rear	Drilled and ventilated discs; 917 finned calipers
Dimensions	
Length	4,147mm
Width	1,752mm
Weight	917kg
Performance	
0-62mph	Unknown
Top speed	162mph (dependent on gearing)



capacity was thanks to an enlarged cylinder bore of 92mm, a move that required new barrels and pistons, the latter changed to help increase the compression ratio to 10.3:1. The cylinder heads featured a new design with a revised valve angle and larger valves (the intake side increasing to a 49mm diameter), while a second hole was drilled for each cylinder to accommodate the twin plug ignition system.

All the ports were carefully smoothed out to improve gas flow and new four-bearing camshafts were fitted with the same valve timing as the 906's

flat-six engine. The rules required the crankcase, crankshaft and con-rods to all be series production items from the 2.7 RS, however, each component was given a once over by the motorsport crew; each con-rod, for example, was polished, lightened and balanced with a tolerance of no more than 3g between each individual rod. To cope with the increased power output of 300bhp (although dyno figures actually showed each engine to be closer to 308 horses), the clutch was reinforced, mated to a flywheel and lightened by a kilo compared to the 2.7 RS's item. A centre oil cooler, mounted in the

middle of the front bumper, was fitted to help keep the 911/72 engine's temperatures in check. The flat six transmitted its power to the road through a 915 gearbox coupled to a limited-slip differential (set with an 80 per cent lock); there were a choice of ratios to tailor the car's gearing to different circuits and customers could also specify one of two alternate crown wheel and pinion sets.

On the suspension front, the ride height was reduced to 100mm with the help of specially designed (albeit nonadjustable) dampers built by Bilstein. The spring rates were increased at all four corners by stiffer torsion bars, with the anti-roll bars also upgraded accordingly; the latter was now adjustable with five fixed positions. The factory cars were fitted with additional coil springs, allowing for minute ride height adjustments, a development that was eventually rolled out to preferred customer teams (albeit with cheaper steel springs in place of the works titanium items). Under the bonnet, the front struts were stiffened with a simple brace and the standard fuel tank was swapped out for a plastic 110-litre item.

Slowing the whole package up was entrusted to the tried and tested 917 brake system featuring vented discs and finned calipers (the latter aiding





both strength and cooling). Compared to the 2.7 RS, the RSR was fitted with dual master cylinders and a balance adjuster bar on the pedal, allowing the driver to fine-tune the braking force between the front and rear axles. At the front, the brakes were housed behind nine-inch-wide Fuchs wheels while at the rear, the forged aluminium alloys measured a monstrous 11 inches.

Inside, the cockpit was much the same as the 17 lightweight 2.7 RSH models built to homologate the RSR. The clock was deleted from the five-dial dashboard, replaced by an oil pressure warning light. As a car built in March 1973, no. 0885's gauge cluster also featured a VDO speedo calibrated all the way up to 300kph (RSs and RSRs built before 9 March 1973 only went up to 250 clicks). For racing, each 2.8 RSR was fitted with a roll cage and a fire extinguisher system.

After picking their new car up, Kremer didn't have much time to prepare no. 0885, the Cologne squad only having enough time to fit the 'Samson' and 'Oldenkott' decals to the black RSR ahead of its race debut on 1 April 1973 at the Nürburgring Nordschleife. German racer, Clemens Schickentanz (who had made a name for himself on the other side of Stuttgart with Mercedes-Benz in the late 1960s),

was entrusted with driving duties for the year and, thanks to Oldenkott's backing, was gunning for European GT Championship glory in Kremer's machine. 300km of racing – split across two heats – around the Green Hell marked round one of that year's championship, but the first of the two encounters didn't go to plan for Schickentanz. On the sixth lap, a broken fan belt forced the German to retire and, despite a third place in the second race, no. 0885 was only classified 16th.

Kremer didn't have to wait long to get onto the top step of the podium with the Samson 2.8 RSR though. After the disappointment of the Nürburgring, the team headed to Zolder in Belgium for a one-off appearance in the Belgian Touring Car Championship. Racing in the Group 4 event, Schickentanz romped home to victory some 21 seconds clear of Helmut Henzler's similar RSR. In the final – a combined race for the Group 4 GTs and Group 2 touring cars – no. 0885 could only manage fifth, however, its potential had been shown.

With a gap in the European Championship schedule, Kremer decided to take the RSR to Italy for the first round of the 1973 World Championship on 25 April: the Monza 1,000km. With Erwin joining Schickentanz behind the wheel of the

Samson car (temporarily sporting white front and rear bumpers as quick-fix replacements for the ones damaged at the Eifelrennen a week previously), the duo put on what is possibly no. 0885's best ever performance. Having started 35th on the grid around the high-speed Italian racetrack, the Porsche's sterling reliability and speed saw them cross the finish line in eighth place overall. More importantly though, they took the chequered flag as the first GT car, providing Porsche's latest 911 with the first of many WSC class victories and following in the footsteps of Erwin and Fitzpatrick's exploits in the 1972 season.

There were two more world championship outings for the chassis that year but neither could provide the same success. At the Spa 1,000km a few weeks after Monza, no. 0885 appeared for the first time in its definitive orange and black livery, with Kremer finally having time to add their personalised side-script and colour-coded wheels (all RSR Fuchs left the factory in the standard silver-with-black finish). After splitting the two factory Martini RSRs (R5 and R6) in qualifying and battling for the podium places for much of the race, the 2.8-litre engine failed on the last lap of the fearsome Belgian track. Despite this, ➔



Thanks

Total 911 would like to thank Maxted-Page and Michael Burt for access to the ex-Clemens Schickentanz 2.8 RSR, currently for sale through the classic 911 specialist. For more information on all their stock, head to maxted-page.com.

Schickentanz and new teammate, Fitzpatrick, were still classified fourth in the GT class. At the Nürburgring 1,000km, no. 0885 – piloted at the Grüne Hölle by Schickentanz, Paul Keller and Günter Steckkönig – fared better but still had to give best to the white-and-red sister Kremer RSR (chassis no. 0610), driven by Keller, Schickentanz and Jürgen Neuhaus.

Schickentanz and no. 0885 really came good in their main focus, the European GT Championship, however. A win and second place in the two heats at Montlhéry translated into second place overall for the round, before the German driver scored another podium finish in the Imola 1,000km, coming home as the leading Porsche driver in second place. After a few near misses, Schickentanz kick-started his title tilt during a return to the Nivelles track – the scene of his RSR's first race victory. The Samson and Oldenkott car dominated proceedings, winning both heats to close in on championship leader and season-long rival, Claude Ballot-Léna.

As one of Porsche's preferred customer teams, the Kremer squad were among the first to get the 3.0-litre engines developed during the early season by the factory Martini Racing RSRs. Ahead of the Estoril round, no. 0885 was fitted with its new Type 911/74 3.0-litre flat six and Schickentanz put it to good effect, finishing second behind Kremer teammate, Keller, after the duo shared one heat

win apiece. Typically wet British weather greeted the competitors at round six at Thruxton, where the German could only manage third as his French rival won. However, the tables once again swung in favour of Schickentanz at the super fast Hockenheim, where Ballot-Léna faded to an eventual fourth across the two heats as no. 0885 finished second.

With both men choosing to sit out the de facto final scoring round, the Tour de France Auto rally, the championship battle came to a head at the penultimate round: Monza. In a six-hour epic, Kremer put their WSC win from earlier in the season to good effect, dominating the event. Teamed with Keller and Erwin Kremer again, Schickentanz not only won the race, he also finished second in a second 2.8 RSR driven by Keller and Neuhaus. The result was enough to tie him on points with Ballot-Léna, the duo awarded the 1973 European GT crown for their efforts. But it was RSR no. 0885 that starred solely on the celebratory poster commissioned by Porsche.

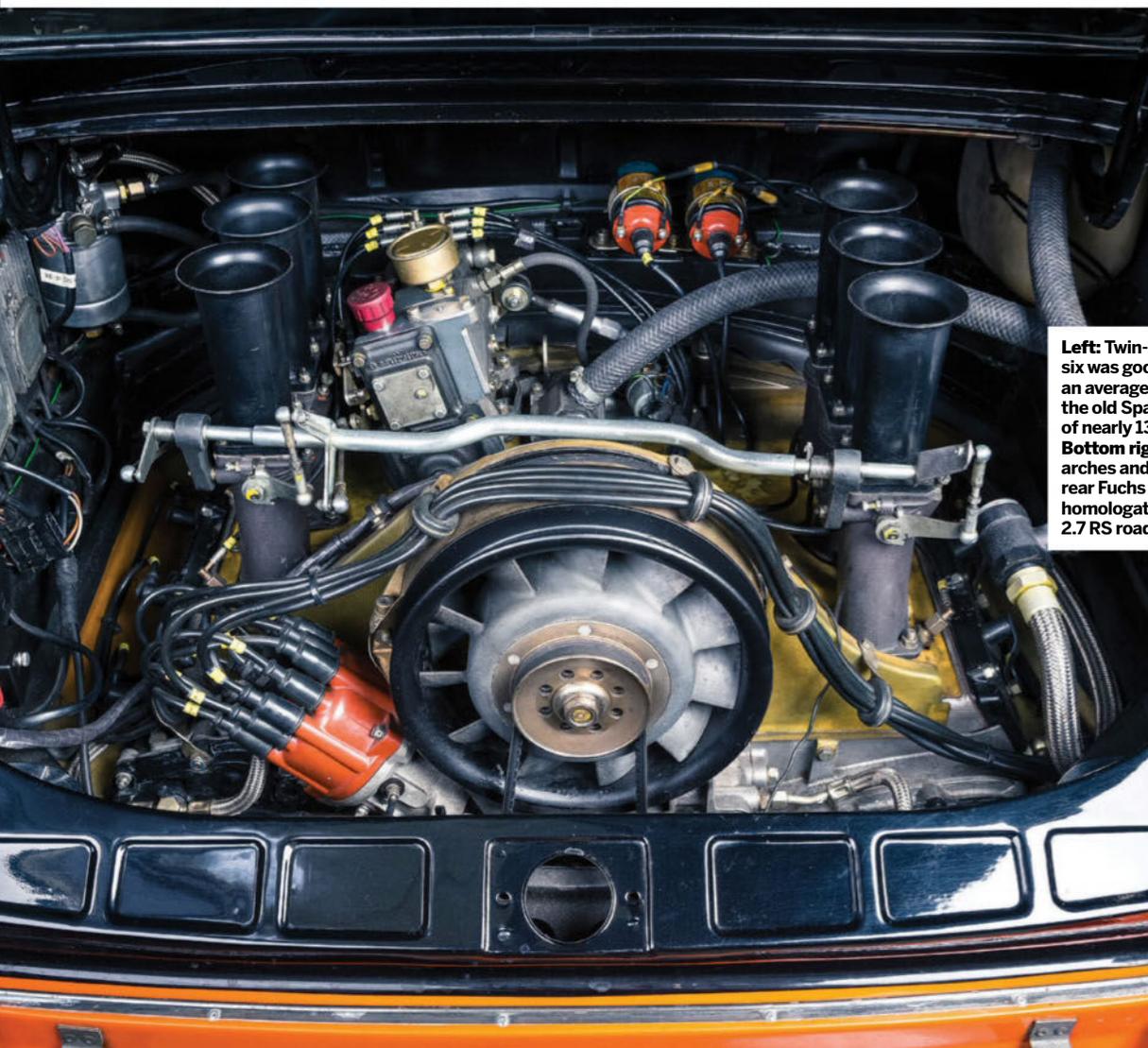
Combined with a partial campaign in the Deutsche Rennsport Meisterschaft (where no. 0885 racked up five podium finishes), Schickentanz and the Oldenkott RSR finished the season as the most successful Porsche privateer and, following in the footsteps of Erwin and Fitzpatrick, gave Kremer their third consecutive Porsche Cup title to boot.

To celebrate the triumph, Stuttgart artist Erich Strenger was asked to draw up another artwork. Again, its star was the black-and-orange Samson-sponsored RSR. With Porsche introducing a new 3.0-litre RSR for the following season, no. 0885 was sold off to German privateer, Hubert Striebig. In his hands, the car was updated to 3.0-litre RSR specification, competing at the 24 Hours of Le Mans in 1974 and 1975. From there, a brief stint hill climbing ended with a substantial accident and the car being passed on to the famous Almeras brothers. However, no. 0885 was never touched under the custody of the race and rally experts. Instead, the restoration fell to Philippe Aunay, who purchased the car in 1986, returning the ex-Samson 911 to its original 2.8 RSR specification.

It wasn't until the car passed into the hands of British racing driver, Michael Burt, that no. 0885 was returned to its iconic Oldenkott livery; ahead of a return to the track in a number of Historic Group 4 races just before the turn of the millennium, the car was completely overhauled by 911 specialist Dr Sigi Brunn. Incredibly, Burt and co-driver, John Morrison, gave the ex-Schickentanz RSR even more success. However, after nearly 20 years in his hands, Burt has now decided the time has come to let someone else enjoy this incredible piece of Porsche history. At least he'll have the posters to remember no. 0885 by. **911**



Left: Compared to modern RSRs, the 2.8-litre car is positively palatial inside with a leather-rimmed steering wheel and most of the interior remaining intact
Bottom right: Chassis no. 0885 is in remarkably original condition; the fire extinguisher system retains its 1973 date stamps



Left: Twin-plug, 3.0-litre flat six was good for 300bhp and an average lap speed around the old Spa-Francorchamps of nearly 133mph
Bottom right: Widened arches and 11-inch rear Fuchs alloys were homologated by the iconic 2.7 RS road car





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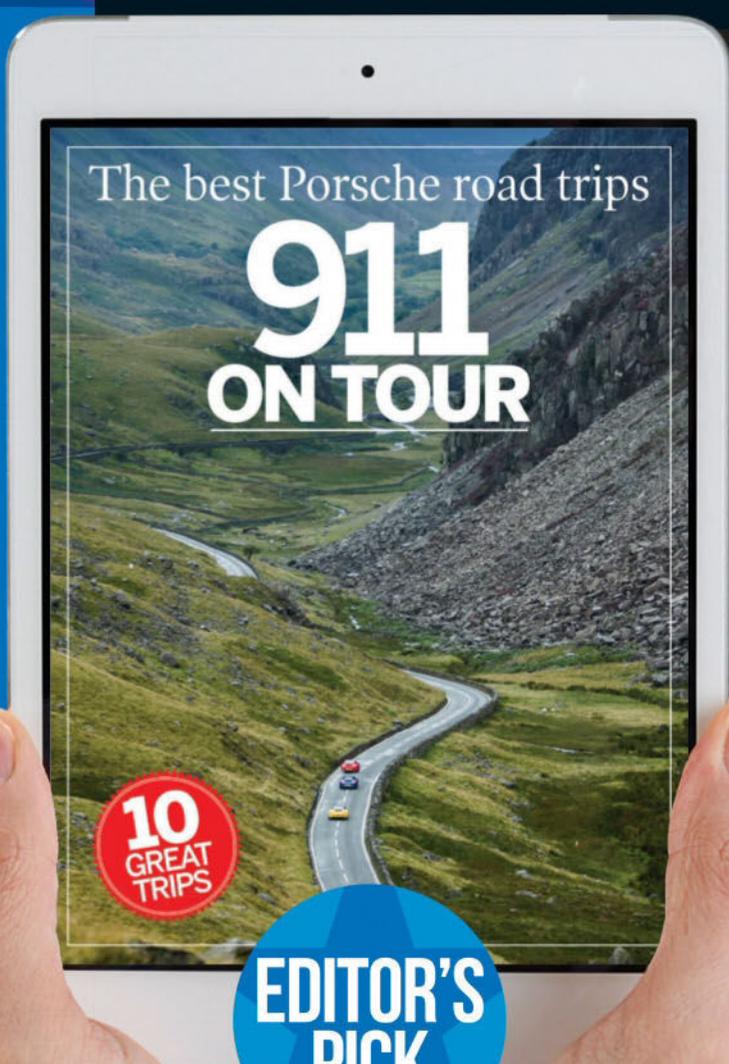


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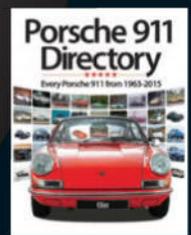
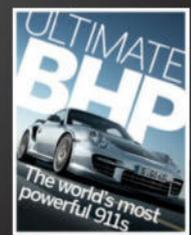
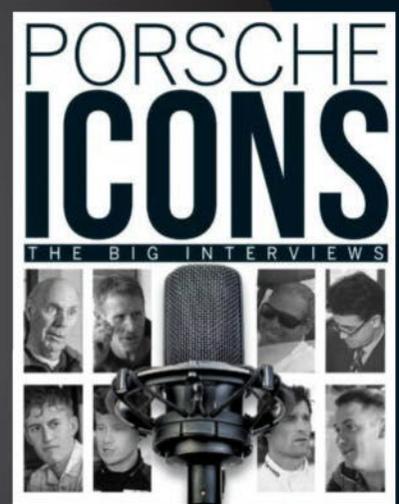
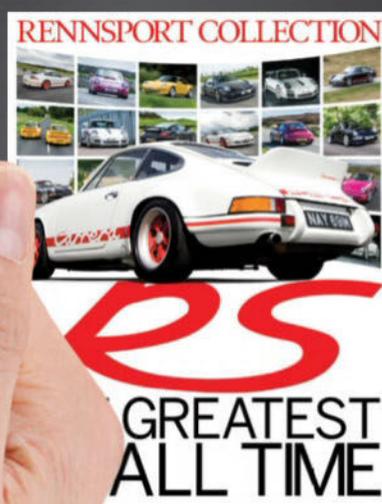
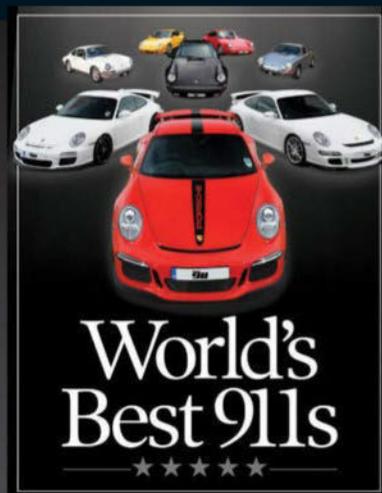


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EDITOR'S PICK



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Living the Legend

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



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

Luftgekühlt, Loofkoold or Lufftcool is probably one of the hardest to pronounce events I have ever attended but it is easily my all time favourite air-cooled Porsche meet. I've shortened the event name to L3 for the purposes of this article, as it was the third occurrence of this Los Angeles Porsche get together. And what an event it was!

By now any social media user has been inundated with images of L3, showing the insane selection of 300 plus of the most interesting and diverse air-cooled Porsches in North America. The format of the event is perfect in my opinion. There are no parades, competitions, judges or obsessive polishing. It's a laid back informal gathering of folks who love classic Porsches in all shapes and sizes.

The venue, Modernica's manufacturing facility, was a great industrial backdrop for the stunning selection of cars but 'venue' doesn't do it justice, as it was more of a partnership, with manufacturing of limited edition air-cooled-themed seating during the event. And the cars were most definitely the stars of the show, as every direction you looked there were unique and interesting Porsches to be seen. There were cars

with notable racing credentials, rare low production unicorns like the 993 GT2 and 959, custom outlaws from Emory, Bisimoto, Singer, RWB, Magnus Walker, and many personal creations, too.

Of particular interest were the huge crowds drawn by some of the cars with 'patina', especially Mark Pribanic's well-driven baby blue 356. The popularity of these authentically aged cars is brilliant as folks are drawn to these cars, which are used and enjoyed regularly. While I wouldn't describe this as a new phenomenon, it's definitely growing in popularity, but have we reached 'peak patina' yet?

Well known personalities from the Porsche world were in full attendance; Jeff Zwart, Patrick Dempsey, Magnus Walker, Jerry Seinfeld, Rod Emory, Antonio Kawage and many more. What's cool about these guys is that they were there as car guys to enjoy the cars not as VIPs behind the velvet rope. Beyond the 'personalities' it was a chance to turn so many virtual connections into real life meetings. It was a surreal experience as many conversations began: "What's your Instagram name?" and continued, "Oh we're friends online." In

particular, we've developed an online group of five friends into five air-cooled Porsche brothers, whom we've dubbed 'The Luft5'.

There's a lot more to the show than just looking at all the cars: a custom safari 911 build was prepared by notable members of the Porsche community and auctioned with all proceeds benefitting the Autumn Leaves Project, a charity dedicated to funding pancreatic cancer research, with the grand sum of \$275,000 going to the charity.

A huge round of applause to the chaps responsible for making my dream 911 gathering happen, Howie Idelson and Patrick Long. Now I'm wondering: how on earth can they top the event for L4?



James McArthur
Houston, Texas

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

**2011 997.2
GT3 RS &
2015 991 GT3**



Tony McGuinness
San Diego, USA

Dates acquired:
February 2011 &
December 2014



April was a great month for driving both the GT3 RS and the 991 GT3. The weather was perfect as is usually the case in San Diego. Every weekend during the month I took the 911s out to experience some of the great roads in San Diego County. On a recent drive with some other 911 owners, we headed over to the hills east of the Pacific Ocean for an epic drive.

On the last leg of the drive back to Carlsbad, a cockpit warning light in the 991 GT3 came on stating, "Oil level above maximum. Consult a workshop. Driving permitted." It was a strange time for the warning light to come on as the car had its first oil change in December of last year. I had driven hundreds of miles since the oil change so I was a bit perplexed.

Fortunately for me, one of the things you never have to worry about in Southern

California is being too far away from a Porsche dealer. There are approximately 13 Porsche dealers in Southern California, with two of them being in San Diego County. As with a toothache that goes away when you visit the dentist, the warning light disappeared as soon as I pulled into Hoehn Porsche. The dealer noted that the oil sensors are very sensitive and a quick visit to the Porsche forums online indeed confirmed this.

I do admit I miss the old days of measuring oil the old fashioned way! While the warning light has not come on since then, they offered to change the oil free of charge while I was there. How could I turn that down?

While they did that, I just had to have a browse through their selection of Porsche items in the Driver's Selection section of the dealership. I am safer there than in the showroom! The last time I was in the showroom, I left with a GT3!

**1994 993
Carrera 2**



Kyle Fortune
Warwickshire, UK

Date acquired:
December 2014



The forums terrified me: that hole in the fan shroud of the 993's engine bay could be a nightmare to sort, apparently. Autofarm ordered me the piece, Mikey Wastie saying it's a five minute job that is dead easy. Who to believe? Turns out Wastie was right, in so much as it was pretty simple to do, though I'll admit it took a bit longer than five minutes. My tip? Remove the bolts entirely, as slipping it around them – as you might think looks simple – isn't easy.

If you're looking at the main picture and wondering why there's a badminton racket there, it's because the engine lid struts are past their best (the racket worked a treat, mind!). Otherwise the 993 has been taxed, had a quick wash (hose-off and dust rather than full-on valet and polish) and will be heading up to Scotland next weekend – where it will be in good company with Editor

Lee's 996. It might well be my last big run in my 911, as I'm thinking it's time to move it on in order to proceed with our house renovation plans. A few days in it on those roads might just convince me otherwise – after all, you can't drive extra bedrooms...



**1997 Cup
& 2014 991
Carrera S**



David Grover
Harpenden, UK

Dates acquired:
July 2015 &
March 2016

Now in our second month of ownership and with the weather getting much better, it is time to start enjoying our 991 2S Cabriolet properly. There is a technical issue to resolve first though, which is that the sat nav resets itself to the automatic voice each time you start the car, which is somewhat annoying. This must be a software fault, as it doesn't happen on our 2014 Cayenne and the solution of turning the voice off, which works on that car, doesn't work on the 991. To me, the sat navs are identical in look and function. So this is puzzling and no online forums can provide a solution. I suspect a trip to our OPC is needed for this and now the Cayenne, of course, needs to go too, in regards to the brake pedal recall notice that we recently received, which has also been in the press.

The 991 has also been cleaned for the first time and while 'immaculate' in the showroom, the cleaning process always uncovers a few marks that the hand picks up but the eye misses. The car only had a few thousand miles on the clock but its 12 months of road time since 'birth' has clearly collected a few scars. Its grey colour helps hugely in disguising them. But not to worry, this is an everyday car, left outside, looked after and respected but not closeted, so it's less of an issue.

It does, however, drive well. The first 991 model we have had, the wider track and length seem to make it slightly more stable but it's got plenty of go in the standard S engine to have some fun – the switchable exhaust though, is a must so you can hear that flat six, and it is therefore on whenever it's possible to use it. It's not like a GT car and, for us, it wasn't meant to be either.



Neither does that engine have the rasp of the air-cooled versions; a recent re-awakening of those for me has been watching the TV programme, *The Bridge*, where Saga Norén drives a beautiful classic. It's a step up in every respect from the 997 variants, though, that I have been used to, and there is no reason for me to want to ever go back to that era, despite how great it was at the time.

The past few months have been taken up with planning a big road trip after the summer holidays to the South of France and Italy, then back home over the Alps. We will take the 991, which seems to be the perfect tourer for such a trip – roof down, plenty of storage space, cruising the Mediterranean in September. All hotels and arrangements are now sorted so now it's just the wait. I reckon it will provide a comfortable choice, too, for over 2,000 miles of motoring, the fully adjustable seats are so easy to change to suit each day, mood and back ache issue! Our other car choice has fixed carbon fibre seats, so it is less appealing for a 'gentle tour' over mileage like that.

Since the last issue, we have settled the insurance on the 997 Cup car, which has been written off. Such a great shame after the effort and preparation that was put into it to get it



ready for this year's GT Cup season. Still, after some niggling personal injuries post-crash, I am medically in fine form again, providing a glimmer of hope to have another go in the future. We have a good spares package now, which will gradually filter out through eBay for any perfect condition parts that you may be looking for, so let me know if you are after anything – I might just be able to help.

It's been an interesting 911 month for other reasons too, with more news breaking of a potential GT2 RS coming to the market. I have already been expressing interest in this and any Gen2 GT3 RS that might come to my OPC, and that interest has been registered. I missed out by one slot on the 991 RS, hence the Cup car purchase, so now I need to be patient and perhaps a bit luckier.

My ambition though, is to use them if I get lucky enough to get one or more, like any Porsche should be used. They should not be garage queens that are moved on for a profit within six months, which I have found most frustrating with the current RS, and I don't think I am alone here. When you check the sales forums and sites there are a large amount of available cars – in fact, it seems that most of the UK allocation is on sale!

**1999 996
Carrera 4**



Rob Clarke
Bristol, UK

Date acquired:
February 2014



Another month has flown by and I've still not managed to sort out a new exhaust. I am disappointed in myself as this was something I have been looking forward to, but now the reality is I have to choose one. There are many out there and I like the idea of having

some form of switch to make it loud, but finding an example that has the balance of attempting to be quiet at 6.30am versus a sporty rasp when I want to drive a bit more enthusiastically is tricky.

We are ever closer to the arrival of our Macan, and as a result we were invited to



the launch of the 718 Boxster at Bristol OPC, otherwise known as Dick Lovett. This event was more widely attended than the Gen2 991 launch that took place a few months ago due to the lower entry price point for the new flat-four Boxster.

For me, the highlight wasn't the new 718, or in fact the Miami blue 911 displayed in the workshops. Instead, it was a classic 356 – what a piece of art! Anyway, hopefully next month I will have made a decision on my 996's exhaust as it's now sounding bad!

2010 997.2 Turbo



Joe Croser
Northamptonshire, UK

Date acquired:
December 2015

“See that cone?” my instructor Martin Poole asked in his melodic Welsh accent. “Yes,” I replied with some hesitation. “That’s the most beautiful cone you’ll ever see,” he said. “I bet you can’t take your eyes off it. It’s a stunner, a real beauty.”

And so went my briefing before driving (for the second time) over the kick plate onto the slippery water-drenched surface at Porsche’s Experience Centre, Silverstone. The first time I had entered too quickly and my car had spun. Apparently, I hadn’t kept my eyes on my direction of travel. “When you’re going sideways this time, keep your eyes glued on that cone and steer towards it,” Martin continued.

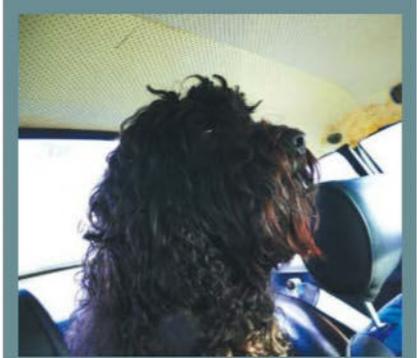
His advice was good! With a slower entry speed and a gaze fixed on that cone, I managed to tame the skid that followed when the kick plate thrust my rear wheels sideways. “Better!” said Martin. “You kept your eyes on the cone but you need faster hands to catch the skid sooner. Go again.” Fast forward a few runs and I was managing to eliminate any skid by quickening my reactions to the point where it was tamed before it really took hold.

I’d been looking forward to this day for nearly two months and was joined on this sunny morning by 30 other PCGB members. Our mission: 90 minutes of track time with an advanced driving instructor to hone our driving skills in our own car. After a track rules briefing we met our instructors and took to the track.

I started on the larger Handling Circuit, which was designed to replicate a challenging country

road – and boy was it challenging! I was asked to describe each corner as we approached to get a feel for what I was seeing. “That’s funny,” Martin said after I had described a ‘left-right’ part of the track. “I’d never describe it the way you just did. That’s a straight with a tight right-hander at the end.” Under Martin’s guidance I adjusted my lines into preceding corners so that I could amend my exits and drive the ‘straight line’ into the ‘tight right’ beyond. “That’s better!” he smiled. It was better. We then went over to the ‘Straights’ to practice hard braking. Naturally, you have to go very, very fast, which the Turbo does effortlessly. I accelerated to 90mph in under six seconds before hitting the brakes to stop in a fraction of the time. It’s a bonkers car!

Soon our 90-minute session was up; I was buzzing. Back in the hospitality area I chatted with other members and my pal Mike, who’d come to watch while his 997.1 C2 was in for service. Which reminds me, as I drove into the OPC I spotted a brand new 991 GT3 RS in Voodoo blue. Naturally, I went for a look and snapped a few pics. It would be rude not to!



1967 912 & 1979 911 SC

Sean Parr
Harpenden, UK

Dates acquired:
2014 & 2015

Well after the last few months’ feverish work on the 912 and the glacially slow progression of the 911, little has happened this month. The 911 now has a warm up regulator for its K-Jetronic fuel injection system sorted, after a rebuild from KMI Engineering who are renowned for their work on these systems. The improvement is extraordinary according to Robin at Auto-Umbau, but I’m yet to see the outcome as there are some final bits that need sorting before I can finally have the car back.

After nearly 12 months waiting for the car, I have somewhat fallen out of love with it and am also in a home-based situation where my wife is suggesting that two Porsches are not compatible with a husband refusing to consider an extension to the house, and as such, I will be selling the car when it returns to me. It is now in amazing condition and will be a real head turner, but if I can only have one car (and I really can!) it has to be the 912. If you have any interest in seeing the 911, please ask Lee to put you in touch with me.

I had a fantastic drive out through the Chiltern Hills in the 912 at the weekend, enjoying the amazing weather we’ve been having! We had Ben Pearson staying with us for the weekend and we went out for a blast with Bill, my dog, in the rear seat! Bill loves the opening rear windows in the 912 and Ben, with his luxuriant moustache (going toe to toe with Bill in the hirsuteness stakes), thoroughly enjoyed the front opening vents, although I did see him grabbing very hard on the dashboard edge, digging the nails into Barry Whites back, as the carpet covers the cracks in the dash after 30 years in the Californian sunshine! A great drive in a great car topping off a fantastic weekend.

1982 SC & 1989 964 Carrera 4



Gina Purcell
Oxford, UK

Dates acquired:
April 2014 & September 2004



It’s been ‘the other’ 911’s turn for attention recently, namely my husband’s 3.2, Sabine. We are planning a driving holiday down through France and into northern Spain this summer, so it seemed prudent to set aside the SC and 964’s minor ailments and start preparing her for the trip.

There was a long list of little and large jobs for the boys at BS Motorsport. The ‘large’ included Sabine’s rear window seal, which had started to shrink and pull; her front brake calipers were beginning to ‘moan’ under a light load; Alan wanted braided metal brake hoses fitted; and an oil leak between the gearbox and engine also needed sorting out.

The ‘little’ jobs list consisted of interior light gremlins and the fitting of new wheel centres and a bonnet badge, which had disintegrated. In the end, the rear screen needed removal and



a new seal. The calipers were replaced and the oil leak was traced to the gearbox main seal and fixed. A new clutch was also fitted when the engine and gearbox were out of the car. With new oil and fluids, she was feeling good as new. There had been some gearbox ‘chatter’ before this work, but everything was running smoothly and quietly afterwards.

Not sorting Steffi’s minor problems means that I’m getting more use out of her, so I have taken all possible opportunities to drive my lovely SC. Each and every journey in that car is a vortex of sensual delight!

Wolfi the 964 was previously in storage and waiting for his big day (big ten days, actually) at Center Gravity, which took place in early May. This is the beginning of preparations for an upcoming European driving trip later this year, and Wolfi’s first Euro adventure.



2005 997.1 Carrera S

Chris Wallbank
Leeds, UK

Date acquired:
November 2012

This month my photography work took me on an epic four day European road trip to the infamous Nürburgring in Germany and the iconic Spa Circuit in Belgium with Milltek Sport, as I was shooting their current development fleet. We weren't testing any 911 systems on this trip but if you're lucky enough to have visited the Nordschleife you will know there is never any shortage of drool-worthy old and new Porsches constantly trying to perfect the 12.9-mile challenging circuit!

So, as you can imagine, I was more than happy spending the day on various corners of the circuit, including the carousel, snapping away with the zoom lens on! During the space of just two hours I witnessed numerous 991 GT3 RSs, two 997 GT2s, three 996 GT3 RSs and the list goes on. Another Porsche specimen that was equally impressive was the Cayman GT4, those things stick to the racetrack like glue and are a good match for anything that dares come into their path!

It was a great four days and I even managed to grab a few amazing passenger laps with Nürburgring expert Dale Lomas from bridgetogantry.com in his Milltek-sponsored VLN Fiesta ST, in which he was achieving ten-minute laps! The only problem was that after a few passenger laps with Lomas and after watching how well all of the Porsche GT models stuck to the road, it just kept reminding me how much I feel the need to upgrade the standard suspension and geometry on my 997.

I'm currently trying to decide between the Bilstein and KW offerings, which both keep the use of PASM. Hopefully I will have finally made my decision by next month.

2003 996 Turbo



Joel Newman
London, UK

Date acquired:
April 2014



There's only one home of British motorsport, and this month it was time to test my mettle, and my metal, literally. I was at Silverstone for a full day's Open Pit Lane with Gold Track – "Britain's Best Track Day". Only time would tell.

Gold Track are rather strict in terms of the number of cars they allow, which means as a driver you can concentrate on your own line and performance, rather than constantly avoiding traffic. Their trackdays, I've been told, seem to attract some beautiful cars (think RSs, GT3 RSs, GT2s, Carrera GTs) that are piloted by drivers who obey the laws and respect each other's lines. That makes a huge difference to your confidence when driving on the edge of grip, especially when you lack experience.

My plan was simple: go slow, get a feel for the car, get an idea of the lines and then gradually push on. It didn't go quite to plan; although I know the layout and lines of the track in my head all too well, pushing the car through these lines at speed is a rather different matter. I was braking far too early, then far too late, I was missing apexes, losing the rear end under braking and losing my nerve keeping it floored onto the pit straight.

Slightly irritated with my performance, I headed in as my brakes began to fade a touch, though PSM and I had now become best friends. Realising my frailties, I decided to purchase a 30-minute coaching session. Chris, a race tutor for over a decade, jumped in the passenger seat to observe.

Straight away it was clear that my transitions from accelerator to braking, braking to power down, my feeding in of lock, and even my gear changes were all far too aggressive. Chris explained that racing is no more than physics; the most important aspect of improving is understanding how your inputs affect the balance of the car's weight.

Chris encouraged me to trim down and relax my inputs: "smoothness is key," he repeated. As I learned to gently apply and remove the brakes, speed increased rapidly and I began to use more of the track. My greatest leap in confidence came when approaching each steep corner; I learned to brush the brake pedal and then turn in, not to slow the car, but to bring the weight gradually over the front.

During my pre-tuition session I was the slowest car on the circuit through the bends, and I was overtaken on the straights by cars that carried far more speed – even if on paper they had no right to get past me. After the tuition, things changed: I was no longer an obstacle as I would say. I even managed 152mph on the Hanger Straight!

It was an amazing feeling to really push the Turbo past my comfort zone, and what surprised me most was ironically that the faster and more confident I became, the less stressful the experience was. I left the track impressed with the car; it was far more fun and forgiving on the limit than I expected. The only issue I have is my taste for circuit driving, which I now plan on doing a lot more of!

1979 930 3.3



Richard Klevenhusen
Rio de Janeiro, Brazil

Date acquired:
May 2012

Erratic fuel level readings on early 911s are a common issue. Fortunately, fixing this problem is a pretty straightforward job. It's more than likely the fault is caused by the fuel level sensor unit: the wires inside the sensor tend to break due to corrosion and the float itself may also become sticky inside the tube once the tolerances become very tight. Luckily, this is a DIY procedure to rectify.

Start by removing the carpet over the fuel tank and then remove the five screws securing the sensor, before removing the plug-protecting shield. Then, remove the electrical plug, allowing you to pull the sensor off. Make sure you remove the security pin from the new sensor and then simply reassemble the system following the opposite steps used when dismantling. You should now have a reliable fuel reading!



2013 991 Carrera



Ben Przekop
Georgia, USA

Date acquired:
January 2016

Sound is very subjective: what is beautiful music to one person can be irritating noise to another, and what is too loud for some people can be 'just right' for others. When it comes to the sound of a 911's exhaust, some hardcore enthusiasts revel in every sound from their engine and exhaust and for them 'it can't be too loud', while others enjoy a more subdued sound.

Porsche, therefore, has to strike a compromise when designing their exhaust systems to satisfy the largest number of people, and by definition that will leave some folks at either end of the spectrum wanting either a quieter or louder exhaust note, and for those folks Porsche has for many years offered Porsche Sport Exhaust (PSE).

Unlike other after-market sport exhausts that are much louder all of the time, PSE offers the ability to turn the system on or off, so you have the best of both worlds: a relatively quiet GT for when you need to talk on the phone or want to listen to music, or a louder and more involving sports car for when you are totally immersed in the driving experience and want to revel in the glorious sounds of the 'Zuffenhausen flat six symphony'.

This was one of the 'must have' options on my list when I started looking for my 991, because to my ears the standard 991 exhaust is just too muted, even with the 'Sound Symposer' bringing engine noise into the



cockpit, although that is a great innovation. But although the car I fell in love with had an incredibly complete list of options, PSE was not one of them. Luckily, this is one of those options that can be dealer installed and will work just as if it had been installed at the factory. So, shortly after taking delivery of my car I had it installed at Hennessy Porsche, and Certified Gold Technician Ralph Sims did a fantastic job.

Installing the new system means that all three silencers have been replaced by three new units that provide a 'shortcut' in Sport mode, which means the exhaust gases take a more direct route, resulting in a louder but richer set of sounds. PSE is automatically turned on in 'Sport' or 'Sport Plus' mode, or you can turn it on or off with the 'Sport Exhaust' button on the centre console.

So, how does it sound? Great! The louder exhaust note is not nearly the ear splitting shriek of a GT3 (been there, done that), but it does have a much deeper and louder voice that stays progressive through the rev range, never getting annoying or having any nasty resonance. It also has some truly delicious sounds on deceleration and overrun that I would describe as 'bubbles, woofs and pops', which never fail to put a smile on my face.

Before you install any Sport exhaust system, listen before you buy. Keep in mind that an aftermarket system that sounds awesome in the parking lot can have annoying resonance at certain rpm ranges, or be too loud even for hardcore motor heads at higher speeds. As I said, sound is very subjective, and PSE might not be your cup of tea, but it definitely is mine!

2004 996.2 Carrera 4



Lee Sibley
Bournemouth, UK

Date acquired:
February 2016



It's been another frenetic, action-packed few weeks of Porsche 911 ownership that, in the most part, has been fun. I started the month by joining the Porsche Club GB. I've always been impressed with the Club's bulging events calendar and relished joining a new community that's as passionate about Zuffenhausen's sports cars as I am. Membership to the Club also provides me with the opportunity to get a Certificate of Authenticity from Porsche, which will make for a nice touch to the 996's file (Joe Public has to pay a £60 fee for the same privilege).

My highlight of the month was taking the 996 to its first trackday (under my ownership at least!). Castle Combe was the venue of choice and I'll admit to having one or two nerves ahead of the first outing in my daily driver at the UK's most accident-prone circuit. 'What could possibly go wrong?' I asked myself as I tied the laces on my Piloti Prototipos, slipped my crash

helmet over my head and pulled on my grippy driving gloves.

I soon found my rhythm round the 1.85-mile track and was delighted in the 996's pedal positioning for easy heel-and-toe and quick pick-up in pace from the 3.6-litre flat six, thanks in no small part to the CSR lightweight flywheel affixed to it. Most impressive was the car's sound track: those Milltek rear silencers gave the car a gruff bark more reminiscent of a 964 on full song. All in all, I loved it.

My exploits at Castle Combe put an end to my rear Continental Contact Sport tyres, which otherwise gave excellent grip through a range of temperatures and the sort of progressive feel I relish when pushing sports cars. I was suitably impressed by the 996's poise offered from those stiffer Bilstein PSS10 coilovers too, though I've identified thicker anti-roll bars as the next step to shoring up the chassis of my brilliantly plucky C4. I hope to have this in place

in time for my next trackday, which I've already booked through the Porsche Club, at Brands Hatch in July.

Now, I said this month has been 'mostly' fun, and that's because I've suffered my first 996 faux pas. Granted, it's nothing major, but I'm sure you'll agree it certainly is comical: while on an evening drive out with three other local Porsche 911 owners to a lovely little restaurant by the sea, I noticed when indicating right the indicator stalk would immediately snap back from 'up' to its middle position. Meanwhile, indicating left meant the stalk would stay locked in the 'down' position, never to return to centre. A technician at my local Porsche Centre later told me he's seen it happen before, and the only fix is a new indicator stalk. The cost of the part from Porsche? £491 including VAT. I'll leave that with you while the figure sinks in...



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Everything you need for your 911

Bilstein

We go behind the scenes at the German suspension manufacturer's UK HQ



Data file

Full specs, ratings and market values of every 911, including the new 991 R, can be found beginning on page 86

Plus

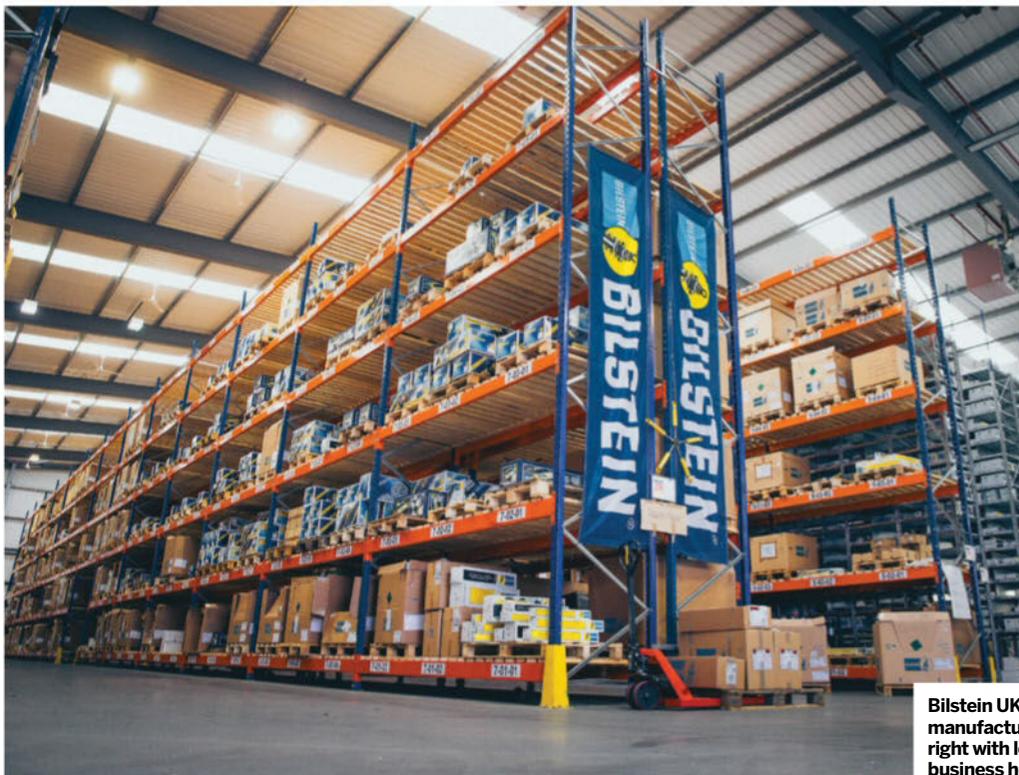
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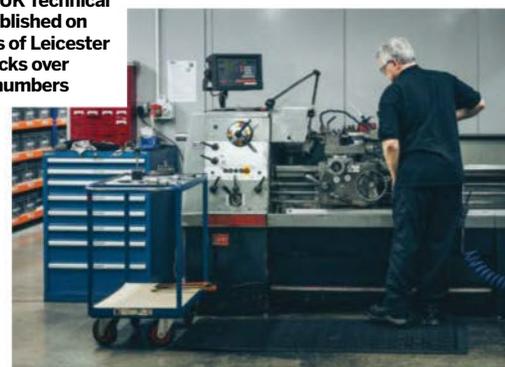
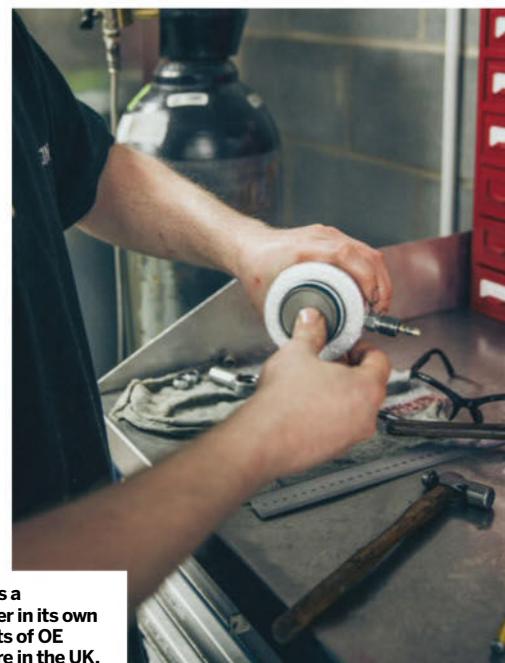
BILSTEIN UK

Written by **Ben Chandler**
Photography by **Mark Riccioni**

Total 911 visits
suspension innovator
and long-term Porsche
partner Bilstein at its
UK Technical Centre



Bilstein UK is a manufacturer in its own right with lots of OE business here in the UK. The Bilstein UK Technical Centre, established on the outskirts of Leicester in 2000, stocks over 6,000 part numbers



Over the years we've been fortunate to visit a large number of businesses in the automotive industry across the globe. Going somewhere new for the first time is almost always interesting and heading to Bilstein, our thoughts were no different. From a German perspective, Bilstein is one of the most recognised suspension innovators in the world. So what are we doing visiting a Bilstein outpost in the UK?

Admittedly, the thought of testing suspension on the road or at the track sounds much more exciting than going for a walk around a warehouse facility on the outskirts of Leicester. That is until we arrive at said 'warehouse' and meet Aaron Quilter. Quilter is Bilstein UK's Aftermarket Manager, and having been at the UK company from its early beginnings in 2000, it is clear that he's very proud to be what is known at the company internally as a 'Bilsteiner'. You only need take a swift glance at the place and you can see why he has every right to be more than satisfied with his chosen working environment. Bilstein UK is a like a military operation.

So where did it all begin for one of the most famous names in suspension? Oddly enough, it started with windows. We jest not. August Bilstein laid the foundations for Bilstein in 1873 in Altenvoerde, part of Germany's Westphalia region, and nobody at the time had any idea of the influence the company's products would one day

have on the driving comfort and safety of Porsche cars. Of course, at that time, the company was not known for suspension at all. Instead, it was made famous by its metal window fittings, sold under the catchy name of AUBI (an abbreviation of August Bilstein), and this fame soon spread overseas.

There are a lot of surprising facts about Bilstein, which are made all the more delightful thanks to the understated nature of the UK operation. The building itself is rather like a TARDIS. Once you're through the front door, the facility is certainly much larger than it appears from the outside. Anyway, before we talk you through Bilstein UK and their capabilities, back to the facts (and a short history lesson).

Bilstein began manufacturing suspension in the same decade that Butzi Porsche sketched out the 911. Over 60 years ago, in 1954, Bilstein was the first to realise the potential of an idea put forward by Professor Bourcier de Carbon, a French researcher in the field of vibrations. The aim was to make the dampers lighter and able to be fitted in any position, while eliminating the physical disadvantages of conventional telescopic shock absorbers. Thus, the monotube gas-pressure shock absorber was born.

Much like Porsche and the 911, Bilstein put enormous effort into development, along with substantial investment in the necessary production facilities, in order to achieve this ambitious target. And it most certainly paid off. Gas pressure

technology is now used in all types of telescopic shock absorbers developed for use on powerful, premium cars and you'll find Bilstein suspension on every car that leaves the Porsche factory. A truly incredible achievement.

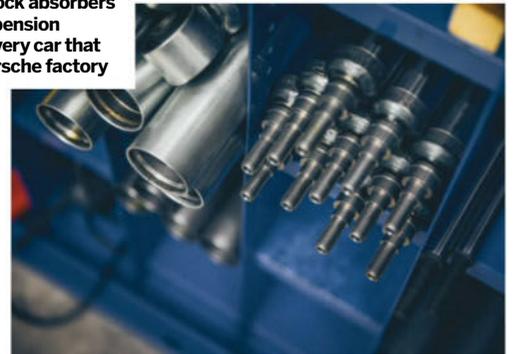
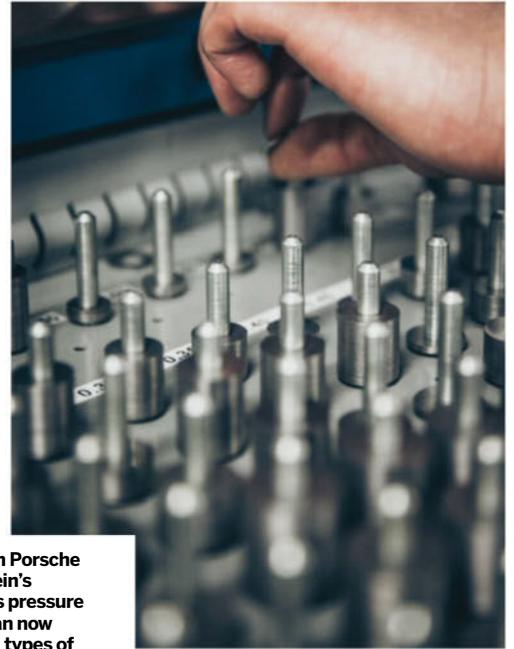
The next natural question is how has Bilstein built one of the most recognisable brands in motorsports and performance motoring? Back in 1961 Bilstein entered into motorsport and this has played an important part in the driving dynamics of today's road-going Porsche models. Why? We'll allow Steffen Zacharias, Bilstein's Director of Motorsport, to explain.

"For almost 50 years now, the Nürburgring and its Nordschleife in particular has been one of the most important racetracks for Bilstein's shock absorber development," reveals Zacharias. "The level of varied demands a suspension system has to cope with can, quite simply, be found at no other racing circuit. The Nürburgring Nordschleife represents the optimum racetrack for Bilstein to demonstrate our competence in the shock-absorber development area."

It's this pursuit of absolute excellence that filters down through everything the company does. We ask Quilter about stock levels and he's very open. "Usually we carry over 6,000 part numbers but we're a little light here in the UK right now with maybe 80 per cent of our catalogue available for next-day delivery." So if a customer requires



As a long-term Porsche partner, Bilstein's innovative gas pressure technology can now be found in all types of telescopic shock absorbers and their suspension features on every car that leaves the Porsche factory



“Bilstein began manufacturing suspension in the same decade that Butzi Porsche sketched out the 911”

a replacement damper for a Porsche 997 Turbo, for example, they can have this the following day? “Absolutely!” Quilter smiles. It gets better when we ask if the same customer could have a coilover kit for their 997 Turbo. “With or without PASM?” Is Quilter’s reply. Prepare to be enlightened... “Being involved in OE development allows Bilstein to get a deep understanding of how the cars’ suspension performs. So with Porsche in particular, Bilstein develops suspension on all of the brand’s models,” says Quilter. “For example, PASM was a project that Porsche and Bilstein collaborated on, a system that the two companies developed in harmony.”

From a tuning point of view, this means that Bilstein offers a plug and play solution for Porsche cars that were equipped with PASM from the factory. If you are looking to upgrade your dampers

to Bilstein’s B6 product or for Bl6 full coilover suspension, then the company’s products will plug into your original equipment PASM connectors and integrate seamlessly, allowing you to still use the factory PASM button. For Quilter, this is the perfect solution because, “When you are tuning a car, you should be making it more focused without losing any of its functionality.”

Perhaps, then, this enviable heritage and technology explains why the legendary Walter Röhrl is a Bilstein brand ambassador. And like Mr Röhrl says, “What’s important is not the speed at which I do something, but the degree of perfection with which I do it. Simply put, when I do something, I want to do it perfectly.” If Bilstein is the suspension of choice for a gentleman who can pilot the Carrera GT around the Nürburgring

Nordschleife in an astounding seven minutes and 28 seconds, then that’s more than good enough of an appraisal for us. **911**

Company profile

- **Founder:** August Bilstein
- **First opened:** Established 1873 in Ennepetal, Germany and UK Technical Centre opened in 2000
- **UK Location:** Leicester, UK

Contact

- **Website:** www.bilstein.com
- **Telephone:** +44 (0)116 289 8345



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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 carburetors.

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) ■

911 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 Biral aluminium/iron items, which gave more efficient cooling, and carbs instead of fuel injection.

Production numbers:	6,318
Issue featured:	127
Engine capacity:	1,991cc
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 carburetors led to the relatively lower power output of 130bhp despite the new 2.34lcc engine size.

Production numbers:	16,933
(including F series)	
Issue featured:	n/a
Engine capacity:	2,341cc
Compression ratio:	7.5:1
Maximum power:	130bhp @ 5,600rpm
Maximum torque:	197Nm @ 4,000rpm
0-62mph:	7.6sec
Top speed:	128mph
Length:	4,163mm
Width:	1,610mm
Weight:	1,077kg
Brakes:	
Front:	282mm discs
Rear:	290mm discs
Wheels & tyres:	
Front:	5.5x15-inch; 165HR
Rear:	5.5x15-inch; 165HR

★★★★★

(E series) ■

911S 1972



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

Production numbers:	5,054
(including 1973)	
Issue featured:	120
Engine capacity:	2,341cc
Compression ratio:	8.5:1
Maximum power:	190bhp @ 6,500rpm
Maximum torque:	211Nm @ 5,200rpm
0-62mph:	5.6sec
Top speed:	140mph
Length:	4,163mm
Width:	1,610mm
Weight:	1,077kg
Brakes:	
Front:	282mm discs
Rear:	290mm discs
Wheels & tyres:	
Front:	6x15-inch; 185/70/R15
Rear:	6x15-inch; 185/70/R15

★★★★★

(F series) ■

Carrera 2.7 RS 1973



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

Production numbers:	1,590
Issue featured:	106
Engine capacity:	2,687cc
Compression ratio:	8.5:1
Maximum power:	210bhp @ 6,300rpm
Maximum torque:	255Nm @ 5,100rpm
0-62mph:	5.8sec
Top speed:	152mph
Length:	4,163mm
Width:	1,610mm
Weight:	975kg (Sport)
Brakes:	
Front:	282mm discs
Rear:	290mm discs
Wheels & tyres:	
Front:	6x15-inch; 185/70/R15
Rear:	7x15-inch; 215/60/R15

★★★★★

(F series) ■

911E 1973



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

Production numbers:	4,406
(including E series)	
Issue featured:	117
Engine capacity:	2,341cc
Compression ratio:	8.0:1
Maximum power:	165bhp @ 6,200rpm
Maximum torque:	206Nm @ 4,500rpm
0-62mph:	7.5sec
Top speed:	137mph
Length:	4,163mm
Width:	1,610mm
Weight:	1,077kg
Brakes:	
Front:	282mm discs
Rear:	290mm discs
Wheels & tyres:	
Front:	6x15-inch ATS; 185HR
Rear:	6x15-inch ATS; 185HR

★★★★★

(I & J series) ■

911 Carrera 3.0 1976-77



Not sold in the US, the Carrera 3.0 was basically the same model as the previous Carrera, only fitted with a new 2,994cc engine, essentially from the 911 Turbo.

Production numbers:	3,687
Issue featured:	125
Engine capacity:	2,994cc
Compression ratio:	8.5:1
Maximum power:	197bhp @ 6,000rpm
Maximum torque:	255Nm @ 4,200rpm
0-62mph:	6.3sec
Top speed:	145mph
Length:	4,291mm
Width:	1,610mm
Weight:	1,093kg
Brakes:	
Front:	282mm discs
Rear:	290mm discs
Wheels & tyres:	
Front:	6x15-inch; 185/70/R15
Rear:	7x15-inch; 215/60/VR15

★★★★★

930 3.0 1975-77



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

Production numbers:	2,850
Issue featured:	116
Engine capacity:	2,994cc
Compression ratio:	6.5:1
Maximum power:	260bhp @ 5,500rpm
Maximum torque:	343Nm @ 4,000rpm
0-62mph:	5.5sec
Top speed:	155mph
Length:	4,291mm
Width:	1,775mm
Weight:	1,140kg (1,195kg from '76)
Brakes:	
Front:	282mm discs
Rear:	290mm discs
Wheels & tyres:	
Front:	7x15-inch; 185/70/R15
Rear:	8x15-inch; 215/60/VR15

★★★★★

930 3.3 1978-83



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

Production numbers:	5,807
(plus '78-'79 Call cars)	
Issue featured:	116
Engine capacity:	3,299cc
Compression ratio:	7.0:1
Maximum power:	300bhp @ 5,500rpm
Maximum torque:	412Nm @ 4,000rpm
0-62mph:	5.4sec
Top speed:	160mph
Length:	4,291mm
Width:	1,775mm
Weight:	1,300kg
Brakes:	
Front:	304mm discs
Rear:	309mm discs
Wheels & tyres:	
Front:	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:	8.5/8.6/9.8:1
Maximum power:	180/188/204bhp @ 5,500rpm
Maximum torque:	265/265/267Nm
0-62mph:	6.5sec
Top speed:	141/146mph
Length:	4,291mm
Width:	1,626mm
Weight:	1,160kg (1978)
Brakes:	
Front:	287mm discs
Rear:	295mm discs
Wheels & tyres:	
Front:	6x15-inch; 185/70/R15
Rear:	7x15-inch; 215/60/VR15

★★★★★

(B series)

911E
1968-69



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

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

★ ★ ★ ★ ★

(B series)

911S
1968-69



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

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

★ ★ ★ ★ ★

(C & D series)

911E
1969-71



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

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

★ ★ ★ ★ ★

(C & D series)

911S
1969-71



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

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

★ ★ ★ ★ ★

(C & D series)

911T
1969-71



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

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

★ ★ ★ ★ ★

(E series)

911E
1972



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

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

★ ★ ★ ★ ★

(F series)

911S
1973



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

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

★ ★ ★ ★ ★

(F series)

911T
1973



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

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

★ ★ ★ ★ ★

(G, H, I, J series)

Carrera 3.0 RS
1974



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

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

★ ★ ★ ★ ★

(G, H, I, J series)

911
1974-77



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

Production numbers: 9,320
 Issue featured: 121
 Engine capacity: 2,687cc
 Compression ratio: 8.0:1
 Max power: 148bhp @ 5,700rpm (165bhp from 76)
 Max torque: 235Nm @ 3,800rpm (4,000 from 76)
 0-62mph: 6.6sec
 Top speed: 130mph
 Length: 4.291mm
 Width: 1.610mm
 Weight: 1,075kg
 Brakes:
 Front: 282mm discs
 Rear: 290mm discs
 Wheels & tyres:
 Front & rear: 6x15-inch; 185HR

★ ★ ★ ★ ★

(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 that Porsche could go Group B rallying. Six Rothmans cars used fibre glass front wings and lid. Tuned 3.0-litre engine had its basis in 930's crankcase.

Production numbers: 21
 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

★ ★ ★ ★ ★

Carrera 3.2
1984-89



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

Production numbers: 70,044
 Issue featured: 114
 Engine capacity: 3,164cc
 Compression ratio: 10.3:1
 Maximum power: 231bhp @ 5,900rpm
 Maximum torque: 284Nm @ 4,800rpm
 0-62mph: 5.6sec
 Top speed: 152mph
 Length: 4.291mm
 Width: 1.662mm
 Weight: 1,210kg
 Brakes:
 Front: 286mm discs
 Rear: 294mm discs
 Wheels & tyres:
 Front: 7x15-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 callipers
 Wheels & tyres:
 Front: 8x17-inch; 235/45/ZR17
 Rear: 9x17-inch; 255/40/ZR17

★ ★ ★ ★ ★

Speedster
1989



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

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

★ ★ ★ ★ ★

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930 LE 1989



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

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



3.2 Clubsport 1987-89



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

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



964 Carrera 4 1989-93



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

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



964 C2 Speedster 1993-94



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

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



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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/ZR18
 Rear: 10x18 inch; 265/35/ZR18



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; 205/50/17
 Rear: 9x17 inch; 255/40/17



993 Turbo 1996-98



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

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



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993 Carrera S 1997-98



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

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



TO VIEW CALL: 07522 911 911

993 Turbo S 1998



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

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



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:	1,653mm
Weight:	1,350kg

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

Wheels & tyres:
Front: 6x16-inch; 205/55/ZR16
Rear: 8x16-inch; 225/50/ZR16

★★★★★

964 Turbo 1991-92



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

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

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

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

★★★★★

964 C4 Lightweight 1991



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

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

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

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

★★★★★

TO VIEW CALL: 07522 911 911

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:	4.5sec
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 bodysell, large rear spoiler and 18-inch Speedline wheels. Power came from a new 3.8-litre unit with hot-film air sensor and twin exhaust.

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

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

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

★★★★★

964 RS America 1993-94



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

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

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

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

★★★★★

993 Carrera 1993-97



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

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

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

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

★★★★★

993 Carrera 4 1994-97



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

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

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

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

★★★★★

993 Carrera 4S 1995-96



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

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

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

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

★★★★★

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

★★★★★

TO VIEW CALL: 07522 911 911

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

★★★★★

TO VIEW CALL: 07522 911 911

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:	4.2sec
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

★★★★★

TO VIEW CALL: 07522 911 911

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

★★★★★

TO VIEW CALL: 07522 911 911

996 Carrera 4S 2001-05



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

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

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

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

★★★★★

TO VIEW CALL: 07522 911 911

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

★★★★★

TO VIEW CALL: 07522 911 911

Sales debate: How do SSEs stack up against narrow-body 3.2 Carreras?



If you're in the market for a 3.2 Carrera but want to stand out from the crowd, you don't have many options. You could try and find a Clubsport version, however, you'll be landed with a significant premium over a standard car (think strong six-figure list prices). That leaves the Turbo-bodied 3.2 Supersport (also known as the SSE). With their added rarity compared to a narrow-shelled 911, SSE values are undoubtedly north of a normal 3.2, but by how much? We enlisted the help of two experts to give us a clearer picture.

"I sold a really good 3.2 narrow-body (which had done 70,000 miles) recently for £49,000. A 70,000-mile SSE, you would probably see on the web for the £70,000 mark," explains RPM Technik's Sales Director, Greig Daly. "They [3.2 SSEs] are probably worth a third more." However, Canford Classics owner and esteemed Porsche expert, Alan Drayson, doesn't feel the gulf between the two body styles is so big. "If you had two, like-for-like, maybe you'd pay between £8,000-£10,000 more for a Supersport, but it would have to be in very nice condition," he says.

Drayson is keen to point out that recent moves in the market make £70,000 3.2 SSEs unsustainable, if cars are actually selling already for that sort of money. "If a good 3.2 is £50,000 and then you have got a £20,000 rise to get your hands on a Supersport, you're now into 930 territory at £70,000-£80,000. So why would you buy a Supersport?"

What both specialists do agree on, however, is that, despite their appealing Turbo-like looks, 3.2 SSEs aren't always such an easy sell. "The narrow-body cars sell quicker, which may be for two reasons," Daly explains. "First of all, they are a lower entry point and also there is more choice of cars." Despite a recent customer specifically wanting a Supersport, Canford Classics is similarly sparse when it comes to SSEs: "The numbers are not huge; less than ten," reveals Drayson.

The added rarity of the SSE currently means that 3.2 Supersports are "more of a collector's car" according to Daly. While he appreciates that he's generalising, he feels "the guys that buy the wide-bodies have got a few Porsches already, whereas the standard 3.2s are bought by people who just want one as their 'weekend' car." That may not be quite the case going forward though, depending on which specialist has correctly called the market.

Gen2 996 C2 2002-04



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

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



Gen2 996 C4 2002-04



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

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



996 Anniversary 2003-04



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

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



Gen2 996 GT3 2003-05



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

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



997 Carrera S 2004-08



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

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



TO VIEW CALL: 07522 911 911

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



TO VIEW CALL: 07522 911 911

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



TO VIEW CALL: 07522 911 911

996 GT3 RS
2004-05



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

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



996 Turbo S
2004-05



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

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



997 Carrera
2004-08



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

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



997 GT3
2006-07



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

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



997 GT3 RS
2006-07



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

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



997 GT2
2007-09



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

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



TO VIEW CALL: 07522 911 911

Gen2 997 GT3
2009-12



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

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



Gen2 997 Turbo
2009-13



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

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



Gen2 997 GT3 RS
2009-12



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

Production numbers: 1,500
Issue featured: 125
Engine capacity: 3,800cc
Compression ratio: 12.2:1
Maximum power: 450hp @ 7,900rpm
Maximum torque: 430Nm @ 6,750rpm
0-62mph: 4.0sec
Top speed: 192mph
Length: 4,460mm
Width: 1,852mm
Weight: 1,370kg
Brakes:
Front: 380mm discs
Rear: 380mm discs
Wheels & tyres:
Front: 8.5x19 inch; 245/35/ZR19
Rear: 12x19 inch; 325/30/ZR19



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997 Speedster 2010



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

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



997 Sport Classic 2010



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

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



997 GT3 RS 4.0 2010



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

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



991.1 Carrera S 2011-15



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

Production numbers:	Unknown
Issue featured:	114
Engine capacity:	3,800cc
Compression ratio:	12.5:1
Maximum power:	400hp @ 7,400rpm
Maximum torque:	440Nm @ 5,600rpm
0-62mph:	4.5sec
Top speed:	188.9mph
Length:	4,491mm
Width:	1,808mm
Weight:	1,395kg
Brakes:	Front: 340mm discs Rear: 330mm discs
Wheels & tyres:	Front: 8.5x20 inch; 245/35/ZR20 Rear: 11x20 inch; 295/30/ZR20



991.1 Carrera 4 2012-15



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

Production numbers:	Unknown
Issue featured:	98
Engine capacity:	3,436cc
Compression ratio:	12.5:1
Maximum power:	350hp @ 7,400rpm
Maximum torque:	390Nm @ 5,600rpm
0-62mph:	4.9sec
Top speed:	177mph
Length:	4,491mm
Width:	1,852mm
Weight:	1,430kg
Brakes:	Front: 330mm discs Rear: 330mm discs
Wheels & tyres:	Front: 8.5x19 inch; 235/40/ZR19 Rear: 11x19 inch; 305/35/ZR19



991.1 Carrera 4S 2012-15



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

Production numbers:	Unknown
Issue featured:	118
Engine capacity:	3,800cc
Compression ratio:	12.5:1
Maximum power:	400hp @ 7,400rpm
Maximum torque:	440Nm @ 5,600rpm
0-62mph:	4.5sec
Top speed:	185mph
Length:	4,491mm
Width:	1,852mm
Weight:	1,445kg
Brakes:	Front: 340mm discs Rear: 330mm discs
Wheels & tyres:	Front: 8.5x20 inch; 245/35/ZR20 Rear: 11x20 inch; 305/30/ZR20



TO VIEW CALL: 07522 911 911

991 GT3 RS 2015-



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

Production numbers:	42 (UK)
Issue featured:	136
Engine capacity:	3,996cc
Compression ratio:	12.9:1
Maximum power:	500hp @ 8,250rpm
Maximum torque:	460Nm @ 6,250rpm
0-62mph:	3.3sec
Top speed:	193mph
Length:	4,545mm
Width:	1,880mm
Weight:	1,420kg
Brakes:	Front: 380mm discs Rear: 380mm discs
Wheels & tyres:	Front: 9.5x20 inch; 265/35/ZR20 Rear: 12.5x21 inch; 325/30/ZR21



N/A 991.2 Carrera 2015-



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

Production numbers:	Currently in production
Issue featured:	137
Engine capacity:	2,981cc
Compression ratio:	10.0:1
Maximum power:	370hp @ 6,500rpm
Maximum torque:	450Nm @ 1,700-5,000rpm
0-62mph:	4.2sec
Top speed:	183mph
Length:	4,499mm
Width:	1,808mm
Weight:	1,430kg
Brakes:	Front & Rear: 330mm discs
Wheels & tyres:	Front: 8.5x19 inch; 235/40/ZR19 Rear: 11.5x19 inch; 295/35/ZR19



N/A 991.2 Carrera S 2015-



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

Production numbers:	Currently in production
Issue featured:	132
Engine capacity:	2,981cc
Compression ratio:	10.0:1
Maximum power:	420hp @ 6,500rpm
Maximum torque:	500Nm @ 1,700-5,000rpm
0-62mph:	3.9sec
Top speed:	191mph
Length:	4,499mm
Width:	1,808mm
Weight:	1,440kg
Brakes:	Front: 350mm discs Rear: 330mm discs
Wheels & tyres:	Front: 8.5x20 inch; 245/35/ZR20 Rear: 11.5x20 inch; 305/30/ZR20



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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



997 C2 GTS
2010-12



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

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



997 C4 GTS
2011-12



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

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



997 Turbo S
2011-13



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

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



991.1 Carrera
2011-15



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

Production numbers: Unknown
Issue featured: 137
Engine capacity: 3.436cc
Compression ratio: 12.5:1
Maximum power: 350hp @ 7,400rpm
Maximum torque: 390Nm @ 5,600rpm
0-62mph: 4.8sec
Top speed: 179.6mph
Length: 4.491mm
Width: 1.808mm
Weight: 1.380kg
Brakes: Front: 330mm discs
Rear: 330mm discs
Wheels & tyres: Front: 8.5x19 inch; 235/40/ZR19
Rear: 11x19 inch; 285/35/ZR19



991 GT3
2013-



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

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



991 Turbo
2013-15



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

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



991 Turbo S
2013-15



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

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



991 Anniversary
2013-14



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

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



991 Carrera GTS
2014-



Big-spec GTS utilises wide body and a host of good options including Powerkit, PASM, Sport chrono, Sport exhaust to name a few, all for 47,000 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



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: 13.2:1
Maximum power: 500hp @ 8,250rpm
Maximum torque: 460Nm @ 6,250rpm
0-62mph: 3.8sec
Top speed: 201mph
Length: 4.532mm
Width: 1.852mm
Weight: 1.370kg
Brakes: Front: 410mm discs
Rear: 390mm discs
Wheels & tyres: Front: 9x20 inch; 245/35/ZR20
Rear: 12x20 inch; 305/30/ZR20



N/A
991.2 GT3
2016-

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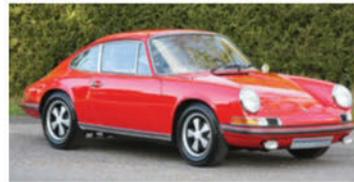
£249,995



911 Carrera RS (964 LHD)

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911 GT3 RS (997)

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911 GT2 (996)

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

£119,995



911 Carrera 4 S (991)

Basalt Black • Black Leather Sport Seats • PDK Gearbox • Touchscreen Satellite Navigation • 20" Carrera III Wheels 9,226 miles • 2013 (63)

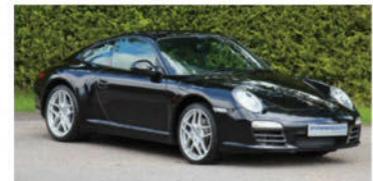
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911 Carrera 4 S (997)

Meteor Grey • Black Leather Seats • PDK Gearbox • Touchscreen Satellite Navigation • Switchable Sports Exhaust 42,289 miles • 2010 (59)

£46,995



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Basalt Black • Black Leather Seats • Manual Gearbox • Touchscreen Satellite Navigation • 19" Carrera 'S' II Wheels 20,128 miles • 2010 (59)

£46,995



911 (997) Carrera 2

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£39,995



911 Carrera 2 S (997)

Arctic Silver • Dark Blue Leather Seats • Tiptronic Gearbox • BOSE Sound System • Satellite Navigation • 19" Carrera S Wheels • 59,024 miles • 2004 (54)

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911 Carrera 2 S (997)

Arctic Silver • Dark Blue Leather Seats • Tiptronic Gearbox • Satellite Navigation • 19" Carrera 'S' Wheels • 67,632 miles 2004 (54)

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Boxster S (987)

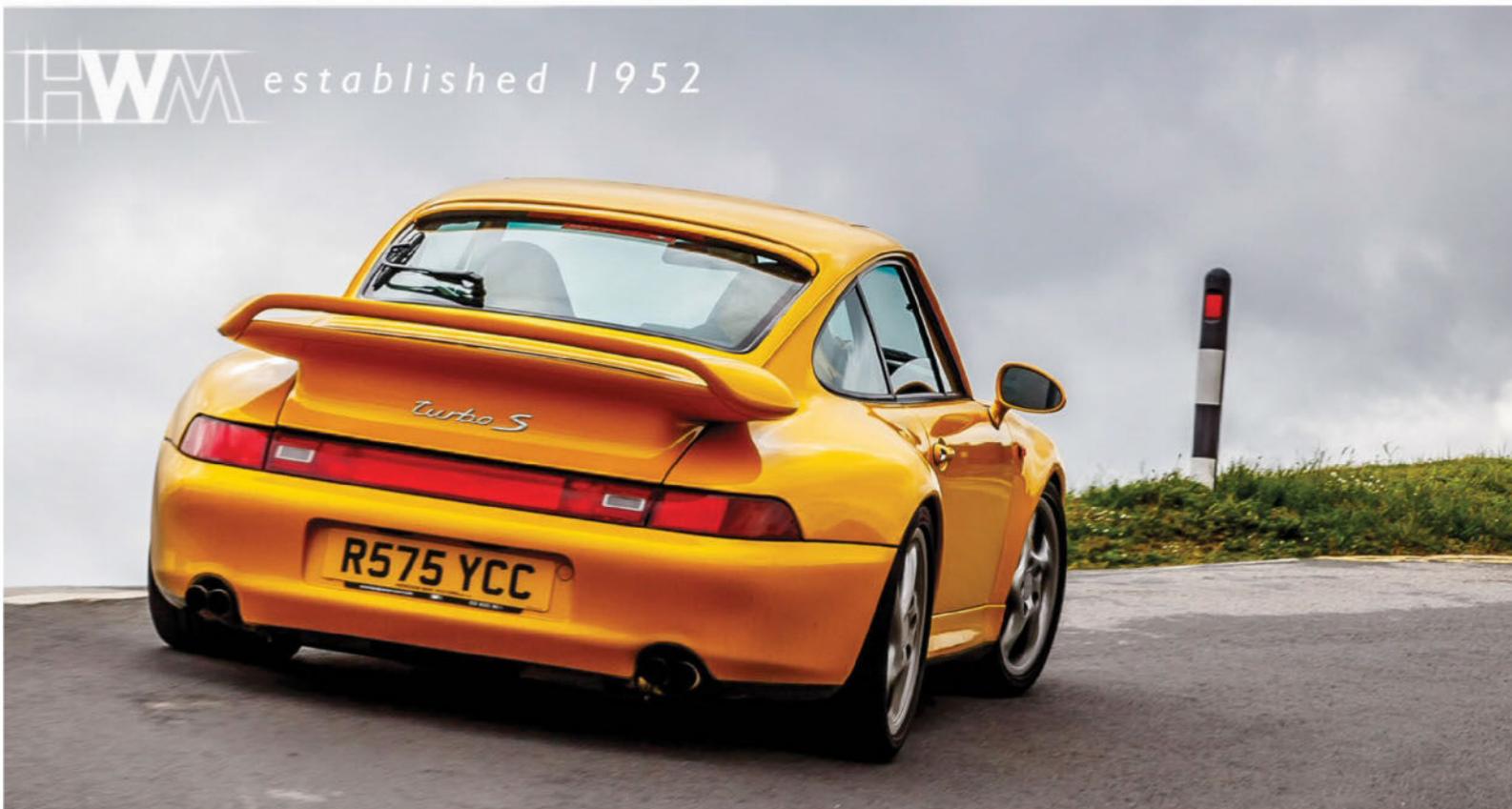
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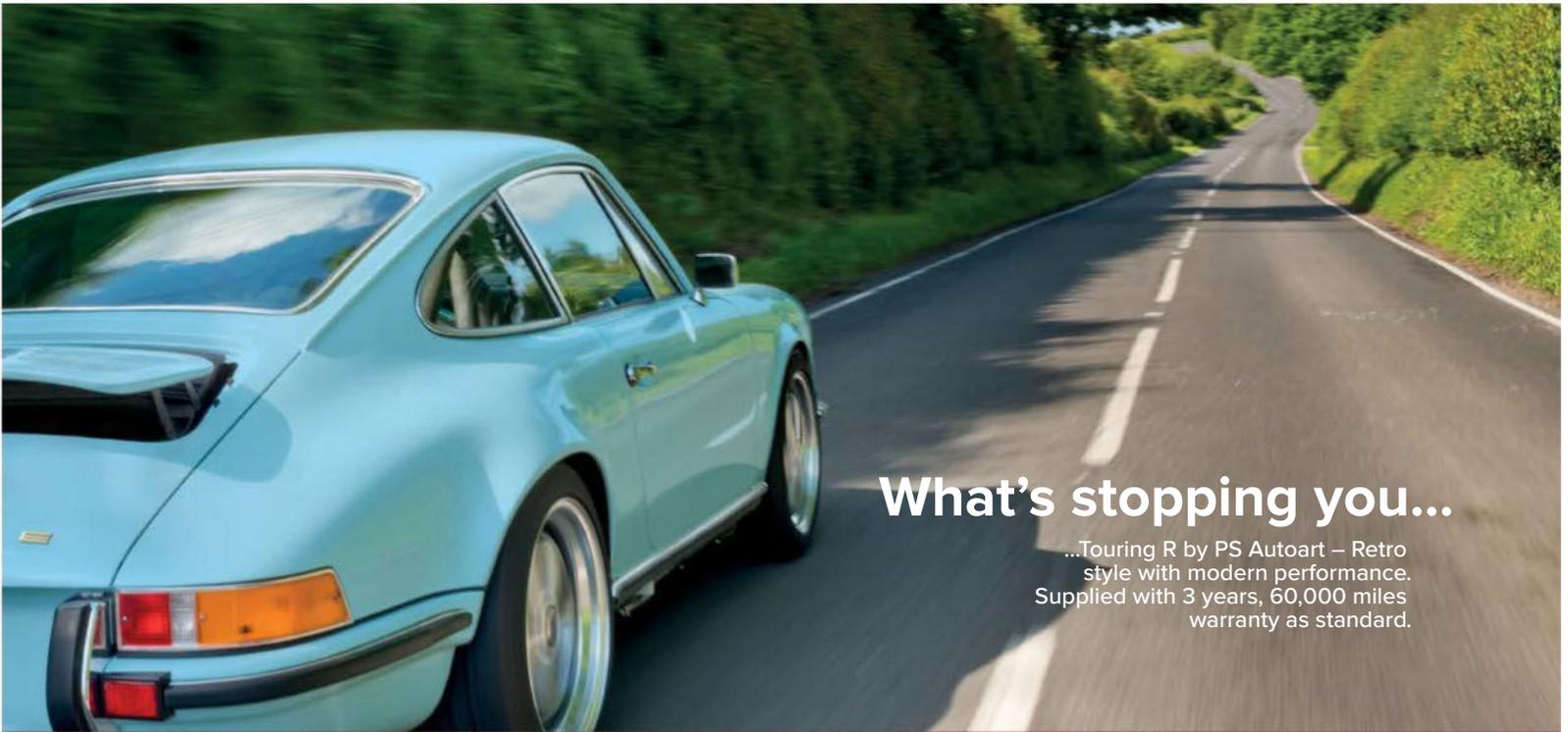
PORSCHE 997 GEN II GT3 RS 4.0 - 2011



PORSCHE 964 CARRERA 4 COUPE - 1989

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997 "2S" Gen 2 PDK (2010 - 10)
White with Black Leather, Sat Nav,
37k miles.....**£48,000**



997 "2S" Gen 2 3.8 PDK (2010 - 60)
Meteor Grey with Black Leather, Sat Nav,
48k miles.....**£45,000**



997 "2S" Gen 2 3.8 PDK (2010 - 59)
Red with Black Leather, Sat Nav,
54k miles.....**£43,000**



997 "C2" Gen 2 3.6 PDK (2009 - 09)
Basalt Black with Black Leather, Sat Nav,
31k miles.....**£40,000**



997 "4S" 3.8 (2007 - 57)
Meteor Grey with Black Leather, Sat Nav,
41k miles.....**£36,000**



996 Turbo 3.6 Tip (2002 - 52)
Seal Grey with Cinnamon Leather, Sat Nav,
70k miles.....**£36,000**



997 "4S" 3.8 (2007 - 07)
Basalt Black with Black Leather, Sat Nav,
36k miles.....**£35,000**



997 "4S" 3.8 (2007 - 57)
Basalt Black with Black Leather, Sat Nav,
43k miles.....**£35,000**



997 "4S" 3.8 Cab (2006 - 06)
Silver with Ocean Blue Leather, Sat Nav,
31k miles.....**£35,000**



997 "4S" 3.8 (2007 - 07)
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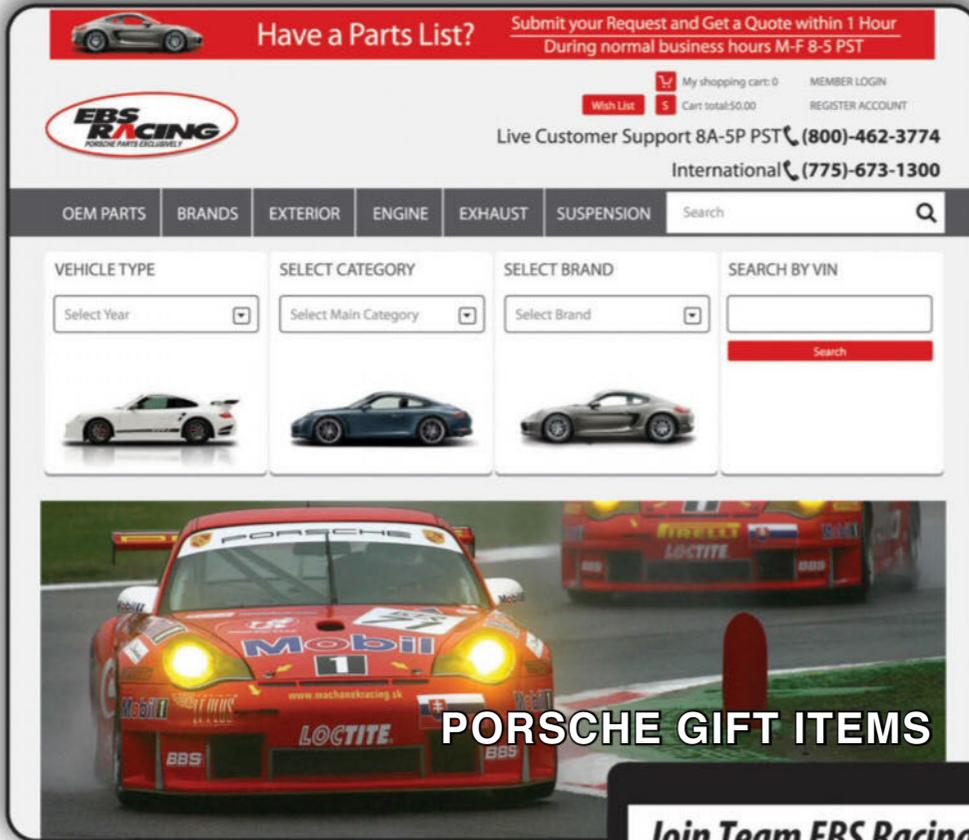
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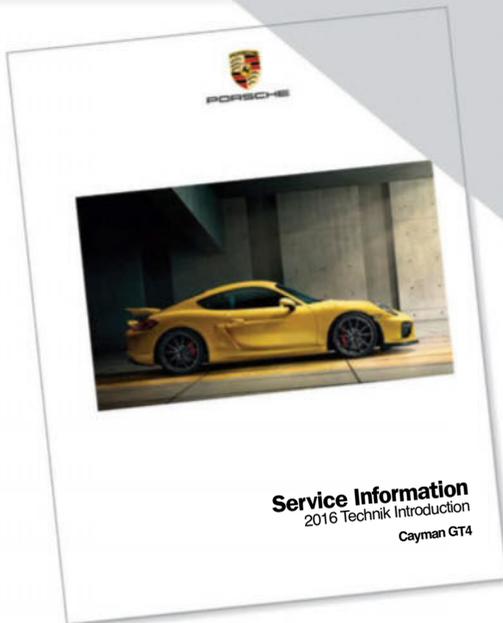
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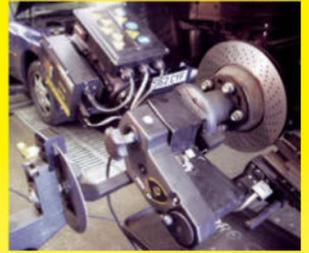
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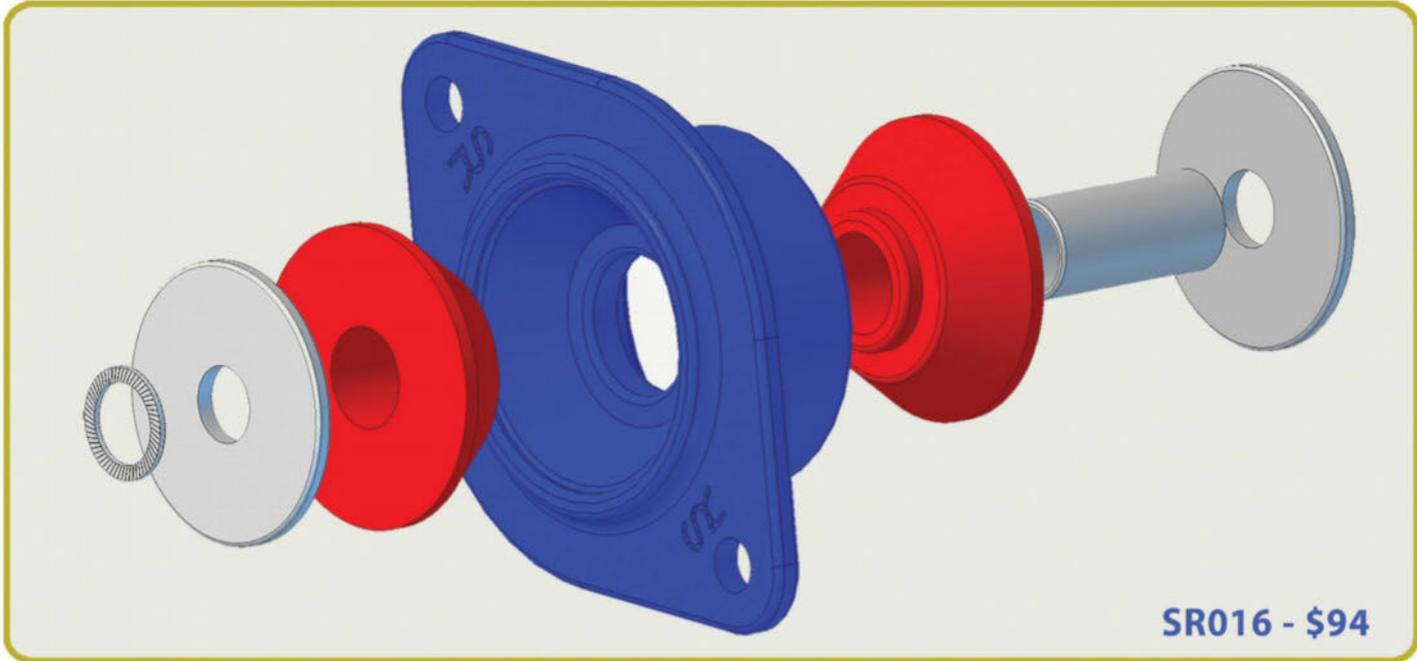
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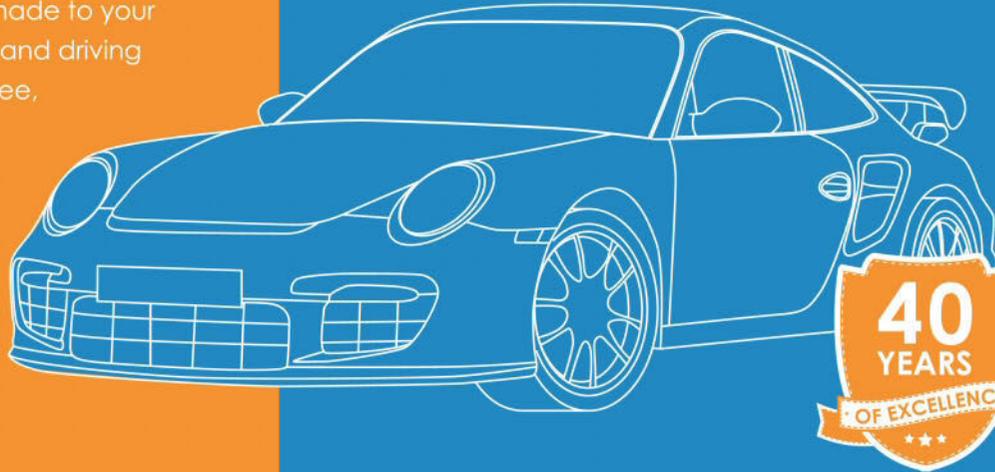
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FV-30, Ruta De La Dunas, Fuerteventura

Written & Photographed by **Midge Burr**

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Tourist spots are not known for their stunning roads, but drag yourself away from the pool bar and you'll find Fuerteventura has one of the best

You'd be forgiven for assuming the Canary Islands have little more to offer than stretches of overcrowded beach and a tirade of drunken brides-to-be with their customary L-plates. But some of the world's finest driving roads can be found hidden away across this small cluster of Atlantic islands and, situated just off the west coast of Morocco, the incoming Sahara winds guarantee you won't need those winter tyres.

There is a heady collection of decadent tourist 'facilities' across the Canaries, but away from the urban sprawl of package holiday destinations, each island offers its own unique landscape sculpted by over 20 million years of volcanic activity. There are few paved roads in the central areas but those that do exist are breathtaking.

Fuerteventura is perhaps the more reserved of the islands; mass-tourism hasn't found a foothold... yet. It's also internationally known for the secluded coves dotted along the coastline and in distinct contrast to the other islands, the majority of the landscape consists of unbroken, windy planes and ancient, flat lava fields. It's no surprise then that one of Europe's most stunning roads, the Ruta De La Dunas de Fuerteventura, is found very much inland – and it's anything but flat.

The winding FV-30 stretches for around 20 miles from Casillas del Angel, through the Parque Rural de Betancuria (a protected mountain park), down to the small southern city of Pajara. Offering a quick-fire succession of hairpin turns and blind bends, the first thing that even the most seasoned of drivers will notice is that, as the road

winds up through the mountains, the experience can be distinctly hair-raising. Bravery is always a consideration here but a surge in confidence will materialise after the first few miles. With that in mind, watch out for the odd coach creeping through the mountains. It's not a busy route but turning a corner to find a substantial oncoming vehicle can come as a surprise!

As the route hits the summit and winds down into the first valley, the early 15th century town of Betancuria marks the halfway point, with its impressive Iglesia de Santa Maria cathedral. But the best part is you get to go back up the mountain and do it all over again. Be warned though, in the south the hairpins get tighter, higher and faster-paced and the road often narrows to a single carriageway. Watch out for those coaches though! **911**



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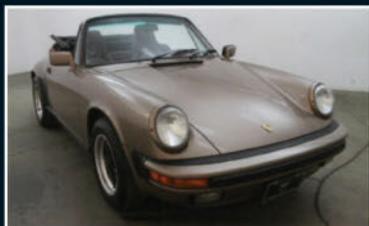
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Light green metallic with black interior. 1979 930 engine with four-speed manual transmission, factory sunroof and Fuchs wheels.
.....\$79,500



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

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