



991 GT3 GUIDE RUNNING COSTS AND RECALLS REVEALED

Total 911

THE PORSCHE MAGAZINE

POWERKIT SC

Factory 3.1-litre rarity uncovered



www.total911.com

BEST OF 996

Mezger-engined showdown featuring GT2, GT3.1, GT3.2, Turbo & GT3 RS

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PORSCHE
BRAKES
HISTORY

HEAD TO HEAD

GT2 CS v GT3 RS ▼
GT3 Gen1 v Gen2 ▼
996 v 991 Turbo ▼

CLASSIC LE MANS

Exclusive pictures and review
from La Sarthe 2016 meeting



930 ON TRACK!

Can this modified 1979 Turbo outpace
its younger performance rivals?

"FROSTED ALPINE ROADS AND A GT2... WHY AM I DOING THIS?"

993 GT2 takes to the snow
in our craziest road test yet



GT3 LHD TO RHD

Full story and build pics of the 997 swapping
over driving sides for a new life in Australia



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ISSUE 143



**Your Porsche 993 is unique.
So are its shock absorbers.**

Porsche Classic is pleased to announce that the original shock absorbers are now back in production. Give your 993 generation 911 back its original roadholding so you get back your original driving experience. For more information about Porsche Classic Genuine Parts visit www.porsche.co.uk/classic



PORSCHE

Welcome



When it comes to Mezger-engined 996s, their story is bizarre yet fascinating. They are the sports cars that brought water-cooling to the 911's performance repertoire, introduced the now-famous GT3 and GT3 RS lineage to the model, and gave us ground-breaking carbon ceramic brakes, a must for those who are serious about their on-track excursions.

Despite these wholly credible feats, which are as important to the 911 today as they were 15 years ago, the Mezger cars could never really detach from the image problem endured by the rest of the 996 generation. As such, values of the Turbo, GT2, both GT3s and the GT3 RS have always been remarkably low – you don't have to cast your mind too far back to recall a time when GT3s were commanding just £30,000, less so for a Turbo at £25,000.

As we know, 2015 and 2016 have been very kind to this quintet of Neunelfers, with prices rising dramatically as collectors realise the worth of any 911 with a famous Mezger

heart. The Turbo has seen the biggest rise, appreciating by an average of 100 per cent in the last two years (even more so for X50 or Turbo S examples). Regardless, no other generation of 911 has seen such wholesale adjustments in value – positively, anyway – in the last 12 months.

And yet, many would argue, these cars are still heinously undervalued. The fact remains that the cheapest Turbo on the market is a 996. Best value GT2? 996. The cheapest GT3? Take your pick from the Gen1 or Gen2 996. The most wallet-friendly Rennsport? You can see where this is going...

Whatever your opinion of the 996 (there will be many!), the Mezger cars are still the entry point in their sector into high-end 911 ownership, commanding great intrigue among the wider enthusiast population as to their performance credentials. I hope, therefore, that you find pages 20-32 extremely useful, as we dissect the cars against both modern machinery and each other to answer those relevant questions for you. As for picking a winner? That's easy: every single one of them.

“Collectors now realise the worth of any 911 with a Mezger heart”







1911 Opening Shot

Erik Maris pitches his 1979 Porsche 935 (painted like the Daytona and Sebring winning JLP-3) into the Dunlop Chicane in pursuit of a similar 935 K3 during the 2016 Classic Le Mans. The huge lick of flames captures your attention as keenly as the exotica on display.

Photography by **Tim Scott**

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www.imagineshop.co.uk



Update

Latest news, key dates, star products & race results from the world of Porsche



Ruf Automobile announce new presence in Great Britain for 2016

German manufacturer teams up with The Car Spy team for official UK office launch

Ruf Automobile, the legendary manufacturer of the CTR 'Yellowbird' and other Porsche-based sports cars, has launched an official UK office in collaboration with car brokers Richard and Mark Sekula. Based in Royal Tunbridge Wells (45 miles south of London), Ruf Automobile's UK office will act as a port of call for Ruf owners and potential buyers and, since the announcement in early July, Sekula has "already had a number of people come out the woodwork" expressing an interest.

Sekula explains the focus "from day one" is on "brand building, with new UK-specific social media channels and a website set up, as well the

foundations of a new Ruf UK owners club laid."

There are also plans for an online store "because we're already having people ask us, 'Can I just buy some Ruf wheels?'" But Sekula feels the most important focus for Ruf UK though, is "explaining that Ruf is a manufacturer, not just a tuner."

Despite this generating positive press in Switzerland in early 2016, Sekula claims plans for the UK office were not just a reaction to the manufacturer's stellar time at the Geneva Motor Show in March: "Alois and Estonia [Ruf] could see that the UK market has matured." With the Sekulas enjoying an eight-year relationship with

Ruf through their business, The Car Spy, "it was a mutual decision that we would be the ones to operate as Ruf in the UK," explains Sekula.

Sekula admits the business is having to start relatively slowly as the cars are built on a bespoke basis rather than put into general production. This means there is currently no UK showroom, although the Ruf UK director is hopeful that something might be sorted in the longer term. On the servicing front, Ruf UK has been "speaking to a couple of specialists and has already got approval from an official Porsche dealer that they can look after the cars for now."

CARS gets CPD contract

Classic Automotive Relocation Services has been given the sole contract for UK Carnet de Passage en Douanes by the FIA. Available in a five, ten or 25-page form, it allows you to temporarily import a vehicle into many overseas territories, including South America and Asia. "Many UK Carnet applications are made by people on overland adventure tours as well as car enthusiasts attending historic



motorsport and concours events," says CARS' James Walker. "However, after the Brexit result, it will be interesting to see if the Europe requirements change." For more information visit carseurope.net.

West London expansion

Visitors to Porsche Centre West London will have grown accustomed to the makeshift showroom in the Aftersales Department. However, this is now a thing of the past as the OPC's new site was officially opened just in time for summer.

The new showroom – able to display 46 cars – has been joined by new service and aftersales facilities at the redeveloped site, which also includes



two handover bays, a direct dialogue bay (for quick, on-the-spot diagnosis checks) and a new executive lounge with a greater number of Driver's Selection and Tequipment products on display.



Manual gearbox for next GT3 all but confirmed

Total 911's spies get a look inside next GT3 as latest GT2 RS pictures show revisions

The face-lifted Porsche 911 GT3 (part of the 991.2 line-up) has all but been officially confirmed with the option of a manual gearbox, after **Total 911's** avid spy photographers got an early look at the new car's interior while a prototype was out testing. Rumours have circled for some time that the 991.2 GT3 will get the 911 R's six-speed manual shifter, with these shots adding more fuel to that fire.

The steering wheel of the test mule was bereft of the usual PDK paddles, while Porsche had gone to elaborate lengths to

shroud the gearlever. The gear indicator on the tachometer was also conspicuous by its absence in the prototype.

Externally, we expect the car to feature only minimal revisions (as highlighted by a recently leaked render from Porsche Netherlands), with the new 3D style rear lights and a Cayman GT4-esque front bumper treatment. On top of the gearbox option though, it is expected that the high-revving 3.8-litre engine of the first-generation car will be replaced by the GT3 RS's 500hp, 4.0-litre unit.

Elsewhere, the new 911 GT2 RS's very public development continued to play out as the next widowmaker was again spotted at the Nürburgring (above). The latest test mule sported a number of small changes, including a new front fascia with twin dive planes on either side of the air dam-style bumper and cowlings over the Turbo-style rear arch intake vents.

Also spotted on the latest GT2 RS prototype was a new exhaust system, 21-inch rear wheels and 918 Spyder carbon bucket seats.

What's on in 2016

- **Monterey Car Week 15-21 August**
Prepare for another week of sun, sea and superb cars on the US west coast
- **Werks Reunion 2016 19 August**
Up to 1,000 Porsches will be in attendance in Carmel, California
- **Porsche Alpine Tour 26-28 August**
A three-day tour through the Swiss Alps organised by Porsche themselves
- **Canford Classics Open Day 27 August**
The classic Porsche specialist will once again be opening its doors to the public
- **RM Sotheby's London auction 7 September**
The esteemed auction house returns to the UK capital for its annual Battersea sale



TechArt launch Turbo-based GTstreet R

German modifier beats Porsche to the punch with heavily tuned Turbo

Over the years we have become accustomed to Ruf beating Porsche to the punch (launching the first five-speed 911 Turbo, for example). But this time it appears TechArt, one of Germany's most prominent Porsche tuners, has got the jump on Zuffenhausen, the Leonberg-based firm launching their own extreme turbocharged 911 ahead of the hugely anticipated 991 GT2 RS.

Based on the 991 Turbo S, TechArt is keeping the details of the latest GTstreet R close to its chest at the moment. However, with a GT3-esque vent under the bonnet, RS-style front arch louvers

and a huge, double-plane rear wing, the new tuned 911 looks a suitably extravagant successor to the wild 997 GT2 RS-based GTstreet RS of 2012. Last issue we revealed TechArt's latest Turbo S powerkit, good for 640hp, and we expect the 991-based GTstreet R to at least equal that, if not top its 710hp GTstreet RS predecessor, especially as TechArt claims that an aim of the car is "increased track performance."

TechArt plans to formally launch the latest GTstreet R later this year. Interested UK customers should contact GB distributors Tech9 for more information.

Successful first half of 2016 for Porsche

Porsche 911 deliveries up ten per cent as Zuffenhausen breaks records

The first half of 2016 has been a successful one for Porsche AG as it announced that 117,963 new vehicles have been delivered worldwide between January and June. The figure is a three per cent improvement from 2015's tally over the same period.

The Porsche 911, buoyed by the release of the new turbocharged Carrera at the end of last year, is performing particularly well, with 18,579 Neunelfers – an increase of 10 per cent – delivered so far in 2016, while the Cayman and Boxster sports car also enjoyed double-figure growth.

China continues to represent Porsche's strongest single market, with over 30,000 cars delivered since the beginning of the year. But the USA was the country with the greatest improvement, where a rise of six per cent saw 26,708 Porsches delivered between January and June.

"In 2016, consolidating our sales markets will be of primary importance," explains Detlev von Platen, head of sales and marketing. "With the USA, China and Europe as strong sales regions, Porsche is in a strong position for the future and is, to a large extent, independent of the volatility of individual markets."

Motorsport

The latest news and results from racing series around the globe



Maestro Müller storms to latest Supercup success for 2016

Porsche Junior takes championship lead with victory in Hungary

Sven Müller took his third consecutive Porsche Mobil 1 Supercup win of the season to move to the top of the points table after round five of the 2016 season in Hungary. The Porsche Junior – who also heads the Carrera Cup Deutschland having won ten out of 12 races – led from lights to flag at the Hungaroring to add more silverware to his triumphs at Red Bull Ring and his last time out at Silverstone.

Having started second, Müller outdragged pole man, Robert Lukas, on the long run down to the tight first corner to take the lead and, from there, the 24-year-old was never headed by any of his 911 GT3 Cup competitors. The safety car did lead the field for the first five laps though, after a crash at turn one on the first lap eliminated four cars from the race. The instigator of the accident was one of Müller's fellow Porsche Junior teammates, Mathieu Jaminet, with the Frenchman attempting to charge through from the back of the grid having

had his pole-winning qualifying time erased for a technical infringement.

When the race resumed in earnest on lap six, Müller wasted little time in jumping away from the chasing pack, eventually taking the chequered flag three seconds ahead of Lukas, who himself was a further 1.2 seconds clear of Michael Ammermüller. Championship contender (and winner of rounds one and two), Matteo Cairoli struggled at the Hungaroring, dropping three places at the start thanks to a poor getaway from the grid. The Italian Porsche Junior's woes were made worse though when Dennis Olsen slipped through to take sixth position late on in the race.

The result leaves Müller with a commanding 16-point advantage over Jaminet in the title battle, with Cairoli a point further back in third. Ammermüller is a further point back as the Supercup heads to Porsche's local track, Hockenheim, for the German Grand Prix.



KCMG loses first FIA WEC podium at Nürburgring

Customer Porsche team excluded for ride height infringement at Nürburgring

When Wolf Henzler, Joel Camathias and Christian Ried crossed the line second in the GTE-Am class at the Six Hours of Nürburgring, the KCMG team believed they had scored a first podium with their Porsche 911 RSR. However, a few hours after the fourth round of the 2016 FIA World Endurance Championship, it was announced that the no. 78 KCMG car had failed the required ride height test and was disqualified from the results. The decision capped a miserable home race for the Porsche GT squads, as the factory-backed no. 77 Proton-Dempsey entry of world champion Richard Lietz and Michael Christensen could only manage sixth place in the GTE-Pro class as the 2016-spec RSR continued to struggle against the new turbocharged racers.

Porsche's customer 911 RSRs looked more competitive in the GTE-Am class though, as the no. 88 Abu Dhabi-Proton car of Patrick Long, David Heinemeier Hansson and Khaled Al Qubaisi took pole position from the no. 78 KCMG entry. Long led the class during his opening stint before a fire in the pit lane stymied their hopes for a win. However, the squad had looked set for third place behind the KCMG 911 until Al Qubaisi was hit by one of the factory 919 Hybrids in the fifth hour.

Gallery

2016 Classic Le Mans

Every two years the Circuit de la Sarthe hosts 24 hours of nostalgic racing. 2016 saw a number of iconic Porsche 911s on track at Classic Le Mans once again – here are some of our favourites.



Pictured at speed, Philippe and Yves Scemama were the second best 911 in Plateau Four



In iconic Jagermeister livery, this 934 shoots a huge flame on the overrun into Virage



The ex-Gelo Racing 935 chases down the 935 K3 through the Forest Esses

MAXTED - PAGE

FINE HISTORIC PORSCHE



The 1973 European GT Championship winning & 1974/75 Le Mans 24 hours **Porsche Carrera 2.8 RSR - M491 | Chassis # 911 360 0885**

We are thrilled to announce the sale of this world-famous, championship-winning Carrera 2.8 RSR. The iconic Oldenkott Samson-liveried / Kremer Racing RSR which, by the end of 1973 season, was immortalised forever, when it was featured on the official Porsche celebration posters by Strenger: Porsche Cup'73 & Europe GT Championship '73.

One of only forty-nine genuine, factory production, M491 light-weight RSRs built by Porsche, chassis #0885 was supplied new on 28th March to the Oldenkott Tobacco Company and then delivered to Kremer Racing to run Clemens Schickentanz in the 1973 European GT Championship. This highly successful RSR went on to race also in the 1974 and 1975 Le Mans 24 hours, entered by Louis Mezmarie and also competed in the 1975 Tour de France.

This truly iconic Porsche remains presented today in the most authentic and well-maintained condition possible. The car is UK road-registered with V5 title and current MOT, complete with a continuously recorded ownership history and the most exceptionally well-documented history file.



Ex Petty / Foyt / Hulme **1973/1974 Porsche IROC Carrera 3.0 RSR | Chassis # 911 460 0042**

One of only fifteen RSRs specially built by Porsche in 1973 for the inaugural 1973-1974 IROC, International Race of Champions series at Riverside, USA. A one-make race series conceived by Roger Penske, in which twelve championship title-winning drivers of the day were allocated to race an identically prepared car in each round of the series.

Light Green Chassis # 911 460 0042 - was raced at Riverside three times in 1973-1974 and was driven by Richard Petty, A.J. Foyt and Denny Hulme.

This beautifully presented and well-documented example has been consistently well maintained and is fitted with its correctly numbered Type 911/74 3.0-litre high-butterfly injection (315bhp) engine. Recently inspected and fully authenticated by Jürgen Barth, #0042 has excellent provenance with comprehensive history files, UK registration / V5 title documentation and is EU taxes paid.

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Leh Keen

- **2016:** USCC WeatherTech Racing 991 GT3 R
- **2012:** American Le Mans Series GTC Runner Up
- **2010:** 24 Hours of Le Mans GT2 Runner Up

The IMSA USCC racer and Porsche super fan shares his stories from Stateside

2016
COLUMNIST



How to take a classic 911 on safari

Three is the magic number this month for Leh as he completes his third Safari 911 build

The last month has been really busy with three races in the WeatherTech 911 GT3 R. There's not really been much time for rest after my European adventure at Le Mans. First up was the Six Hours of Watkins Glen, a great race with a cool history and an even cooler track. We finished fifth but were able to run up the front in the GTD class for a bit. From New York we jumped across the border into Canada for a race at the Canadian Tire Motorsport Park. Seventh wasn't the result we had hoped for but we were the second best GT3 R. Our final event in July saw us finish ninth at Lime Rock Park, the shortest track on the calendar.

It's not just been a busy month of racing though, as I also delivered the Keen Project's third Safari build to its new owner. The Safari concept has really had a lot of success, especially on social media where the reaction has been incredible. However, better than that is the fact they have all been a ton of fun to build and drive.

The idea really came about when I decided that I wanted an old air-cooled 911 that I wouldn't worry about too much, and that would be equally

at home around downtown Atlanta as it would on the dirt roads up in the mountains. The car had to be able to hold its own on city streets and gravel forest roads; that's a pretty big remit. I love what Porsche did in the early 1970s in the East African Safari Rally and then with the successful Paris-Dakar efforts they had in the early 1980s, so I knew for sure that a Safari-style 911 SC would be the perfect solution to my criteria.

Sometimes on a project it's tempting to go all out but with my Safari I wanted the finished article to have somewhat kept its original, classic 911 feel so I made sure I didn't over build it too much. This paid off when I put the finished car on the scales, as it's actually lighter now than it was in stock form. Taking inspiration from those factory Safari and rally cars of the 1970s and 1980s, the finished car featured some of my favourite design elements with a few unique touches of my own.

On top of the exterior styling and mechanical upgrades (such as the special raised suspension struts from Elephant Racing), I wanted a complete package with a super funky interior too, so we trimmed the seats, door cards and dash out with

some retro Recaro 'Carrera' cloth. I'm really happy with the outcome. The car has been really good to me. It has never skipped a beat and fired right up every time. It's held strong in any condition I've put it in. I've really become quite attached to it!

Just like the Keen Project backdate, the Safari idea was a car that I originally dreamt up for me but, thanks to the growing interest, I've been able to build similar cars for others! So, that's where we now stand. I've just finished up Safari 3, which, like my car, is also Guards red. For this build we went with a set of 15-inch Group 4 Campagnolo replica wheels and the tyres are a little bit taller, giving a really thick sidewall. The latest build also uses a whaletail rear wing rather than the ducktail I've got fitted to my Safari 911. And we used our custom fabricated bumper bars and all the other Keen Project pieces to complete the car.

Inside we used factory sport seats and redid them and some other interior bits with factory 'Studio Check' fabric. It looks fantastic and has a nice factory style about it; I can't wait for the owner to see it. It may have been a busy month, but it's definitely been worth it.

Lifestyle

Total 911 brings you the very best in Porsche 911 chassis upgrades and tools for your car

Eibach Hollow Anti-Roll Bars

£370.39

1 When it comes to optimising your chassis dynamics, weight is undoubtedly enemy number one. Incredibly, these hollow anti-roll bars from Eibach prove that savings can be made in just about every area of your 911, with this kit (including the supplied bushes) hitting the scales at just 6.27kg. As you'd expect from the German suspension masters, these anti-roll bars also provide improved roll control too, without compromising on feel.

www.rpmtechnik.co.uk

ADA Camber/ Castor gauge

£53.45 plus VAT

2 Camber – the vertical angle of your wheels – is critical in ensuring good cornering performance and tyre life. Measuring it is more than just a case of using your eyes though, requiring a special tool for the job. This gauge from ADA is one of the simplest devices on the market, using a plumb line and good old gravity to measure your 911's camber (and castor) levels quickly and easily.

www.merlinmotorsport.co.uk

RPM Technik 996 lower arms

£534.80

3 Developed in partnership with Eibach, RPM Technik's new 996/997 lower arms were designed for the independent specialist's revered CSR programme. The R&D process behind the new "coffin" arms took two years and has resulted in a design that is a robust and economical substitute for a component that is often replaced. Compared to the OEM item though, RPM's new arms are fully adjustable geometry-wise and feature individually replaceable bushes and ball joints to keep running costs low.

www.rpmtechnik.co.uk

Pirelli P Zero Rosso

From £95.11

4 While it's hard to pinpoint your 911's most important component, tyres are right up there. The Pirelli P Zero Rosso Asimmetrico (to give it its full name) is Pirelli's latest Porsche specific tyre, gaining the latest N4 certification. Originally fitted to 996s (in 17- and 18-inch sizes), the P Zero Rosso is designed as a sporting summer tyre that performs admirably in the wet.

www.pirelli.com

Elephant Racing QuickChange strut brace

\$490

5 Since the car's launch in 1963, the Porsche 911 has continued to use a MacPherson strut front suspension system. However, while simple, this design is prone to flex. To counter this, a strut brace can prove particularly useful, especially on track. US specialist Elephant Racing has recently launched this unique, 935-esque X-brace setup for 996s and 997s that, thanks to quick release pins, can be easily removed if you require more luggage space.

www.elephantracing.com





Ben Barker

The FIA WEC newcomer shares all about his world championship campaign

- **2016:** FIA WEC Gulf Racing 991 RSR
- **2013-2016:** Porsche Mobil 1 Supercup
- **2012:** Porsche Carrera Cup GB Runner Up



911 history from the driver's seat

A trip to the Goodwood Festival of Speed saw Ben behind the wheel of two iconic Porsches

It's not everyday that Porsche calls you up and asks if you'd like to drive two of its most iconic racing cars so, naturally, when the chance to drive up the hill at the Goodwood Festival of Speed arose, I wasn't going to say "no". I'd worked at the FoS once before, but being there as a driver showed me the true scale of this event. The Driver's Club was a surreal experience as I found myself rubbing shoulders with a few celebrities; I was searching for my gloves when I turned around to face a trouserless Keanu Reeves, who greeted me with a "Hey man". The event was really laid back and felt a world away from the pressures of the FIA WEC paddock.

My first drive came in the Martini Racing liveried Porsche 935/77, nicknamed 'Baby' thanks to its downsized 1.4-litre turbo engine, designed for the now defunct DRM series. You'd think that I'd be pretty nervous ahead of my first ever run up the Goodwood hill in one of Porsche's near priceless museum exhibits but, incredibly, the mechanics on hand were very chilled, which took the pressure off. A lot of the guys on hand from Weissach have been there for years (and have

seen some of these cars race in period) so they understand that a racing car is there to be driven hard rather than put on static display.

After a very basic set of instructions I climbed into the 935 and realised I should check which way the course goes! In all the excitement I'd forgotten to do my homework about Lord March's famous driveway and so, no more than ten minutes before my run, I was watching onboard YouTube videos to familiarise myself with the hill.

Although, in period, the 935 was an incredibly advanced racing car compared to the 991 RSR I drive, it feels very basic inside the cockpit. With its single turbocharger, there was a fair amount of lag before the power kicked in at around 5,000rpm. Despite this though, it wasn't hard to feel the 911 lineage in the way it handled, even on my short run up the hill. The chassis, while old fashioned, felt quite familiar, and driving a turbo-engined racer was good experience if the rumours about Porsche's 2017 GTE car turn out to be true!

With the 935 delivered back to Porsche in one piece, my second run up the hill was the real highlight of the day in the 1,200bhp 917/30


sports prototype, a car that dominated the crazy Can-Am series in 1973. For its day, I'm sure the aerodynamics were quite impressive but in reality, that rear wing doesn't do too much, though the grip from those enormous rear tyres was impressive. It shows how much modern race cars have evolved from these beasts of the 1970s; the 917 felt like being strapped to a rocket and driving it was certainly one of those bucket list moments.

Away from the cars, the festival allows you to chat to some of the motorsport heroes on site. I had the pleasure of talking to Vern Schuppan (winner of the 1983 24 Hours of Le Mans) who pointed out how different endurance racing is today compared to his era. Not only did they complete Le Mans with only two drivers, they were much more aware of the drop-off in performance, as the brakes faded or if things started to loosen up. It's a world away from the RSR where it's screwed together so well that it's more of a sprint race. It's hard to imagine what it was like to race 40 years ago but that is what's so great about FoS; it gives you a taste of history. I'll be holding Porsche to their offer of driving again next year.

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The very best of your Porsche opinions via emails, letters, the website & social media



A step back to go forward

Dear Sir,

After I drove my brand new 991.2 Carrera 4S 2,500km a week in the mountains and fjords of Norway, I sold it and bought a 991.1 GTS. But first, a little background. I'm a Norwegian man who, having had a driving licence for 37 years now, has owned a number of 911s. For me, the act of driving is at its greatest in a 911, the agility and speed feels natural and, in a strange way, necessary. I love Porsche for their self-imposed mission of making usable sports cars. They are no nonsense, thrilling driving machines.

For the last three years, my brother and I had found love in the 991.1 generation, for me it was with a Carrera 4S and for him, a simple Carrera. What a car! After our first test drives, we were stunned by the lightness of the car, the responsive

power steering, the calm sport suspension and the thrilling PDK. For us it was the best 911 so far. I know some journalists criticised but they do not have to buy and live with the car.

This brings me to my point. Has the new 911 gone soft? This summer I bought a 991.2 C4S with sport suspension, sport exhaust and rear-wheel steering. I took off for a week in Norway to test the car with my friend, who drove his new 991.1 GTS, which gave me the chance to test the cars back-to-back. The new engine is so efficient. It shoots you out of the turns with such speed and early power. It's definitely a faster car than the Gen1 991. Under hard acceleration and braking, the engine and sport exhaust have a lovely sound. It's a fantastic car. So what's the problem? The car is boring when you don't push it; quiet and polite.

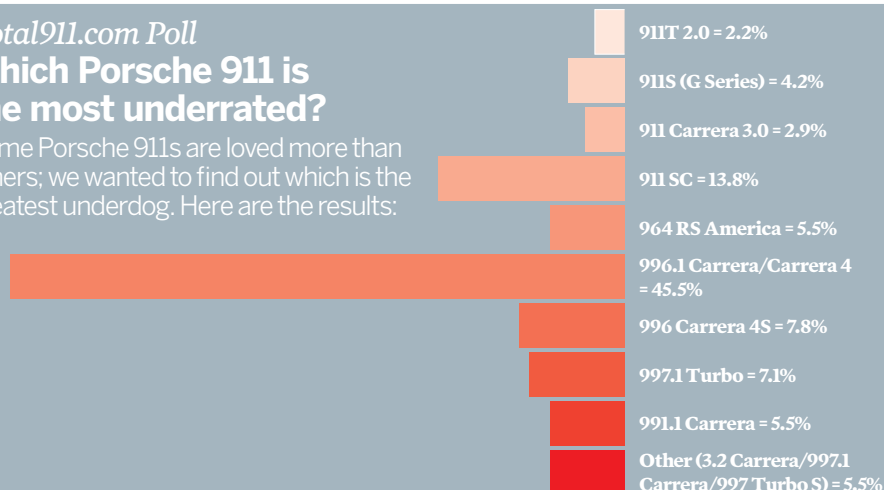
Porsche know their market, and the way to new customers and profit. Soon everyone will have a 911, but not because of driving obsession, but due to its appearance. This leaves me in a dilemma; I want the fastest, lowest, best-looking and most technically advanced product, but I don't want to lose the feeling of a car and engine full of steroids, like the high revving engine of the Gen1. The 991.2 shifts mostly before 5,000rpm because that's most efficient, but it certainly isn't fun. It's not all about numbers; it's what we feel when we drive.

Give us enthusiasts a 991.2 with a non-turbo engine, like the 991 R or the GTS. I went back to the 991.1 GTS. I was forced to choose but, having experienced the future, when will the new best be launched? Don't leave me this way.

Lar Johnsen

Total911.com Poll Which Porsche 911 is the most underrated?

Some Porsche 911s are loved more than others; we wanted to find out which is the greatest underdog. Here are the results:



@Total911

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



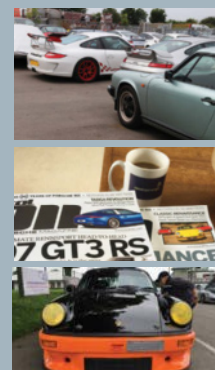
@RPMTechnik Not a bad view in the car park this morning! #Porsche #GT3RS #GT3 #GT2 #Aircooled Which is your favourite?



@rich911draper Sunday afternoon, just found a stack of old car mags! Coffee, sofa, reeeelax!



@autofarm Thanks @Josh_No90 @Total911 for coming to @pcgb and having a run in this 930 #Porsche



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



OPC excellence

Dear Sir,

I would like to tell my story and give credit where it is due. It started 13 weeks ago when the rear windscreen on my 993 C4S mysteriously shattered while driving around Macclesfield, two days before I was due to fly back to work in Kazakhstan. I took the car to OPC Wilmslow, as the new screen would have to come from Germany. As I was away for six weeks, I had a new clutch and repeater indicators installed.

Six weeks later I arrived to collect my car; it was parked in front of the showrooms with no cars in either of the adjacent bays. I walked around my car to inspect the replacement rear windscreen and the indicators, all of which were fine. Happy to get my car back, I went inside and met up with Alan to settle my account. Business completed we both walked out to my car where we found the car looking like this [left image].

Another customer had collided with my car and left without reporting the incident or leaving any details. I was devastated. Alan went inside and brought the service manager, David to witness the scene. To cut a long story short, David said he would scrutinise the CCTV to try and establish who had done this



while I went home via taxi. I returned after the bank holiday and was told the possible vehicle had been identified and that OPC Wilmslow would make good the damage to my car (which had only covered 600 miles since a bare metal front end repaint and had been fitted with a plastic paint shield). It was not going to be a quick fix.

While away for another six weeks, the team at OPC Wilmslow sorted out my car and I am very pleased to report that at the end of June, as promised, my car was handed back to me in time for a road trip through the Alps and Pyrenees [right image]. I'd just like to publicly say a huge "thank you" to Alan, David and their team at OPC Wilmslow. They pulled out all the stops dealing with the



extra details in order to return my car to me in perfect condition.

Stuart Fitzgerald

It's great to hear that your local OPC has gone the extra mile for you, Stuart. Often, it seems that stories only get shared when something has gone wrong. We're glad your 993 is back to full health, too.

Stuck in the middle

Dear Sir,

If, as the rumours suggest, Porsche's next GTE car will be mid-engined and yet still get a 911 badge (and be based on the upcoming GT2 RS), how does Porsche expect enthusiasts to react? We are notoriously easy to upset (water-cooling, power steering

etc) and surely getting rid of the rear-engined layout is the ultimate nail in the coffin?

Philippe Dubois

After a difficult season (so far) this year, we're sure Porsche fans will be grateful for the 911 to be competitive again. And the last mid-engined Neunelfer – the iconic GT1 – is remembered pretty fondly.

Exclusively unimpressed

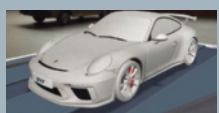
Dear Sir,

I noticed in the last issue of **Total 911** that Porsche Exclusive have released a new car: the 911 Endurance Racing Edition. Am I missing something though? It looks like a standard

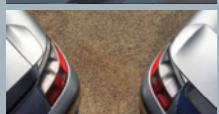
Join the debate

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@Total911 A render of the 991.2 GT3 has been leaked by Porsche Netherlands. Here it is (courtesy of the PTSRS Insta account):



@Kyle_Fortune Borrowed a pair of #Porsche #GT3s from @RPMTechnik today – thanks guys. Very nice, too.



@PookyD81 Andreas Preuninger seemed very interested in the Singer at the top of the hill #FoS



Total911.com:

Sales Spotlight: 1967 Porsche 912

We trawled the classifieds and found this 912 looking a bit worse for wear. Here are the best of your reactions:

f Thoughts? Poor man's 911 in that state? Not worth the effort.
Dean Fairbourn

t I think that's going to take a bit more than just bravery...
@MigixToDaMix

f Bit of polish should sort it out. Although you may need the machine buffer.
Ian Francis

f How many pieces in this puzzle?
Patrick Fougues

f \$4,000 worth of yard art.
Jorge Mesa

t I fear stuff like this ends off as a ringing kit next step down the line. Hopefully used for spares.
@M444TB

t Project? Just flush the money down the toilet, it'll be quicker!
@PaulGlavin



991.2 Carrera S with all the options thrown at it. What's exclusive about that? Long gone are the days when the Exclusive department made truly unique cars – such as Mansour Oijeh's 935 Street. With it's supposed celebration of Porsche's motorsport achievements, they could have at least fitted a powerkit to the new turbocharged engine. Instead, it looks like someone's half-hearted attempt to pay homage to the current racing livery.

All the team has to do is fit a few decals to a standard car and a specially embossed armrest cover and it's an 'Exclusive Edition'. Porsche needs to be careful that it doesn't remove the cachet of the old Sonderwunsch team because, when the time comes to release a new Speedster (or such like), the board won't want to have fatally devalued the Exclusive experience with some gaudy stickers and a lack of effort.

Richard Dunner

Perfect Porsche starter

Dear Sir,

Like many, I've always dreamed of owning a Porsche 911. I happened across, merely by chance, a beautiful 2001 996 in great condition and with low miles (50k). I've since put



another 24,000 enjoyable miles on it. Also, like many, I am not mechanically inclined so I found a friendly and affordable independent, Porsche trained mechanic.

The car has been flawless, with just routine maintenance so far. In short, I got the thrill, quality, and pride of owning a Porsche for the cost of a Volkswagen. What more could you want?

Keith Schaal

Consult the manual

Dear Sir,

Thank goodness that Porsche has listened to its enthusiasts and fitted a manual gearbox to the next GT3.

After creating the new six-speed 'box for the 911 R, it would have been mad not to use the design again. With the PDK/manual currently split at 80:20, it will be interesting to see whether new GT3 buyers are proper Porsche people or just investors.

Hopefully, people will put their money where their mouths are as it would be a huge shame to lose the option of a manual GT3 for good. For now though, the move to manual proves that the men and women back at Zuffenhausen, whatever the internet naysayers may bleat on about, are still true car fans. Good on you Porsche.

Graham Knight

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have your particular make or model, their design team can create the cover for you in order to ensure the perfect fit and ultimate protection, a service they have provided in the past for tanks and helicopters!

For our latest competition, **Total 911** has teamed up with Specialised Covers to offer one of their Prestige + indoor covers. Made from premium 5mm microfleece, the cover helps to keep away dust and can even prevent scratches while your car is locked away in the garage. The winner will even be able to choose from Specialised Covers' 15-strong colour palette (although optional extras are not included). To be in with a chance of winning this awesome prize, all you have to do is answer this simple question:

How much does the Prestige + fabric weigh?

Once you have found the answer at specialisedcovers.com, email your answer to competitions@total911.com with 'Specialised Covers' in the subject line. The Editor's decision is final, full terms and conditions are on the **Total 911** website. The closing date is 6 September 2016. Good luck!

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THE PORSCHE MAGAZINE

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Bournemouth,
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www.total911.com
www.greatdigitalmags.com

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Printing & Distribution

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

Industrial Estate, Poole, BH16 5SN.

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

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

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

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

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BEST — OF THE — 996



They represent the best-value GT2, GT3 and Turbo 911s on the market, but are these 996s worth the investment? **Total 911** evaluates the magic of the Mezger in early, water-cooled form

Written by **Neill Watson, Kyle Fortune & Lee Sibley**
Photography by **Chris Wallbank & Steve Hall**

There are two core elements that create a collectable 996-generation 911. The first is the obvious requirement of rarity. Limited numbers 911s always make the cut. The second is the Mezger engine. This core element, carried over and constantly evolved and updated through the timeline of the 911, creates a tempo, a personality that utterly transforms the 996. At a moment in the 911's history when the faithful may have wavered in the face of a water-cooled car, the Mezger-engined 911s showed that Porsche still understood its enthusiast driver market. They are and always will be something special, as **Total 911** finds out when putting all five dry-sumped 996s to the test. ➔

GT3 RS v GT2

Forced induction versus natural aspiration, torque against track: but which is the best buy?



For anyone investing in Mezger engined 996 Porsches, the GT3 RS has long been the default choice. Iconic in appearance and exceptionally rare, the 996 GT3 RS was a collectable for Porsche enthusiasts well before the current global 911 collecting phenomenon.

But there are other 911s of that era produced in limited numbers that are equally collectable, just as challenging to drive, and in some ways could be more satisfying to own. We are talking, of course, about the 996 GT2 – and with both cars currently commanding the same money in the Porsche marketplace, suddenly a GT2 vs GT3 RS is a 996 showdown many serious buyers may look to ponder over. Introduced in 2001 and intended for those who felt the 996 Turbo

was just too civilised, the GT2 uses essentially the same engine as the Turbo but with larger KKK K24 turbochargers. Together with uprated intercoolers, a revised exhaust system and ECU, the maximum power increased to 468bhp. The huge torque figure of 620Nm at just 3,500rpm was all delivered to the rear wheels only and the ever reliable Porsche Stability Management was deleted. With the GT2 it's all down to you.

The fact that almost every 996 GT2 that I've seen is finished in Basalt black makes the Porsche development engineer's nickname for the car of 'widowmaker' particularly apt, as we walk over to the stunning GT2 Clubsport in our pictures. Open the door and you see a hybrid of conventional 996 Turbo componentry and motorsport elements. The Clubsport specification of this car marks

it out as just one of 129 right-hand-drive cars supplied to the UK. It's rare, just a few production numbers more than the GT3 RS sitting opposite.

Wriggling down into the Clubsport seats, a glance over the shoulder shows the motorsport cage, yet looking forwards we have a leather-stitched dash, some nice optional aluminium trim components and a conventional leather-bound steering wheel, but with a large fire extinguisher in the passenger footwell. The doors have a real door handle (not the red fabric door pull) and are clad in leather.

Turn the key and the GT2 engine note is significantly different to the GT3 RS, which sits with cams whirring away, gears chattering, ready to rev all the way to 8,000rpm. The RS feels tense, eager to move. The GT2 tone is far deeper, like



a 60-a-day Marlboro smoker, yet with an engine note quite unlike the 996 Turbo. Like the GT3 RS, the throttle response is equally lightning quick, which is a surprise if your muscle memory is of the 996 Turbo and its heavier flywheel. The rev counter may only read up to 6,000rpm but with peak torque developed between 3,600-4,500rpm, you're unlikely to venture higher than 5,500rpm.

Moving off, the GT2 feels more GT3 than 996 Turbo. The tight Clubsport seats that took some wriggling into now give a connection to the car, the engine vibrations drumming in between your shoulder blades. The short clutch action is heavier than both a standard 996 Turbo and the GT3 RS. It's not as grabby as a full blown competition clutch, but there's no denying this unit is designed to accept some serious torque.

The lightweight flywheel feeling and that clutch perhaps require more attention in traffic as we rumble slowly through the market town of Malton, but as the roads clear, the GT2 begins to flow as our speed builds. Squeeze some power and there's a superb whistle from behind as the rear squats and we're instantly refocusing our vision a long way ahead. That stiff ride around town now comes to life and the car smooths out enough to control the North Yorkshire A Road undulations without the track orientated settings of the GT3 RS behind.

With less than 11,000 miles from new, this car feels tight and sharp. The punch out of slow corners is something that no normally aspirated car can manage, the exhaust note turning from that deep gruff note, passing 3,500rpm and

turning smoothly into a linear howl, the close-ratio gears giving continual seamless power. As I grab a quick glance in the mirrors, I almost expect the tarmac to be buckling behind us. When braking is required, the early generation carbon ceramic brakes and six piston calipers control progress with a complete lack of drama.

The whole combination of conventional Turbo comforts and trim levels, coupled with the revised suspension, that brilliant engine with Clubsport seating and a roll cage, brings an impression of being a race car in disguise. The Basalt black finish tones down the initial impression, but the rear wing and deep front splitter cannot disguise what lies beneath. The GT2 is like Jason Bourne in a tuxedo. The GT3 RS is far more contemporary motorsport, the results of ➔

those RS-style obsessive lightweight measures instantly apparent with that caricature of a rear wing, unpainted and revealing the carbon weave. Drum your fingers on the rear screen and the polycarbonate shimmers and flexes. Cup your hand and peer inside and you'll see that usual GT3 deletion of rear seats and a stout, purposeful roll cage, along with five point Schroth harnesses wrapped around the cross tubes and threaded through the lightweight Recaro FIA-spec seats. Reach in past the fabric door pulls, release the front bonnet and walk to the latch, and you'll notice as your arm lifts there's a curious lack of weight, that unexpected feeling you get when you imagine that a suitcase is full of bricks, but it contains feathers. It's all part of the RS's brief of saving weight, characterised here by the carbon composite bonnet, complete with adhesive transfer of a Porsche crest, not an enamel badge.

Right away, the GT3 RS feels significantly different to the GT2. That flick knife throttle response is addictive and yet, after the GT2 Clubsport, it needs a mental adjustment to recall that this revs all the way to 8,000rpm. Over the bumpy Yorkshire A Roads, I can feel the rear tyres spending quite long periods off the floor and under braking, the nose darts around like a hungry ant eater. GT3 RS suspension can be set to Cup car positions on the top mounts and I'm wondering if this car is set like that. Visually, it

has significant rake when viewed from the side, albeit not apparent in pictures. For sure, the track-focused castor and camber settings means that the car needs significant attention under braking to stop it diving off the heavy camber. And all the time, that Mezger engine is filling my ears with a vivid, banshee-like sound.

Out onto some smoother roads and the GT3 RS feels far more at home. Opening up the higher reaches of the rev range through some sweeping bends unlocks the full Porsche Cup sound over my shoulders, stirring the hairs on my neck. The drama and sense of occasion I feel each time I drive a GT3 RS of any vintage is reinforced once more. But ahead of me, **Total 911** Editor Lee, now driving the GT2, constantly puts a three car gap between us each time that wide Turbo body squats out of a corner. While both are outpaced today by the technology of modern cars, they are far from being antiques. They are both brilliant cars that you step away from knowing you've had to put some effort in to drive fast. It's not a bruising workout with the car as an adversary, simply that they expect more of you than to simply sit there and flick another gear on the paddleshift, the stability control light winking in the corner of your eye.

The GT2 and GT3 RS require your absolute involvement, demanding that you're wide awake as soon as you click the seatbelt home. Just like a

vintage air-cooled 911, both transmit a wealth of information to you via the wheel one hundred per cent of the time. Pay attention; act on the cues and there are some truly inspirational drives to be had in either 996.

So which one? For me, it's the GT2 Clubsport every time. The GT3 RS is very 'motorsport' with its brilliant white hue, red wheels, and fixed carbon rear wing. On track, a 996 GT3 RS is still utterly brilliant, but the on-road sacrifice personally makes it less enjoyable. If you accept that limitation though, then you'll love it. For me, the GT2's dramatic turbocharger characteristics are in the true tradition of flat-six Turbo 911s and provide that additional dimension to the drive.

Others (including the Editor) may opt for the sheer focus and purity of the GT3 RS, of course, – and there's no denying the throttle response is sublime – but I love the feeling of putting your hand that bit closer to the heat of the fire with the GT2. Get it right, so that as the steering is coming straight, you've predicted just the right amount of power coming in, not too much that the fronts are losing grip as the rear squats, but enough to hook up that limited-slip differential, and you've hit a sweet spot in performance Porsche 911 driving that is truly thrilling.

Either way, both are proving great investments that you can take out and enjoy on the road and track. Choose your weapon! ☺



Model 996 GT3 RS
Year 2004

Engine

Capacity 3,600cc

Compression ratio 11.7:1

Maximum power 386bhp @ 7,400rpm

Maximum torque 385Nm @ 5,000rpm

Transmission Six-speed manual

Brakes

Front 350mm discs

Rear 350mm discs

Suspension

Front Lower wishbones and MacPherson struts with combined coil springs and dampers; anti-roll bar

Rear Multilink with combined coil springs and dampers; anti-roll bar; adjustable top mounts

Wheels & tyres

Front 8.5x18-inch; 235/40/ZR18

Rear 12x18-inch; 315/30/ZR18

Dimensions

Length 4,435mm

Width 1,770mm

Weight 1,380kg

Performance

0-62mph 4.4 secs

Top speed 190mph



Model 996 GT2 Clubsport
Year 2002

Engine

Capacity 3,600cc

Compression ratio 9.4:1

Maximum power 468bhp @ 5,700rpm

Maximum torque 620Nm @ 3,500 to 4,500rpm

Transmission Six-speed manual

Brakes

Front 350mm discs

Rear 350mm discs

Suspension

Front Lower wishbones and MacPherson struts with combined coil springs and dampers; anti-roll bar

Rear Multilink with combined coil springs and dampers; anti-roll bar

Wheels & tyres

Front 8.5x18-inch; 235/40/ZR18

Rear 12x18-inch; 315/30/ZR18

Dimensions

Length 4,435mm

Width 1,830mm

Weight 1,440kg

Performance

0-62mph 4.1 secs

Top speed 195mph



“The GT2 and GT3 RS require your absolute involvement, demanding that you’re wide awake as soon as you click the seatbelt home”

996.1 GT3 v 996.2 GT3

The 996 GT3 might be overlooked by some but it spawned an enduring, much-loved legend



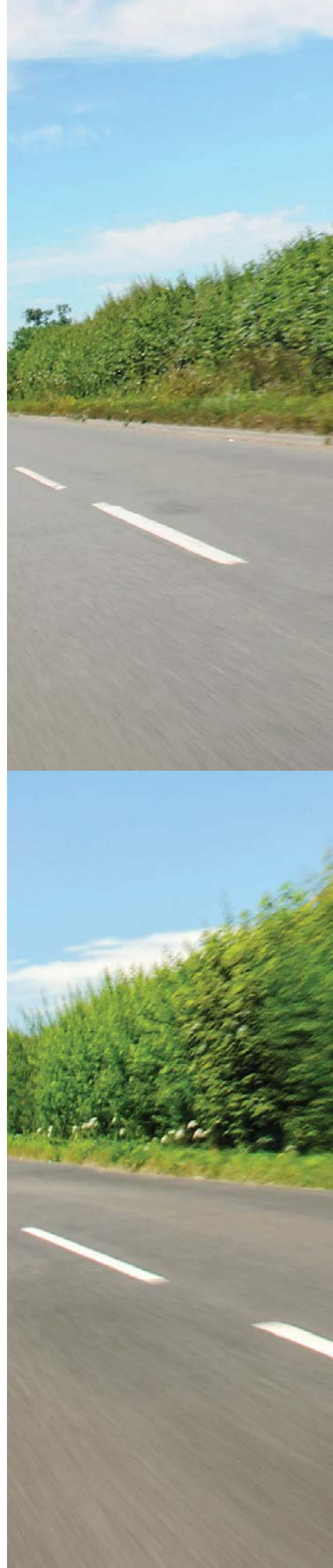
The year 1999 seems like an eternity ago now. The 996 was still box fresh, though Porsche took very little time to offer something special for customers wanting something a bit more focused. The GT3 brought a new, now familiar, badge to the range, adding sharpness for those wanting their 911 with a hint of homologation about it. It allowed Porsche to fulfil the wishes of the motorsport rule makers, creating a tangible link between road and track.

Porsche's answer with the GT3 wasn't the usual lightened route it had taken with RSs, the GT3 actually heavier than its standard Carrera relation (by around 30kg). The addition of a high-revving naturally aspirated, dry-sumped, 3.6-litre Mezger flat six, with its DNA directly traceable to Porsche's GT1 endurance racer, arguably injected the GT3 with more credibility than thinner glass and lighter panels ever could – those lightweight bits, inevitably, coming with the return of the RS sticker with the Gen2 GT3 model.

Arriving at RPM Technik and seeing a Gen1 996 waiting for me reminds me of the excitement when driving them new. A well-known car in Porsche circles (owned by car photographer Antony Fraser) say what you like about Pinky Lai's interpretation of the 911 in 996 form, I have time for the flat flanks it presents. 996 deniers would do well to remember that early 911s did

without shapely hips, the 996 very evocative of the earliest cars. Even with the aerodynamic addenda that demarks the GT3 (and a host of aero-kitted Carreras) it's a compact car. It's dwarfed when someone parks a new Boxster alongside it! Sitting some 30mm lower on split-rim 18-inch alloys, behind which sits 13-inch ventilated and cross-drilled brakes pinched by four-piston aluminium calipers, the uninformed could miss its significance. Compared to later and current GT3s with their overt aero, the Gen1 GT3 is very pure, the rear wing's only betrayal to its motorsport intent being the sharp-edged gurney flap on the lower portion's trailing edge.

Clambering in highlights how far Porsche has come with interiors. The 996's cabin hasn't aged particularly well, even if, fundamentally, it's correct in its function. The steering wheel is pleasingly unadorned, the GT3's dash and door cards shared with the standard Carreras, airbags and all, air conditioning and electric windows, too, with Porsche customers, however intent on engagement and speed, still appreciating such modern-day necessities. Turning the key reveals immediately that Fraser's car is not running as it left the factory; there's a Cargraphic exhaust, which combined with a DMS remap, helps that 3.6-litre engine push out 403bhp, in comparison to the standard car's 360bhp. The revisions don't stop there; a racing flywheel and Sachs ➔





Model 996.1 GT3
Year 1999

Engine

Capacity 3,600cc
Compression ratio 11.7:1
Maximum power 360bhp @ 7,200rpm
Maximum torque 370Nm @ 5,000rpm
Transmission Six-speed manual

Brakes

Front 350mm discs
Rear 350mm discs

Suspension

Front Lower wishbones and MacPherson struts with combined coil springs and dampers; anti-roll bar
Rear Multilink with parallel wishbones; combined coil springs and dampers; anti-roll bar

Wheels & tyres

Front 8x18-inch; 225/40/R18
Rear 10x18-inch; 285/30/R18

Dimensions

Length 4,430mm
Width 1,765mm
Weight 1,350kg

Performance

0-62mph 4.8 sec
Top speed 188mph



Model 996.2 GT3
Year 2003

Engine

Capacity 3,600cc
Compression ratio 11.7:1
Maximum power 381bhp @ 7,400rpm
Maximum torque 385Nm @ 5,000rpm
Transmission Six-speed manual

Brakes

Front 350mm discs
Rear 350mm discs

Suspension

Front Lower wishbones and MacPherson struts with combined coil springs and dampers; anti-roll bar
Rear Multilink with parallel wishbones; combined coil springs and dampers; anti-roll bar

Wheels & tyres

Front 8.5-18-inch; 235/40/R18
Rear 11x18-inch; 295/30/R18

Dimensions

Length 4,435mm
Width 1,770mm
Weight 1,380kg

Performance

0-62mph 4.5 sec
Top speed 190mph





clutch, rose-jointed Rennsport control arms, Eibach springs and Bilstein dampers are among Fraser's list of changes. The result is a GT3 closer in character to the car that followed it; more track based and – crucially – used. They were built for driving after all. It's engaging, enjoyable and, despite its track pretensions, the suspension is supple, the performance sensational and the brakes never in question. There's the beautiful steering feel that's apparent in all 996s, heightened by the GT3's more aggressively set-up suspension. The engine is a free-revving masterpiece that's as addictive in its acceleration as its note, remaining one of Porsche's finest engines, mated to a six-speed manual that's long been a highlight in the Porsche line-up.

If the Gen1 car is GT3 genesis then Gen2 represents its first obvious evolutionary step. Visually, it's a sharper looking GT3, the later cars, arriving early in 2003, benefitting enormously from the revised headlights that came with the Gen2 996, and the simpler looking but more aerodynamically effective rear wing. The sills add a sharper line along the flanks, and those larger alloy wheels with their reverential styling nod (to my eyes, at least) to the Fuchs that have long been associated with Porsche, yet add a modernity over the split rims of the Gen1 car. The front air intakes are more neatly defined, the more aggressively pouting lower edge further delineating its motorsport origins. Still purposeful rather than overt here, the GT3 Gen2 is arguably peak GT3 for those wanting a discreet road and track weapon. It's gorgeous, as much as the Gen1 car represents pure GT3, it's difficult to question Porsche's shift with the Gen2 to make it sharper still, taking its bias more towards track car over the supplier (in standard guise at least) Gen1.

Key changes are under that simpler rear wing. The engine remains at 3.6-litres, though the GT team went through it with fastidious attention to detail. Anything that could lose weight did; the valves, pistons (losing nine per cent of their weight) and con-rods shaving mass, the loss of a crankshaft damper too, helping to see a reduction

of 3.5kg. VarioCam was added, raising the rev limit to 8,200rpm and adding 21bhp to see the GT3 boast 381bhp. The way it responds is so linear, the accelerator sharp, the slightest flex of your right foot having that 3.6-litre's lighter internals spin up towards that redline with an enthusiasm that's unyielding in its ferocity.

The numbers inevitably improved over the Gen1 car, though they're both scintillatingly quick, the real difference being the Gen2's greater mid-range urgency, allied to the suspension's tauter ride. That makes the Gen2 a busier road car, though not too compromised because of it. Walter Rohrl's lap times would demonstrate how effective the Gen2's changes were, particularly when optioned with PCCB carbon ceramic brakes, shaving some useful seconds off the Gen1's hugely impressive lap time of seven minutes and 56.3 seconds around the 'Green Hell'.

Inside, both cars are largely the same aside from a few details on the instrumentation and switchgear, though Gen2 cars inevitably benefitted from the quality improvements that came with the range. This Gen2's interior is lifted by the addition of optional carbon trim and wing-backed seats. It's the car I'd take home, as much for the looks as the small but significant improvements in performance it brings.

And the fact that it's so close to its 996 GT3 RS relation makes it even more of a bargain – you would need to add a one in front of a Gen2's list price to get your hands on a GT3 RS. The 996 might not be a car that's reached its potential, but the GT3s have already piqued the interest of those chasing returns. Financially, that is, rather than the joy they bring on the road, which is a disaster, as cars like this should be driven, as they're designed to be... 🚀



“Still purposeful rather than overt, the Gen2 GT3 is for those wanting a discreet road and track weapon”



996 TURBO v 991.2 TURBO

Now 15 years old, is the 996 Turbo an all-time great or a flawed supercar? A test against the latest model reveals its true colours...



It's incredible, in terms of engineering evolution, what Porsche has achieved in 15 short years with the 911 Turbo. As the 996 Turbo sits silently next to its younger 991 brethren, their respective exhausts still making light 'pinging' sounds as they cool from our country blast, the overarching theme of change – even visually – is very much evident.

For context though, we first need to look outside of Zuffenhausen and towards other manufacturers with sports cars who have graced the road for a similar length of time (and we're talking here about a 15-year window, not the Turbo's full 41-year lineage, which is unmatched in the automotive world). One of the most obvious examples is the humble Mazda MX-5. Through two generations from launch in 1989 right up to 2006, the MX-5 barely changed in dimension, engine size, or technical assistance (namely because there wasn't any). Not until the third generation did the MX-5 get a new engine, a larger chassis, and basic

commodities such as traction control. Looking slightly more upmarket, the Aston Martin DB9 – an alleged 911 rival among the ill-informed – was granted little evolution in its 12 years of production (2004-2016) aside from a revised centre console in 2008 and more power from its V12 engine in 2013.

Back at Porsche, the introduction of the 996 Turbo in 2001 acts as a good middle post for the lineage of Zuffenhausen's flagship forced induction car. Just 15 years previously, the 930 Turbo's engine was cooled by air and mated to a four-speed manual gearbox, with no ABS, let alone electronic driver aids.

By comparison, the 996 Turbo is a spaceship, benefitting from an extra 120bhp and buoyed by driving technologies such as PSM (with ABD), all-wheel-drive and a slick, six-speed manual gearbox to best utilise the huge surge in torque (five-speed Tiptronic was also available on the Turbo for the first time here). Unsprung mass was also vastly reduced thanks to lighter brakes and hollow-spoked alloy wheels.

Fast-forward another 15 years to the present day and while the water-cooled '911 Turbo' moniker has remained in place, the technology and componentry on board shows Zuffenhausen has made similar quantum leaps over the same timeframe. Sure, there's a counter argument that with twin turbochargers, four-wheel drive and an active rear wing, the Turbo's basic DNA hasn't changed too drastically on paper at least. However, a mere scratch of the surface reveals a raft of changes that makes the 996 as wholly different from the latest Turbo as it did from the first iteration in 1980s guise.

Aside from the obvious growth in dimensions (which is surprisingly linear when studying 930 vs 996 vs 991), the 991's chassis dynamics has been altered somewhat, its wheelbase stretched by 100mm over the 996, with the flat-six engine moved forward to sit more on top of its rear axle. That rear axle itself is now equipped with active steering abilities, effectively shortening or lengthening the 991.2 Turbo's wheelbase depending on speed. In terms of drivetrain, ➔

Model	991.2 Turbo
Year	2016
Engine	
Capacity	3,800cc
Compression ratio	9.8:1
Maximum power	540hp @ 6,400rpm
Maximum torque	710Nm @ 2,250-4,000rpm
Any engine modifications	None
Transmission	Seven-speed PDK
Suspension	
Front	Independent; MacPherson struts with coil springs; PASM
Rear	Independent; multi-link; PASM; rear axle steering
Wheels & tyres	
Front	9x20-inch; 245/35/ZR20
Rear	11.5x20-inch; 305/30/ZR20
Dimensions	
Length	4,507mm
Width	1,880mm
Weight	1,595kg
Performance	
0-62mph	3.1 secs
Top speed	199mph



Model	996 Turbo
Year	2003
Engine	
Capacity	3,600cc
Compression ratio	11.7:1
Maximum power	450bhp @ 6,000rpm
Maximum torque	560Nm @ 2,700-4,600rpm
Any engine modifications	Factory X50 Powerkit
Transmission	Six-speed manual
Suspension	
Front	Independent; MacPherson struts
Rear	Independent; multi-link
Wheels & tyres	
Front	8x18-inch; 225/40/R18
Rear	11x18-inch; 295/30/R18
Dimensions	
Length	4,435mm
Width	1,830mm
Weight	1,540kg
Performance	
0-62mph	4.2 secs
Top speed	189mph



there's another 120bhp hike to show for 15 years of evolution, with Variable Turbine Geometry (first introduced on the 997) reducing lag and enabling the latest Turbo to hit peak torque earlier compared to the 996.

Power is fed through a PDK double-clutch automatic gearbox, with an extra long final ratio added to reduce fuel consumption. The 991.2 also moves the Porsche Active Aerodynamics game on somewhat, that rear wing altering not only its height but also the angle of attack depending on the car's rate of velocity, with a new front lip splitter also extending and retracting to aid downforce at its chin. Throw in a raft of digital wizardry, including touchscreen PCM with Apple CarPlay, coast function, Dynamic Boost or even PASM, and suddenly the 996 Turbo's résumé looks a little antiquated by contrast. So how does this translate in the real world?

There's no question the 991.2's chassis feels much more balanced through faster corners,

its levels of grip so immense it'd really take something remarkable (read: stupid) to drastically unsettle it on the public road. Attacking those same Yorkshire turns at a similar pace in the 996 simply isn't possible, so corner entry is markedly slower. Even so, the rate at which the softer 996 understeers is quite astonishing by comparison: its nose just doesn't hunt the apex with anything like the same conviction as the 991, and so a classic 911 driving style of really weighting up the front end pre-turn in is necessary to harness as much grip as possible. Pace on exit from a corner is electrifying in both cars and while the 996 doesn't particularly suffer from turbo lag per say, the 991's VTG ensures that first burst of pace is noticeably more explosive – exactly the sort of Turbo experience that's made the model so desirable for the last 41 years.

Does all this make the 996 a bad 911 Turbo? Not at all. In fact, the 996 provides the more visceral Turbo experience. Its manual gearbox is

a breath of fresh air to the driver, and feel through the wheel is sensational, making the filtered 991 feel dead by comparison. The trademark deep, mechanical thrum of that Mezger, even on tick over, is a far more glorious sound than the orchestrated acoustics of the DFI-engined 991.2, and gives a dramatic sense of purpose to this modern classic supercar.

The lesson, then, is that the 996 simply feels more like a traditional 911. The driver sits much higher up, the cabin feels small and cosy, and its driving dynamics are noticeably more rear-biased than today's Turbo supercars. With a manual gearbox and comparatively basic computerised catches, in the 996 it's truly the driver that's in control, and overcoming the car's nuances – while taking advantage of what is still blistering performance – is all part of the fun here. And as the Turbo becomes ever more computerised over the next 15 years, the charm of the 996 is sure to grow too. **911**



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993 GT2 IN THE SNOW

SNOW TIME

The 993 GT2 is one of the most special homologation 911s. We test its mettle with an unforgettable Alpine drive to discover if it is the best from the 1990s

Written by **Wilhelm Lutjeharms**

Photography by **Charles Russell**



When was the golden period for Porsche's venerable 911? Your answer will probably depend on when you were born. Some 911 enthusiasts argue that pre-1973 911s are the real deal. Then, for some of us, an impact-bumper series car is the archetypal 911. All things considered, your preference may ultimately be determined by which of the aforementioned models captured your imagination the moment you saw a Porsche "in the wild" for the first time.

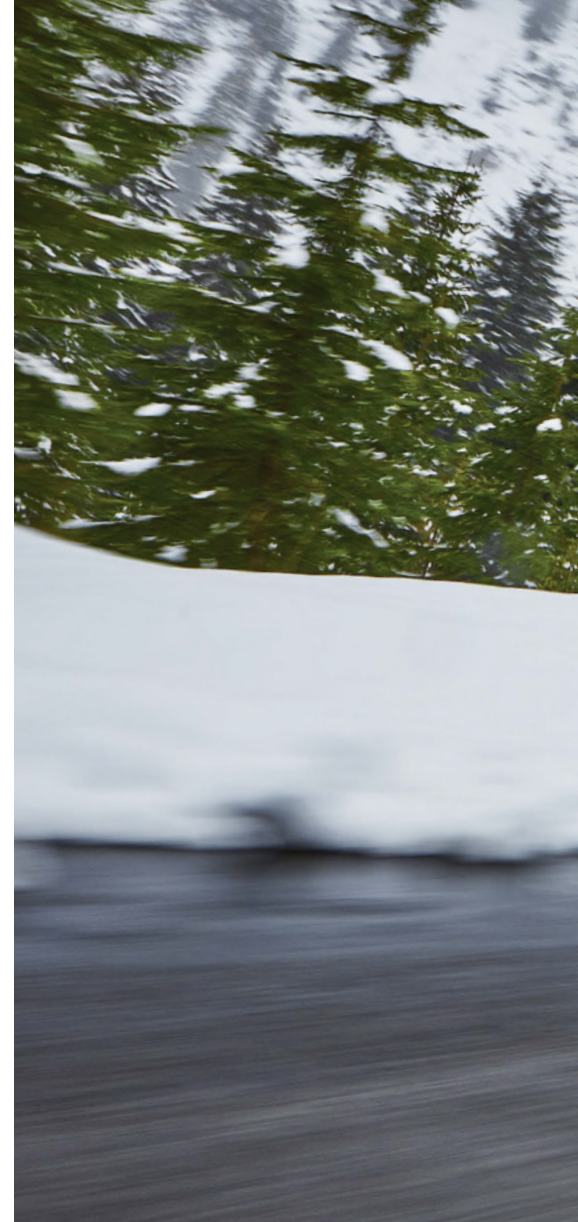
I am a member of the latter group, but when I started reading about cars with real intent, it was the end of the 964/advent of the 993 era. The 993 Turbo with its rounded curves really stood out for me, especially since other performance cars of the period were generally very angular in terms of their exterior designs. I thought a 911 couldn't look any more hunkered down and purposeful than the 993 Turbo, so imagine my excitement the first time I saw a picture of a 993 GT2!

Note those bolt-on wheel arches (32mm at the front, 30mm at the rear), the wide split-rim, three-piece magnesium-alloy Speedline wheels (here with darkened centre pieces) and a rear wing not unlike those on Porsche's endurance race cars. "Can you drive this 911 on the road?" It's a question I first asked myself as a teenager.

The road-going GT2s were built to comply with the rules and regulations of international GT-racing formulae, particularly the BPR series for street-legal GT cars. The GT2 race cars' lineage traces back to the 964-series 911 Carrera RSR and RS 3.8. And, as was the case with competitively campaigned 911s that predate it, the GT2 excelled at endurance racing. 1995 was the first year the GT2 participated at Le Mans. Although six GT2s/GT2 Evos didn't finish the race, three cars took the overall 15th, 16th and 17th places. These achievements led to class positions of fourth, fifth and sixth. The top-placed car was the white no. 77 Seikel Motorsport car, driven by Guy Kuster, Karel Dolejší and Peter Seikel. And the GT2's racing success gained momentum thereafter. At the 1997 24 Hours of Le Mans, the cars achieved first, second, third and fourth in their class at the challenging La Sarthe circuit, which resulted in overall positions of ninth, tenth, 11th and 13th.

Privateers continued to race the GT2s competitively in 1998, 1999 and even in 2000, however by that time the 996 GT3 R was already on the racing scene. Still, at its final Le Mans race in 2000, a GT2 finished seventh in class – it had proved no match for the mighty Chrysler Viper GTS-R and Corvette C5-R – but, significantly, it completed 317 laps, seven more laps than the GT-class winning Porsche 911 GT3 R. To say it was a successful racer of its time is an understatement.

Made available in early April 1995, the GT2 (in Street, as well as Clubsport, versions) was based on the new 993 Turbo, which – incidentally – would only be released a few weeks later. There were notable changes and upgrades compared



The 993 GT2 featured a rear wing not unlike those used on Porsche's endurance racers, and boasted a fairly sparse interior cabin still similar to its 993 Turbo relative





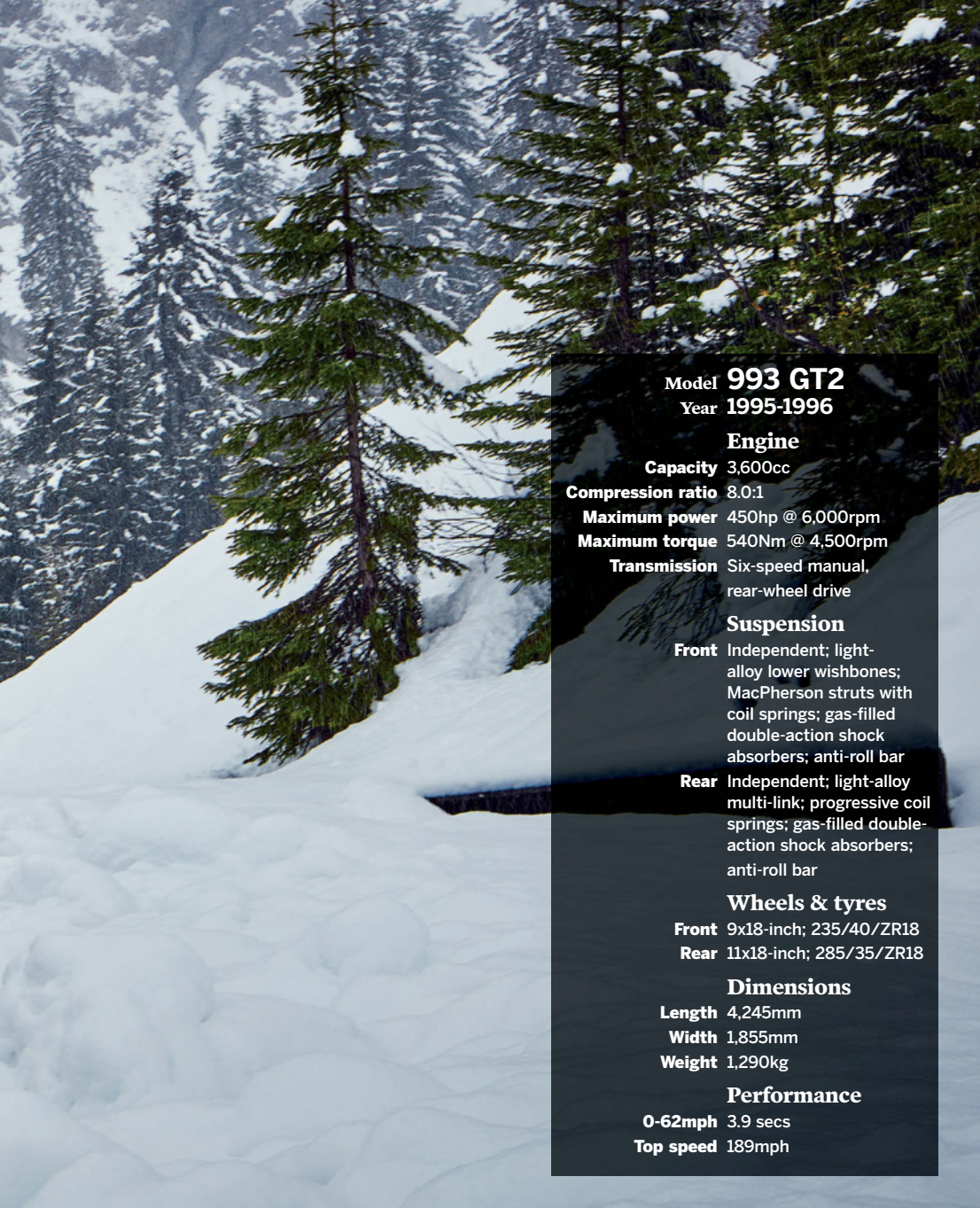
“Frosted Alpine roads are a far cry from a dry Le Mans track, yet this is to be the setting for our mad test drive”





The 993 GT2's bolt-on wheel arches (32mm front and 30mm aft) and split-rim, three-piece magnesium-alloy Speedline wheels give a wide stance from the rear





Model	993 GT2
Year	1995-1996
Engine	
Capacity	3,600cc
Compression ratio	8.0:1
Maximum power	450hp @ 6,000rpm
Maximum torque	540Nm @ 4,500rpm
Transmission	Six-speed manual, rear-wheel drive
Suspension	
Front	Independent; light-alloy lower wishbones; MacPherson struts with coil springs; gas-filled double-action shock absorbers; anti-roll bar
Rear	Independent; light-alloy multi-link; progressive coil springs; gas-filled double-action shock absorbers; anti-roll bar
Wheels & tyres	
Front	9x18-inch; 235/40/ZR18
Rear	11x18-inch; 285/35/ZR18
Dimensions	
Length	4,245mm
Width	1,855mm
Weight	1,290kg
Performance	
0-62mph	3.9 secs
Top speed	189mph

to the Turbo. The GT2 used the same engine, but power increased from 408bhp to 430bhp. What's more, dropping the Turbo's all-wheel-drive system meant the GT2 was around 200kg lighter and Porsche claimed a 0-62mph acceleration time of 3.9 seconds and a top speed of 189mph. The GT2 was also 20mm lower to the ground than the Turbo, while the suspension was upgraded to adjustable suspension and a stiffer subframe at the rear (as well as increased negative camber). The brief was clear; the GT2 had to be a pure driver's machine, in line with the race car that Porsche intended to take to global race circuits.

This GT2 (chassis no. WP0ZZZ99ZTS392101) was built in 1995 and is, in GT2 terms, a luxurious "Street" version. Even so, it still tips the scales at only 1,295kg. Only 173 GT2s were built, and of this small number most were built in 1995. According to the very comprehensive *The Porsche Book* by Jürgen Barth and Gustav Büsing, this chassis number was one of the Rest of World cars that featured the M64/60RS engine, developing 450bhp at a higher 6,000rpm instead of the M64/60s 430bhp at 5,750rpm.

The car was originally earmarked for the UK. Its current (third) owner bought the car in Europe 12 years ago and, at the time, he owned a 935 racing car. The latter was a very special set of wheels, but the effort of getting a trailer and a mechanic (or two) every time he wanted to have a track outing took its toll. He was always interested in the 993 GT2 and, incidentally, the GT2's previous owner was interested in his 935. They did a straight swap. In the current owner's own words: "This was a rather expensive GT2!"

Although he is not a Swiss citizen, his car is stored in Switzerland and gets driven a number of times a year. In fact, the day I arrived in Switzerland to drive the car, the owner (and his wife) had just returned from a 1,700-mile European road trip in the GT2 – with roads along the way including none other than Route Napoleon. These extended journeys are not extraordinary. Upon delivery of the car over a decade ago, they drove to the Netherlands, then south towards Paris, where the 911 was driven down the Champs-Élysées and around the Arc de Triomphe! Make no mistake, this is a GT2 that is very much used, despite its soaring value.

Although the cabin is sparse in terms of equipment, there is still an audio system and electric windows as well as those legendary door-pull straps. As expected, the car has a lot in common with the 993 Turbo, but when you look behind and see the omission of rear seats you realise you are seated in something special. The half-cage in situ was fitted post-factory, but that's of little concern: if there is a car that can make do with a half-cage, it's a Porsche GT car.

Of course, frosted Alpine roads are a far cry from a dry Le Mans track, and yet, unbelievably, this is the setting for our mad test drive. As I head into the mountains, the owner tells me that these tyres are quite forgiving in the wet. However, ➡





I'm secretly thinking he is still crazy to let me drive his car in these conditions! Undeterred, I heed his advice and slowly push the throttle harder. I'm amazed at how tractable the engine is. Even when the rev needle is as low as 1,000rpm in second gear, you can simply squeeze the pedal and the engine will start to push from the rear.

At first, the situation is hard to digest: as I drive up the twisty mountain road, the GT2's 235/40/ZR18 front and 285/35/ZR18 rear tyres crush half-molten snow in their path. I'm acutely aware at all times that I'm driving a £1 million (\$1.3 million), 450bhp supercar on a soggy road in sub-zero temperatures, so I take care to make extremely sensitive and delicate throttle inputs with my right foot. Switzerland is fascinating in that sense: when spring comes, the temperature drops and the snow gets thicker the higher up into the mountains you drive but, astonishingly, the roads might be bone dry in the valleys below.

Nevertheless, an eventful drive ahead in the 993 GT2 is guaranteed. Remarkably though, after rising and falling in altitude as I follow this twisting Alpine route, my confidence grows. When I flex my right foot I discern some turbo lag, but it is only for a fraction of a second before the urgency of the engine makes itself felt. Beyond 4,000rpm, the GT2's engine delivers its true performance in no uncertain terms –

with the turbos fully spooled up, the Porsche's characteristic flat-six sound track can be savoured as it bounces from the rock faces. This sound, in conjunction with the turbo, reminds you at every second of the serious nature of this 1990s icon.

In the 993 GT2, it's vital your front wheels are pointing ahead as the full power delivery can easily overwhelm the rear wheels. Of course, in the car's current surroundings, this is exacerbated. The rear is lively and steps out, albeit briefly, on occasion as the road twists and turns down the mountain. I have to be completely focused on the behaviour of the car's chassis and how my inputs affect it. Fortunately, the brakes are more than up to the task of lowering my speed, while the pedal also provides good feedback. Switching gears is effortless, as each engagement is slick and the gearlever slots into the respective ratios.

The GT2's steering feels better connected to the front axle compared to modern cars; it constantly and accurately feeds information to your hands. It is a driving experience in which you want to immerse yourself – as if the car implores you to learn to drive it to its potential over the course of several days, even weeks.

After a day in the Alps, as absurd as it was unforgettable, I return the GT2 back to its resting place tucked away in a warm garage. I feel like I've achieved the impossible! Throwing car and

1990s 911 icons

1993 Porsche 964 3.8 RS

Surely the ultimate incarnation of only the second-generation of 911 RS. Not only did it eclipse the standard 964 3.6 RS, the 3.8 was even more special as fewer were made (only 55 units versus 2,405 3.6 RS models) and its engine developed 300bhp instead of the 3.6's 260bhp. Other upgrades included the bodyshell, which came from a 964 Turbo, a large rear wing and the wheels, which were 18-inch Speedlines.



1995 Porsche 993 RS

The 993 Carrera RS took the evolution of the 964 RS 3.8 one step further. Maximum power was the same as the limited-run 964 at 300bhp, though this was achieved at 6,000rpm instead of the 964's 6,500rpm. A Varioram intake system was also used for the first time on the 993, with the more hardcore Clubsport version visibly different from Comfort cars thanks to a bi-planed rear wing with additional air intakes.



1999 Porsche 996 Gen1 GT3

The start of what has become a 17-year lineage of some of the greatest 911s that we have ever experienced. With an engine based on the Le Mans-winning 996 GT1 endurance racer, this GT3 incorporated all the upgrades that an enthusiast could possibly expect from a more-focused 996 Carrera. Who can ever forget Walter Röhrl's production car lap record of the Nordschleife of seven minutes and 56 seconds.



driver into such an environment has its positives though, as a lot was learnt about the car – and quickly. In issue 121 I drove the Clubsport version of the 993 GT2. The Street version, as expected, feels almost plush compared to the Clubsport. The cabin is more habitable (and better insulated from exterior sounds), and you can easily do a long road trip in this car – if supremely focused 911s are your cup of tea. However, what this GT2 Street does share with the Clubsport is the power delivery, the solid shift action of the gearbox and the overall character and stance of the car.

The release of the 993 GT2 paved the way for some of the fastest, most respected, but also most fearsome 911s in history. With the new GT2 RS due for release in the coming months, it is unclear if Porsche will again produce such a focused derivative for the driving enthusiast. If the first pictures and information are anything to go by, the next iteration of GT2 will be a winner among those with a love for turbo performance 911s.

Let's not forget that it all started with the 993 GT2 version, a road car that incorporated so much of its racing sibling, and whose full-slick tyres pounded various endurance racing tracks across the globe with tremendous success. It undoubtedly deserves all the attention and value it receives today... just don't ask me to drive it in the snow again! **911**



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997 LHD-TO-RHD CONVERSION GT3 CONVERT

Enthusiasts get very attached to their cars. One Total 911 reader developed such a relationship with his 997 Gen1 GT3, taking it to Australia and performing the first LHD-to-RHD conversion...

Written by **Dino Kalivas**

Photographs supplied by **Dino Kalivas & Tim Rout**





Being a car enthusiast is a pleasure (although, having owned Alfa Romeos in the past, I can confirm it is sometimes a curse too). Living as a car enthusiast in the United Arab Emirates (UAE) – once the land of camels but now firmly the land of Lamborghinis – was an even greater pleasure, giving me the opportunity to purchase and drive a reasonably new, exotic sports car at exceptional value.

While in the Middle East, therefore, my search began for a car that could satisfy a number of criteria. First of all, the car had to be comfortable enough to be used as a daily driver and it also had to be engaging and special to drive. Second of all, it needed to reliably cope with the UAE's extremely hot climate.

I looked at the usual Italian “bling” but there was only one car that met all of my criteria: the Gen1 Porsche 997 GT3. The only question remaining was whether I should purchase a standard ‘Comfort’ model GT3 complete with air-con or find the supposedly superior RS. Without

wishing to offend the RS community, I was put off by the RS's lack of visual subtlety though, and finding one with A/C would prove impossible. With summer daytime temperatures peaking beyond 40°C in the Middle East, driving any car without air conditioning isn't too good for your health! A 2007 997.1 GT3 it was to be then.

Having found a suitable car and enjoyed it immensely during my time in Abu Dhabi, I didn't want my move to Australia putting a dampener on things. However, the favourable market that allowed me to buy my car in the first place meant that selling in the UAE wouldn't give me enough to buy a similar example in Oz, so I decided to bring my car with me for the 11,685km journey Down Under to Melbourne. Under federal law, bringing the GT3 back to Australia meant that a conversion from left-hand drive to right-

hand drive was mandatory. I can only imagine the purists thinking that converting a GT3 is sacrilege, but life sometimes is about adventure and, on the plus side, this car had ownership history, dealership maintenance and complete service books.

Searching the internet for “modern 911 conversions” came back with nothing so I could only assume that this would be a world first! After reading feedback on Porsche forums, I realised I needed someone with extensive technical experience, a good reputation and the attention for every last detail. A number of contacts suggested I speak with Stuart Drummond of NINEAUTO in Melbourne as he would be just the man for the job. For those in the Porsche community on Australia's eastern seaboard, Drummond is well known, having worked on

“I can imagine the purists thinking that converting a GT3 is sacrilege”



Above The NINEAUTO team had to strip down the entire front end on both the 997 GT3 and the Carrera donor car before the conversion process could start in earnest

Porsches for over 20 years, establishing his own firm after a recent stint at Porsche Melbourne. After talking through the project, Drummond agreed to convert my car, enlisting the help of a retired former colleague, Roger Poulter, who began researching and drafting the plans.

Drummond and Poulter quickly identified that purchasing brand new parts for the conversion would be far too costly. Instead, we agreed the best course of action would be to buy a donor car and salvage most of the required parts from it, a decision that has, so far, saved at least 50 per cent of the cost and meant that we have still used genuine factory parts. Drummond found a written-off 2007 911 Carrera with only minor rear-end damage, which was perfect for the job.

It was necessary to start the job by entirely dismantling the GT3 from the leading edge of the rear seats forward. The same treatment was applied to the donor car and, once both were in pieces, the GT3 body was sent to Craig Munro at BM Refinishes in Melbourne, where he welded in and painted new RHD-specific front bulkheads

“We agreed to buy a donor car and salvage most of its parts, a decision that has saved 50 per cent of the cost”

and the dashboard firewall panel to match the factory's fitment. The bolt-in section of the main A-pillar bulkhead was also replaced with a RHD part, while the NINEAUTO team worked out what could be used from the Carrera donor.

On top of various small parts, the list of RHD specific components was long. Very long. Drummond and Poulter had to raid the donor

car for the steering rack and column, the pedal box, the dash frame, top and under panels, the glove box and the floor carpet, as well as various interior and boot trim panels. Fitting these, however, proved fairly simple as the 997 shell had many common pick-up points for left and right-hand drive. For example, the pedal mounts for RHD fitment were already in the GT3 shell.

The fuel system was one area that we couldn't just carry over, requiring a new fuel tank, pick up and pump from Porsche, however, finding the exact

parts required was a bit of a challenge as they were not easily identifiable in the PET (Porsche Electronic Technologies) diagrams. I'll let NINEAUTO's Tim Rout take up the story:

“Reviewing the VIN only gave us the left-hand-drive versions and Porsche struggled to give us the right information on the right-hand-drive equivalent. In the end we ended up pulling



apart an Australian-delivered 2007 GT3 just to identify the correct parts!" That was nothing compared to the challenge of the wiring looms though, as the GT3s are totally different to the Carreras. Adapting the original front and rear sections of the LHD GT3 wiring was relatively straightforward, however the central loom was a whole other story.

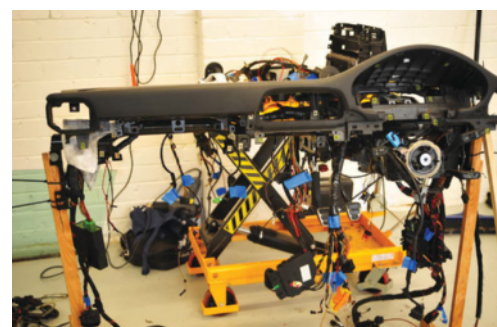
"By far the most challenging part of the conversion process was flipping and extending the main loom," Rout explains. "It took hundreds of hours to research the wiring specification, check diagrams, measure and then fit the loom." The problem arose because the central loom couldn't simply be flipped, as the control unit mounting points on the right-hand-drive dash (from the Carrera) weren't a mirror image of the left-hand-drive version.

Drummond was working with a seemingly unending supply of wires to engineer the new loom, and care was needed to make sure the resistance of the various wires was within the required specification. To assist the fabrication

process, Drummond attached the main part of the loom to the RHD dash frame setup on stands away from the car, making access so much easier (it also made for a cool photo, as seen below).

After 14 months, Drummond and Poulter now have my GT3 back together in RHD form and have completed the final system checks to iron out some minor electrical faults. Our final challenge is to find an Australian-compliant sat-nav as the UAE unit doesn't have the right mapping software. Hopefully our friends at Porsche can help or Drummond might have to find a second-hand unit off a local Carrera.

While carrying out what is probably the world's first GT3 conversion may seem like an extreme step to be able to drive my dream car in Australia, if you are a GT3 enthusiast like me, you will have read volumes on the car's scintillating driving experience. Each and every drive is special, so special that I chose to continue my Porsche journey with the same car on two different continents. It seems I'm quite the 911 convert, just like my car. **911**





911 GT3 RENNSPORT

On the off chance that the GT3 doesn't quite manage the lap times you were looking for, then the Rennsport version will provide the answer. Launched in 2015 and with around 60 UK examples, spending £131,296 (\$174,407) secured a 911 that benefitted from a package of aerodynamic measures that substantially reduced lift at the front and increased downforce at the rear. Chief among the former were exit vents cut into the tops of the front wings, items fashioned from carbon-fibre along with the front and rear compartment lids and the rear wing. A plastic rear window and magnesium roof panel further contributed to weight saving, while 21-inch rear wheels completed the racer looks. Under the lid was a 4.0-litre, 500hp motor that drove through a PDK gearbox and shoved the RS from 0-62mph in just 3.3 seconds. The optional Sport Chrono package included the new Porsche Track Position app, which allowed detailed lap data to be shared with a smartphone. Nice.



991 GT3

More spacious, opulent and technically advanced, the 991 fully deserves the GT3 badge. Here's how to buy the best

Written by Chris Randall
Photography by Daniel Pullen



GT3 TIMELINE

1999

First GT3 launched at the Geneva Motor Show in 996 form, with a choice of Comfort or Clubsport. 1,858 produced

2003

The 'Gen2' 996 boasts 381bhp, optional ceramic brakes and changes to the engine and transmission. 2,313 produced

2004

The 996 GT3 gets the RS treatment. Power and torque remain the same, but weight-saving is implemented. 682 produced

2006

Again, it's a Geneva launch for the 997 GT3. Power is up to 415bhp with VarioCam Plus, while PASM is standard. 2,378 produced

2009

In 'Gen2' form, the GT3 RS gets a power hike to 450bhp. Minimal standard spec leads to a road car lap record at the 'Ring. 1,500 produced

2010

Perhaps saving the best for last, Porsche introduce a 997 GT3 RS with a 4.0-litre engine that produces 500bhp. 600 produced

2013

The 991 gets the GT3 treatment. Power is upped to 475bhp from the 3.8-litre engine, but it's PDK only. Still in production

We've previously subjected the first model to sport the GT3 badge, the awesome 996, to our Buyer's Guide microscope. This time, we fast-forward more than ten years to the very latest. Make no mistake, Total 911 is a huge fan of the latest GT3, and having pitted it against a 997 GT3 RS back in issue 131, we were left staggered by its combination of technology, cossetting luxury, and exquisite handling. Not only is it the most breathtaking, it's possibly the most everyday-friendly 911 ever to sport the GT3 badge, ever the embodiment of a proper Porsche according to Butzi himself.

One of the reasons we rated it so highly was down to what lies beneath that purposeful rear wing, a 3.8-litre motor producing 475hp at a spine-tingling 8,250rpm. Almost 100bhp more than the

original GT3, it's a thrilling confection of cutting edge, lightweight construction with titanium con-rods and forged pistons that allow it to rev to an intoxicating 9,000rpm. With VarioCam variable valve timing for both inlet and exhaust camshafts and an advanced dry sump lubrication system, it's also the first GT3 to feature direct fuel injection.

But as regular readers will know, it hasn't been without issue, with a spate of high profile engine fires threatening to put a dent in Porsche's reputation for peerless engineering. We've previously covered the problem in some detail, but essentially a failed connecting rod bolt could lead to terminal engine failure, with the resulting oil leakage leading to the much-publicised infernos. After issuing a 'stop driving' notice to owners – some of whom were understandably dismayed after parting with more than £100,000 (£133,000) for their car – Porsche set about

changing the engines in the 785 model year 2013-2014 cars affected.

However, despite a dozen examples being fitted with a second new motor due to a valve-train issue, and the recall of 35 model year 2015 cars to have the spark plugs and coil packs replaced (a short circuit could have caused damaging engine misfires), it seems that Porsche's quick action has left used values unharmed. Given their age, these cars are almost certainly being maintained within the dealer network so there's nothing to worry about in terms of service history, although the 20,000-mile/two year maintenance intervals means that some OPCs are seeing conscientious customers opt for an annual oil change as well; at around £300 it's a sensible decision, especially as the GT3's everyday usability is seeing some examples cover healthy mileages. And while on the subject of lubricant, ➔

“The 991 is the most everyday-friendly 911 ever to sport the GT3 badge, ever the embodiment of a proper Porsche according to Butzi himself”

Model 991 GT3

Year 2013

Engine

Capacity 3,800cc

Compression ratio 12.9:1

Maximum power 475hp @ 8,250rpm

Maximum torque 440Nm @ 6,250rpm

Transmission Seven-speed PDK, 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 9x20-inch; 245/35/ZR20

Rear 12x20-inch; 305/30/ZR20

Dimensions

Length 4,545mm

Width 1,852mm

Weight 1,430kg

Performance

0-62mph 3.5 secs

Top speed 196mph





Porsche equipped the latest GT3 with 380mm discs at all four corners, clamped by six-piston aluminium monobloc calipers at the front and four-piston items at the rear. It also featured a composite rear wing



PARTS PRICE CHECK

• Centre lock wheel (front)	£2,271.24
• Front damper (with lift kit)	£635.83
• Set of PCCB brake discs	£16,624.32
• Exhaust system (complete)	£6,111.86
• Catalytic converter	£1,546.86
• Front brake caliper	£917.17

Prices are inclusive of VAT and come courtesy of Paragon Porsche

991 GT3 VALUES

Greig Daly at RPM Technik reveals that prices dipped around six to eight months ago, but now seem stable in the short to medium term. Of course, values vary from £130,000 to £160,000 depending on specification, though there is some variation present in the market. Comfort models sit at the lower end of the price spectrum, while a Clubsport with Paint to Sample is at the upper end.





“PDK is a reliable gearbox that’s fully up to the rigours of track work”

some owners have expressed concern over high oil consumption, although it differs between cars and is dependent on the extent of track use; requiring a pint of oil every 600-1,000 miles could well prove normal.

Less acceptable to a number of potential owners though, was Porsche’s decision to equip the 991 GT3 with a PDK transmission only. A seven-speed unit, it was retuned with specific ratios for the new application and featured shorter-throw shift paddles for improved response, along with a ‘paddle neutral’ function; pulling both paddles disengaged the pair of clutches, which could then be re-engaged either from a standstill or on the move with predictably spectacular results (and the loss of a few millimetres of rear tyre tread!). Still, it is a reliable

gearbox that’s fully up to the rigours of track work and avoids any over-rev scares.

Keeping everything under control on road or track was a chassis featuring MacPherson-type struts up front and a multi-link axle at the rear, with the ability to adjust settings for optimum handling. Riding 30mm lower than a Carrera, the GT3 also benefitted from PASM (Porsche Active Suspension Management) as standard, along with the electromechanical rear-axle steering system that provided a virtual shortening of the wheelbase. Porsche Active Drivetrain Mounts (PADM) were also standard, along with Porsche Torque Vectoring Plus that further sharpens handling and stability by braking an inside rear wheel. The front-axle lift system was optional and was chosen by a large proportion of buyers with

more of an eye on street use. GT3s of this age certainly shouldn’t be exhibiting any issues with the suspension, although it is worth checking for wear on the inner edges of the tyres as this points to time spent on a circuit.

Take to the track and you’d have found the brakes more than up to the task, Porsche equipping the latest model with 380mm discs at all four corners, clamped by six-piston aluminium monobloc calipers at the front and four-piston items at the rear. PCCB composite brakes were a £6,248 option, one not taken up by many buyers, and largely unnecessary given the abilities of the standard setup, which wear well. A replacement set of pads and discs will cost £3,500 at a specialist such as RPM Technik, so it is worth checking them over. The stoppers are fronted by 20-inch forged alloy wheels with centre-lock fixings, so ensure the rims are undamaged as replacements are over £2,000 each.

Externally, the latest car had grown over the 997 with an extra 100mm in the wheelbase



Inside the 991 GT3's cabin, comfort trim was standard, bringing a feast of leather, Alcantara and brushed metal finishes, along with a seven-inch touchscreen. Clubsport variants got a roll cage and fire extinguisher, which was housed in the front passenger footwell

significantly improving cabin space, while the rear wings and track were 44mm and 31mm broader respectively. And with a widened front splitter and composite rear wing, Porsche had given plenty of attention to the aerodynamics.

Any example you find today should be in immaculate condition but it is worth consulting an OPC regarding any dealer campaigns affecting the model; one involved the addition of a mesh grille within the front wheel-arch liners to prevent stone damage to the radiators, while another involved checking the hydraulic pipe unions for the front-axle lift system, so ensure that the example you're considering has had any update work carried out. And then there's the issue of accident damage; track mishaps are a distinct possibility so scrutinise the history to ensure there's nothing unpleasant lurking in the car's past.

A final point on the exterior is in regards to colour, a choice that can significantly effect resale values. Porsche offered a number of solid, ➡



BUYING TIPS

Obviously a much more recent model than our usual **Total 911** Buyer's Guide subjects, but you'll still need to ensure that the example you're looking at is in perfect condition. It's advisable to discuss specification with an OPC or specialist beforehand to decide which options will best suit your needs.

- **Comfort or Clubsport?** The latter are more numerous, with 50 to 70 per cent of cars specified this way, and will be worth more come resale time, but don't dismiss the Comfort option if you plan on plenty of road use.
- **Specification:** You'll be hard-pressed to find an example that hasn't been lavished with plenty of options, so it's worth taking the time to find the one that suits you best.
- **Bodywork:** Don't settle for anything less than spotless. Special paint colours can add value, but check for any track-induced accident damage.
- **Engine/transmission:** Neither should be a source of worry; don't be surprised to find a record of additional servicing by meticulous owners.
- **Brakes/suspension:** Both are incredibly robust even when used hard. It's worth checking for any signs of premature wear, as replacements are pricey.

metallic, and special finishes for the GT3, and whether 'Lime gold' floats your boat is down to personal choice, but experts say that quite a few buyers opted to go down the 'Paint to Sample' route that provides an almost unlimited choice of colours. A carefully chosen shade could have increased the value of a used example so it's worth getting the views of an OPC or specialist before you buy.

Inside you'll find a spacious cabin that's supremely comfortable and luxuriously appointed, and there's the usual bewildering array of trims and options to consider. Comfort trim was standard, bringing with it a feast of leather, Alcantara, and brushed metal finishes along with a seven-inch touchscreen for control of the hi-fi system, climate control, and for the first time in a GT3, a 4.6-inch TFT display in the instrument panel that could display readouts from the trip computer. It doesn't end there, of course, plenty of buyers plundering the options list to add cruise control, electrically-adjustable adaptive Sports seats, the Porsche Communications Management system and the Sport Chrono Package.

Indeed, many buyers were acutely aware of what was needed when it came to resale time, so don't be surprised to find this track-focused Neunelfer laden with convenience kit, although modestly-specced examples are out there if you prefer more driver focus and less opulence.

But it's the Clubsport option that attracts the most attention on the forecourt, the addition of a roll cage, six-point harness, fire extinguisher, and battery master switch prep delivering the sort of track appeal that GT3 buyers demanded. According to specialists, it's possible that between 50 and 75 per cent of cars were specified this way – although even these cars benefitted from a raid on the options list to add extra luxury – and it's likely to prove the best decision in terms of investment. A quick trawl of OPCs will find GT3s sporting price tags of up to £145,000 (\$193,000) – a tidy profit on the original £100,000 (\$133,000) asking price.

Don't shy away from a Comfort model though; the supreme blend of everyday usability and track talent means you're unlikely to feel short-changed if you prefer a less hardcore approach. Whichever model you choose, expect an interior that's nothing less than perfect.

Ultimately, a used GT3 is going to prove a spectacular ownership proposition and one of which you'll almost certainly never tire from. Buying one should be a painless exercise, although if you choose to buy privately, you should certainly have the car checked by an OPC or specialist – there is too much money involved here to take any chances. But whichever route you take, you're in for a very special, and potentially profitable, experience indeed. **911**

SPECIALIST VIEW

"Like all GT3s, the 991 is an amazing car to own and drive and benefits from relatively manageable running costs compared to models from the likes of Ferrari and Lamborghini. That means it will always appeal to buyers wanting something special, so despite the economic uncertainty caused by the recent EU referendum in the UK, it will be a safe place to put your money. Having said that, the best thing is to buy one to enjoy now rather than worrying about investment, although some care is needed as we're already aware of examples that have been damaged on a race circuit, so it's important to check the history before you part with any money."

Greig Daly,
RPM Technik





OWNING A 991 GT3

- **UK Price new:** £100,540
 - **Total numbers sold:** Still in production
 - **Service intervals:** Two years/20,000 miles
 - **Service costs minor:** £396
 - **Service costs major:** £756
- (Figures are courtesy of RPM Technik)



THANKS

For more information on the GT3 in our pictures call RPM Technik on +44 (0)1296 663 824 or visit rpmtechnik.co.uk.

THE PURSUIT OF POWER

The 1983 Carrera was not the first atmospheric 911 to break the 3.0-litre barrier. Total 911 heads to Belgium to investigate

Written by **Kieron Fennelly**
Photography by **Steve Hall**

In the sports car world, it is a well-established convention that each successive model is more powerful and faster than its predecessor, and Porsche has consistently stuck to this rule – except for a brief period in the 1970s. The rise of US emission regulations caught out all the motor manufacturers, especially America's muscle cars, which were completely hobbled. However, thanks to its superior engineering, Porsche managed to avoid the worst of the power deficits: in 1976, the top-of-the-range Carrera 3.0 was only 13bhp down and had the same torque as the celebrated 2.7 of 1973-74. However, when the Carrera and the lower output K Series 2.7 made way in model year 1978 for the SC, there was considerable disappointment that the latest Porsche was rated at 'only' 180bhp.

There was also surprise that, for the first time since the launch of the 911S in 1966, there was ➡





only one atmospheric 911 model, plus, of course, the 3.3 Turbo. This simplification reflected the fact that Porsche was now also making the two transaxle models, the entry level 924 and the 928. The latter in particular was the creature of Dr Ernst Fuhrmann who saw it as the successor to a 911 he felt was fast becoming obsolete, especially as it was apparent that Europe would copy American restrictions on exhaust emissions and also demand better mpg. Improving the 911's credentials here was one reason for the reduction in power, and limiting the 911 to 180bhp was also intended to differentiate its performance from the 240hp 928.

In fact, after promising beginnings, the emotional tide within Porsche had swung against the 928 when it became apparent that the new model would limit the life of the 911. Indeed, the only advocates of the futuristic 928 seemed to be Dr Fuhrmann and Design chief Tony Lapine. This rather isolated Fuhrmann and made him increasingly defensive about 'his' 928. In 1978 he issued a *Verbot* on any further development of the 911, which included the competition programme: the privately entered Alm  ras 911 that gave Porsche its fourth (and last) Monte Carlo victory the same year was officially ignored by Zuffenhausen; through the back door though, customer motorsport manager, J  rgen Barth had more than a hand in the triumph, and many at Porsche would discreetly raise a glass. But in an atmosphere where even R&D director Helmuth Bott was threatened with consequences if he continued work on his 911 Speedster project, there

was little encouragement for 911 enthusiasts who might have hoped for a 911S version.

Nevertheless, pressure built up both in and outside Porsche to offer some sort of powerkit, if only to counter offers from Reutlingen Porsche dealer, Max Moritz, and the irrepressible Alois Ruf. Both tuners had bored out the 3-litre from 95mm to 98mm, and with other modifications were getting well over 200hp. Porsche already had the advantage of a 97mm bore in house, which was used for the 3.3 Turbo, so coupling these cylinders with the stock 3-litre's stroke of 70.4mm would result in a capacity of 3,122cc. Nonstandard pistons would be required from Mahle, but otherwise the kit would be a classic parts bin effort. However, because this scheme was in clear contravention of Fuhrmann's policy of winding down the 911, it is believed approval had to be sought from Ferry Porsche himself before manufacture could start, and the green light was obtained on the express condition it remained an extremely discreet modification, invisible to the uninitiated.

The project came under the auspices of Rolf Sprenger, Porsche's Bosch injection specialist who was then in charge of the repair workshop at the Kundenzentrum in Zuffenhausen. The object was to match the output of the earlier 1973-74 2.7 at 210bhp. Supervised by master mechanic Helmut Pietsch, powerkit production started on customer cars: besides the larger bore, work on the cylinder head allowed a significant increase in compression ratio from 8.6:1 to 9.5:1, which demanded use of 98 RON fuel. Under the engine's

Model **3.1-litre SC-L**
Year **1979-1980**

Engine

Capacity 3,122cc

Bore & stroke 97mm x 70.4mm

Maximum power 210bhp @ 5,800rpm

Maximum torque 280Nm @ 4,700rpm

Compression ratio 9.5:1

Engine modifications Mahle 97mm pistons; uprated fuel distributor; larger oil cooler; Dilavar studs (exhaust side); 3.3 Turbo's cylinders and cooling fins

Transmission Porsche 915 gearbox with higher fifth ratio

Suspension

Front Torsion bar, strut/damper

Rear Torsion bar, strut/damper

Wheels & tyres

Front 6x15-inch;
185/70/VR15

Rear 7x15-inch;
215/60/VR15

Dimensions

Length 4,291mm

Width 1,610mm

Weight 1,160kg

Performance

0-62mph 6.5 secs

Top speed 146mph



Above Performance kit is largely undetectable from the outside. Offering 210bhp, power equalled that of the 1974 2.7 Carrera

Right Factory SC interior complete with 915 five-speed gearbox, which had a longer fifth ratio for a slightly higher top speed





external 'tinware' were the cylinder cooling fins of the Turbo 3.3 and 12 Dilavar studs – then state-of-the-art material that was less prone to thermal expansion than the standard steel items – bolted the head to the block on the exhaust side. The 1975-76 2.7 had been subject to a rash of breaking head studs and the use of Dilavar studs, on the exhaust side at least, would become Porsche practice on the later SC. For the 3.1-litre, the K-Jetronic fuel injection was as fitted to the SC, but a higher pressure Bosch fuel pump was specified. A larger oil radiator went into the front wing (the same one later used on the Carrera 3.2) and in the interests of an increased top speed, the 915 gearbox had a higher fifth gear, another modification that Porsche would make standard on the 188bhp 1980 model year SC.

The upgrade was not marketed as such: it was never a dealer fit item and, as far as we know, no sales literature was issued. Porsche relied on word of mouth to communicate to dealers that if customers asked, the factory would supply and fit a performance kit. Those 911s delivered were referred to in their documents as an SC-L model and an accompanying letter confirmed that this was a 3.1-litre factory conversion. The letter went on to indicate that while the modification did not affect the standard warranty, if buyers experienced an engine problem

relating to the upgrade, their recourse was to the *Reparaturwerkstatt* at Porsche not their dealer, as the latter 'would not have the parts' to effect a repair. In reality, this was more a question of keeping the matter as low profile as possible.

Although almost 40 years have elapsed, Rolf Sprenger still recalls the 3.1: "We had to do something for buyers who were disappointed that their 911 SC had ten per cent less power than the Carrera 3.0. You didn't expect that from Porsche and we wanted to offer customers a factory option rather than sending them to the tuners. I no longer have any paperwork, but I believe that over a year and a half we did 200 to 300 of these upgrades." Almost all of these would have gone in the first instance to German customers.

Former works driver and Motorsport manager Jürgen Barth is the acknowledged expert on the Porsche model range and racing history. His *Das Grosse Buch Der Porsche-Typen* is the benchmark reference. He, too, recalls the 3.1 as well as he might because at the time he was undertaking what was then entirely unofficial competition development of the 3.0-litre engine: this would enjoy further success, winning the Tour de Corse in 1980 among others before its ultimate expression in the superbly focused SC RS.

"Yes I remember the 3.1, but I can't confirm how many were made: there aren't any figures ➡

as it was built in the *Reparaturwerkstatt* not the factory,” Barth recalls. The *Reparaturwerkstatt* produced the 3.1 through 1979 and 1980. When the model year 1981 SC was announced with 204hp, the 6bhp advantage offered by the 3.1 was felt insignificant and the SC-L upgrade option was quietly dropped. Sprenger feels it was only a limited success: “At DM 7,500, it was expensive (a 911 SC cost DM 39,900 when new) and you were still responsible for paying for TV approval.” Meanwhile the Moritz and Ruf conversions were available for DM 6,000 each.

As for these two aftermarket tuners, Alois Ruf did comparatively well with his SC-R, selling over 400: this was the Ruf-Porsche 911 that established his credentials before he turned to the turbos.

Using 98mm bore with a 70.4mm stroke, making a swept volume of 3,185cc, together with a slightly higher (9.8:1) compression ratio and polished cams, his 217hp 911 would later offer similar performance to the heavier Carrera 3.2.

“Porsche relied on word of mouth to inform dealers that, if asked, the factory would supply and fit a performance kit”

Prolific Porsche racer and tuner Max Moritz’s version was also 3,185cc, but he reputedly sold only about 100 cars. So what of such a car today? The blue SC-L in our pictures belongs to Belgian enthusiast Cengiz Tekin, who has owned numerous air-cooled Porsche 911s long before they went out of production.

“I have a 3.0-litre Carrera Targa, which I’ve just driven 2,000km on the Tour Amical from Venice to St Tropez, and the main difference I feel with the SC-L is the torque: subjectively, both cars are about the same in acceleration but with the

SC-L you feel the pick up earlier from about 2,800rpm, while with the 3.0 you wait until 3,300rpm for the same effect. The 3.0-litre Targa warms up more quickly than the SC-L

with its larger oil cooler.”

The sound as the 3.1 fires could be any SC or 3.2, that same eager, growling idle slightly lower pitched and less raucous than earlier mechanically injected and carburetted 911 engines. Once on the move, that increase in torque and readiness to pull from quite low rpm



is noticeable and the SC-L is very like the 3.2 in this respect. But this is a 1970s car: its documents show a weight of 1,160kg, a good 100kg less than the later G50 3.2 cars, and the SC-L feels light and more agile, the unassisted steering easier than the 3.2's system. Combined with the (then new to the 911) servo brakes and with a 915 gearbox in good fettle, this is a surprisingly pleasant 911 to conduct at town speeds. Given a clear road it takes off with alacrity, reaching 150kph very quickly, perhaps as fast as you would routinely want to go in a 36-year-old car.

Cengiz's 182,000km 911 comes with an interesting history: delivered by Nordrhein Schmitz of Düsseldorf to a Brigitte Schmidt, she ran the car for 160,000km before it was sold in 1993 to a Netherlander, Jak van Bart. The third owner, in 2011, was a dealer who apparently had the metallic blue 911 in his showroom for several years before it was pointed out to him that it was

no ordinary SC, and he promptly set about selling it for a rather better price! Cengiz saw the SC-L advertised on the internet and moved quickly: "I had been after an SC-L for years and this car was clearly both genuine and original. I was especially pleased to find it came with its factory Porsche radio: they can cost €2,000 (£1,675) to replace!"

This car has most of the early 911's simplicity: powered windows and mirrors are present, but the vinyl 'tombstone seats' are unencumbered by heavy electric motors and it lacks a sunroof, though a rear wiper is fitted. The blue upholstery has worn well, the driver's seat still offering good support and the matching carpet mats are factory items. The exterior paint is also largely original and this attractive 911 has evidently benefitted from living largely undercover – which may help to explain why, more than 35 years after production, the majority of Porscheophiles are still unaware of its existence. **911**

The SC interlude

The SC was announced for MY 1978 in Coupe and Targa form. It featured the 2,994cc flat six from the 3.0 Carrera, which was refined for greater efficiency. Producing 180bhp at 5,500rpm, but with revised cam timing contributing five per cent more torque and enhancing its urban behaviour, the SC was quieter and the first 911 with servo brakes. The standard SC wheels were 15-inch ATS five-spoke items and the wheel arches received wider flares. The chromed window surrounds disappeared for MY 1979. For MY 1980, the engine was upgraded to 188bhp and the SC inherited the 380mm three-spoke steering wheel of the Turbo. In 1981, the compression ratio was raised to 9.8:1: the SC now delivered 204bhp at 5,900rpm and 267Nm at 4,100rpm and the 915 gearbox acquired a higher fifth ratio. End of production in spring 1983 coincided with the new 911 Cabriolet, and many appeared as SCs (with manual roofs).



BRAKES

HOW PORSCHE STOPS THE 911

For 50 years, the 911's performance has been matched by its superior braking ability

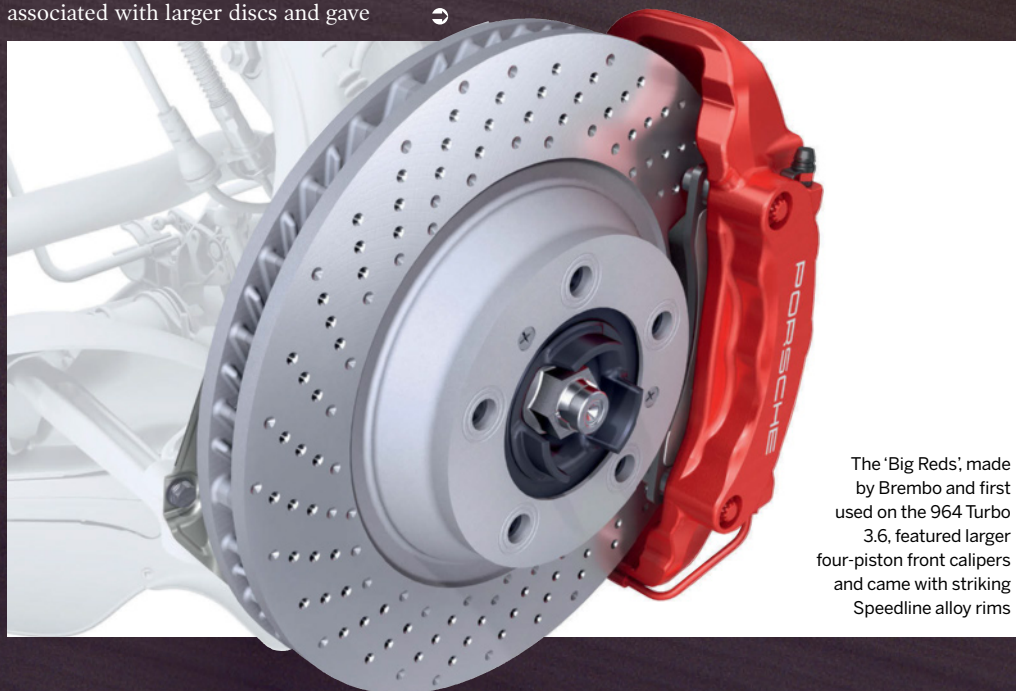
Written by **Kieron Fennelly**
Photography by **Porsche AG**

Its brakes are the unsung heroes of the 911's dynamics yet, surprisingly, Porsche was a reluctant convert to disc brakes, persisting with drums on the 356 as late as 1964.

Drum brakes then were significantly lighter than the original steel disc combinations and, for Porsche, drums were justified because low unsprung weight contributed to those essential Porsche qualities; agility and control. But Zuffenhausen also recognised that the 911 would be heavier and more powerful than the 356 and opted for all-round disc brakes from the outset of the new model. The 911's system was developed with Alfred Teves Break Systems (ATE) and comprised two-piston iron calipers on solid discs; the rear calipers were slightly smaller to reflect the greater work carried out by the fronts.

Testing with the 911S in 1966 revealed the major shortcomings of solid discs, with an S overheating and running completely out of brakes while descending Stelvio Pass. Ventilated discs solved this problem and also reduced pad wear; they were subsequently extended to the rest of the 911 range by model year 1970 while the S, as the most powerful model, got lighter aluminium front calipers. Although this arrangement gave the 1,077kg 911S more than adequate retardation by the standards of the time, the heavier

260bhp 3.0-litre Turbo with the same setup was distinctly underbraked – and for the 3.3, Porsche introduced the then very expensive cross-drilled discs and four-piston calipers it used on the 917, and subsequently developed (to overcome cracking problems) on the 3.0 RSR. These were associated with larger discs and gave



The 'Big Reds', made by Brembo and first used on the 964 Turbo 3.6, featured larger four-piston front calipers and came with striking Speedline alloy rims





what was then phenomenal stopping power. By the 1980s Porsche's race-derived brakes were synonymous among other OEMs with class-leading retardation. And in 1983, Ferdinand Piëch, then technical director at Audi NSU, told Paul Frère that, "For us, 911 brakes set the standards we try to achieve at Audi."

Intelligent selection of pad materials and hydraulic pressures meant that the 911 was able to retain the purity of brake feel of an unassisted pedal for longer than its competitors. The launch of the heavier 3.3 Turbo coincided though with the introduction of servo assistance on all but the base 2.7 911, and the advent of the 3.2 in 1983, now weighing 1,210kg, entailed a complete upgrade of the system with larger friction surfaces and a pressure-limiter added to the rear circuit to prevent locking under emergency braking.

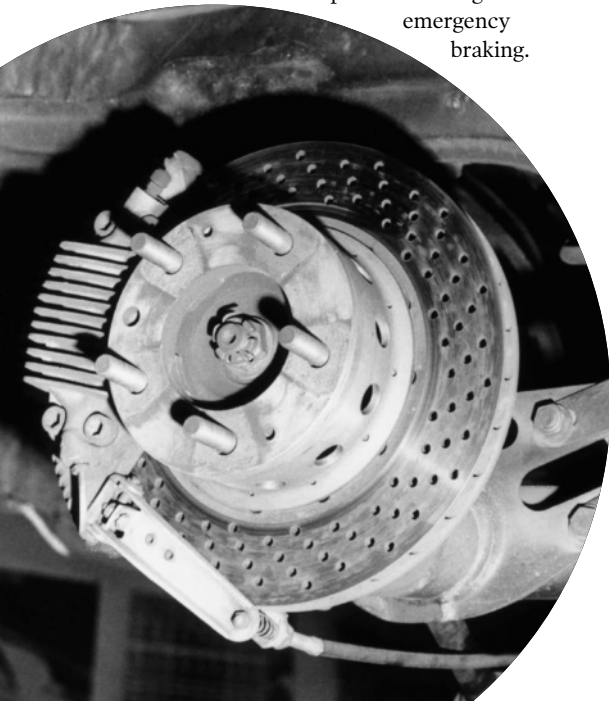
But the Carrera 3.2 still had no ABS, an omission that was all the more embarrassing because the 928 S and later the 944 S did. Porsche had investigated early ABS systems, but the idea was pushed on to the back burner after Dr Fuhrmann's experimental ABS-fitted 911 Turbo failed spectacularly to stop at traffic lights, miraculously without hitting anything.

By the late 1980s, anti-lock was expected on performance cars and Porsche introduced it on the all-new 964 C4, which moved to an altogether higher level of retardation technology: here, the four-wheel-drive differentials shared their hydraulics (for locking the diffs) with the braking system, electronics ensuring that ABS intervention did not conflict with the torque split between front and rear axles. With just a rear differential, the C2's system was simpler. The run-out 3.6 Turbo in 1993 was the first Porsche to sport 'Big Reds': made by Brembo, these featured

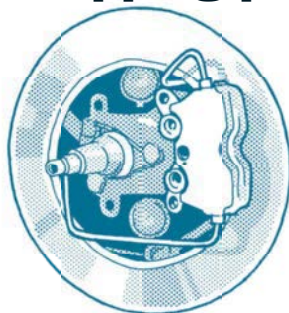
larger four-piston front calipers combined with striking Speedline alloy rims.

The 993 featured the same system as the 964, but now had drilled discs, previously only fitted on Turbo cars. The 993's 16-inch wheels allowed larger 304mm front discs and larger, still four-piston calipers all round, except for the Turbo, which now wore four-piston 'Big Reds' – also a popular upgrade for the 993 C2S and C4S. The late 993 C4 saw the introduction of ABD, which automatically braked the inside rear wheel when accelerating out of a corner. Over a decade later, Porsche Torque Vectoring (PTV) would assume this role in conjunction with the 911's PASM.

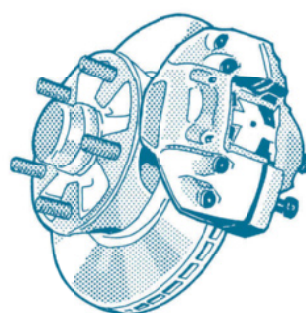
The arrival of the 996 saw a discreet, but equally radical overhaul of braking. Though 50kg lighter than its predecessor, the 996 featured larger front discs at 318mm; and Brembo monobloc one-piece calipers, another component once the preserve of racing, were present on all



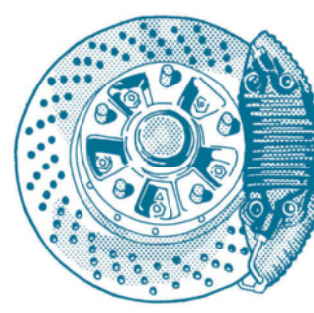
Stopping power: a Porsche timeline



1962 ANNULAR DISCS
ATE-developed annular disc brakes are fitted on the Carrera 356 B, which represents Porsche's first venture away from drums.



1966 VENTILATED DISCS
Ventilated brake discs of the Porsche 911S vastly improve brake cooling properties and help to prevent the brakes from overheating.



1974 CROSS-DRILLED DISCS
Finned alloy caliper promotes cooling while the cross-drilled disc drains water much more quickly, giving a far better response in wet conditions.



Below left Early, rear axle example of ventilated and cross-drilled discs, developed on the 917 and first used on the 911 3.3 Turbo

Centre Huge yellow calipers, which are synonymous with Porsche's Ceramic Composite Brakes, were first used on the 2001 996 GT2

wheels. Lighter and stiffer than the 993's two-piece items, they would become the basis for the 997's brakes, though the 997S gained the 330mm front discs of the Turbo. Experience with the Porsche Cup suggested the racing GT3 needed more retardation than the Turbo brakes offered, so a new six-piston caliper was developed. Weighing less and more rigid, its cooling ribs did mean though that for access to the pads, the caliper had to be removed from the disc. The use of PSM, 911 stability management, now meant that application of the brakes was no longer in the driver's hands alone. And the 991's PTV would take this electronic intervention a step further.

The 996 GT2 launched in 2001 pioneered Porsche's first Ceramic Composite Brakes (PCCBs). These offered far greater retardation than steel discs, promised a 300,000km life and, above all, lower unsprung weight. But in reality this £6,000 option proved controversial, for while

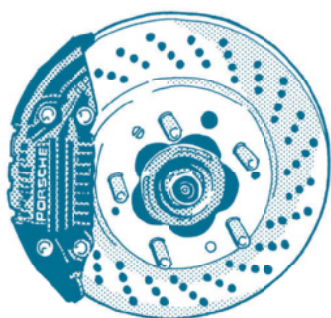
“The 911 was able to retain the purity of brake feel of an unassisted pedal for longer than its competitors”

its performance and weight reduction (4kg per wheel) and absence of disfiguring brake dust were undeniable, instances of cracking discs dismayed many owners. These problems have not been entirely resolved – reports persist that harsh braking can damage the thin laminated surface of the discs, causing chipping and accelerated wear. Carbon ceramics can also be noisy when cold.

If the basic setup of monobloc calipers and a steady increase in friction area has carried over to the 991, evolution in materials is also continuous: from 2021, the use of copper, which constitutes up

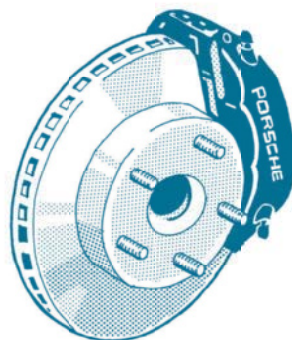
to 35 per cent of pad material, will be banned in the USA and the challenge to find an alternative will cause a further leap in progress.

The pressure on OEMs to reduce overall vehicle weight has already led Porsche to develop a lighter yet *ten-piston* caliper for the front of the Cayenne. Porsche's larger SUV weighs 700-800kg more than a 911 so takes even more stopping. The 991.2 S and Turbo already have six-piston front calipers, but it is feasible that these too could one day be eight or even ten-piston designs as material technology develops. **911**



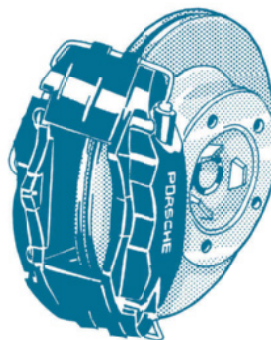
1977 **FOUR-PISTON CALIPERS**

Four-piston front calipers, taken from the 917 race car, enhance the 911 3.3 Turbo's reputation for stopping just as effectively as it accelerates.



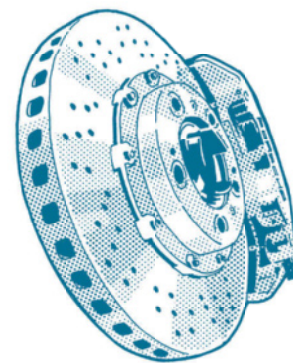
1983 **ANTI-LOCK BRAKES**

First fitting of ABS, but to the 928 S. Due to the torsion bar suspension, the 911 is unable to be so fitted until the much revised 964 of 1988.



1997 **MONOBLOC ALLOY CALIPERS**

Monobloc alloy calipers of the 986-996 generation disperse heat better and are cheaper to manufacture.



2001 **CERAMIC COMPOSITES**

Half the weight of steel discs yet with a far greater life span and enhanced power, Porsche's Ceramic Composite Brakes are a major step forward.

CROWD PLEASER

Total 911 dons a helmet and
buckles up for a turbocharged
track test of this highly tuned 930
after three years sat idle

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





“It’s very stiff,” exclaims Autofarm’s Josh Sadler, wide-eyed as he clambers out of the black-and-orange Porsche 930’s roll cage-clad cockpit. “It just bumps around and wants to find its own path through the corners.” My heart skips another beat. Today’s test venue – Castle Combe – is not just one of the UK’s fastest circuits; it is universally renowned as the bumpiest, too. Therefore, as I’m sure you’ll appreciate, those weren’t the words I was hoping to hear just before donning my helmet and climbing behind the wheel for the first time.

While I knew ahead of today’s Porsche Club GB trackday that I’d be piloting a tuned 930, I had little more than a few scant details ahead of my early morning trip from Bournemouth across Salisbury Plain to the track in question. Before arriving bright-eyed at 8am, I didn’t even know what the classic 911 I was set to drive looked like. To say I felt a sense of trepidation would be an understatement. My nerves were barely settled by setting eyes on the Turbo for the first time either. All bright orange RSR-style valances and broad black arches, the Neunelfer sat alone in the Castle Combe paddock not with purpose but with genuine menace. Before leaving the office I jokingly asked the Editor, Lee, if I needed to pack a change of underwear; that question suddenly seemed facetious.

The lack of comfort provided by Sadler’s first impressions was only equalled by his attire: dressed in his full race kit, the ex-Autofarm impresario knew what was what. “Did you bring your overalls?” I shook my head. “I didn’t want to turn up to a trackday with my full kit,” I explained. The other Josh nodded, barely perceptibly, in understanding but I was now questioning my clothing choices. The full welded roll cage and all-encompassing Recaro bucket seat screamed “race car” while I’m pretty sure my £30 jeans and chain store shirt did not. At least my trusty Arai helmet gave the impression I was somewhat prepared for what lay ahead.

Having moved the 930 back into the queue to head out on track, Sadler provides more



first impressions from the shakedown: “The tyres are pretty old too,” he says matter-of-factly, gesticulating loosely towards the vintage Michelin TB5 semi-slick rubber. “I think Francis [Stafilopatis, owner of this and numerous other 911s] mentioned they are three years old,” adds Bernie Chodosh, the man in charge of looking after Francis’ incredible collection. “Or was it seven?” interjects his son, Adam, soon to be my passenger in the tuned Turbo.

As I buckle up the five-point race harness, there is chatter that the tyres could actually be up to ten years old. Of the three estimates, I hope this is the widest of the mark. All tyres eventually go off and, having had the (dis)pleasure of driving on such rubber in the past, I can confirm the term “wooden” is much, much more than just a cliché. With 406.8bhp – according to the dyno sheet – at the disposal of my right foot, I want nothing less than perfect traction.

Thankfully, the ten-year-old estimate must be wide of the mark given that this particular 1979 911 Turbo was transformed into a track weapon during the winter of 2007 by renowned US fettlers, Patrick Motorsports. Originally prepared for road use, the Phoenix, Arizona-based concern spent a great deal of time converting the car for racing use, loosely building it to the famous Group B regulations so that Stafilopatis could compete in historic races around Europe (a photo in the car’s file shows him tackling a hillclimb in his native Greece). During a quick browse through the seven pages of Patrick Motorsports invoices, I can count around \$40,000 worth of parts alone, excluding much of the engine and gearbox componentry; I dread to think what the final bill totalled.

On top of the requisite safety provisions (a fully welded roll cage and safety cell-style fuel tank) the transformation included a raft of

“Without any computer controls, the 930’s limits seemingly match your own, the perfect synergy of man and machine”



performance enhancing modifications, not least to the 3.3-litre turbocharged flat six where Patrick Motorsports changed the camshafts, performed some minor work to the inlet and exhaust ports and fitted new pistons. However, the engine build’s pièce de résistance is undoubtedly the Borg Warner KKK K-27 turbocharger, a staple of many Turbo projects. Combined with the huge, high flow 965 intercooler, it’s not hard to see how the American firm extracted over 400 horses from 3,299 cubic centimetres. Incredibly, taking a quick look at the crankcase, Sadler believes that it’s likely the chassis and the engine are matching numbers: “They’re certainly in the right range,” he remarks.

Patrick Motorsports’ magic doesn’t end there, however. The four-speed 915 gearbox has been switched out for the G50 unit, complete with Wevo short shifter mechanism and a taller second gear, perfect for track work. In order to fit the

five-speed gearbox, the bell housing needed to be shortened and, to cope with the increased power output, PM fitted their own billet aluminium side covers, stiffening up the casing and allowing the fitment of a Quaife ATB limited-slip differential.

On the chassis front, the whole car was lowered with the help of Bilstein sport dampers while the spring rates were increased massively. Originally, the first 3.3-litre 911 Turbos featured 18.8mm torsion bars up front with 26mm units at the rear, however, uprated 22mm and 29mm items now sit in their place. No wonder the other Josh was wide-eyed at the car’s lack of suppleness over Combe’s many bumps! The standard, solid 20mm anti-roll bars were also swapped out, replaced by hollow 25mm stabilisers that are as stiff as solid 22mm bars. An anti-bumpsteer kit quells the phenomenon normally introduced when classic 911s are lowered, while a quick ratio Quaife steering rack – 2.5 turns lock-to-lock – was also ➡



Above Huge 964 Turbo intercooler dominates the engine bay. Tweaks to the turbo and pistons raise the power output to over 400hp



Thanks

Total 911 would like to thank Autofarm and Francis Stafilopatis for providing the Porsche 930 for this test and Porsche Club GB for allowing us time on circuit at their Castle Combe trackday.

added to the extensive spec sheet. Inside, the carpet seems at odds with the motorsport modus operandi but there have been some fairly major efforts to save weight in other areas (namely the plastic windows and RSR-style bumpers front and rear). The most dramatic modification though is the roof, where Patrick Motorsports were tasked with bonding in an FRP panel in place of the standard metal sheet. All the ingredients are there for a thrilling ride and, as I reach the front of the queue to head out on track, it's suddenly time for me to find out in earnest.

Cranking the engine into life with a guttural burble through the stainless steel exhaust system, I'm now trundling down the pitlane, LSD chattering away at low speed before, suddenly, the safety of the pit wall disappears and I'm faced with the blend line and a flat out blast up Avon Rise (the fastest part of Castle Combe's 1.85 miles of tarmac). Josh's earlier shakedown has still left the engine with plenty of residual heat and, within that opening lap, the 930 is already up to temperature. Coming onto the pit straight

for my first flying lap, I bury the throttle in third, expecting an aeon of lag before a savage burst of boost. Instead though, the additional boost gauge (positioned where the clock normally sits in the idiosyncratic five-dial dashboard) shows a much more linear power delivery, the orange needle sweeping fluidly through its range before peaking just over the 1.0 bar mark. That's not to say the change of speed is unremarkable, however. For the first few bursts of acceleration, it takes me a few seconds to comprehend just how fast we're suddenly travelling.

The mid-range torque is simply phenomenal, dragging the car from 90mph into three figures with ease. The tachometer's fastidious climb continues all the way up the hill at Avon Rise, its unwavering rotation only punctuated by each gear change; third-to-fourth on the exit of the final corner – 'Camp' – before snatching the top just before the super fast 'Folly', taken without even the thought of a lift at over 120mph. As we reach the top of the Avon Rise each lap, a quick glance just to the right of the rev counter shows we're

topping 140mph, out-dragging all and sundry. Afterwards, Adam mentions that our vMax was more than 150mph. I wouldn't know; I'm busy concentrating on more important matters.

At these speeds, the rush of wind is drowning out the 3.3-litre flat six rumble. Only when I crest the rise and hit the brakes in earnest does the white noise subside, the 930 mutedly rumbling down through the gears for the third-gear 'Quarry' corner. Both up and down the gearbox, the G50 shifter is a joy to use, the Wevo kit helping no end in reducing the lever travel by 30 per cent fore and aft. The motion across the gate feels more precise too, slotting in positively but without a hint of undue heft; no wonder the short shift mode is so popular.

Despite the stiff springing and damping, the Turbo is remarkably well behaved over Avon Rise, never skittering about in the braking area, while the carbon metallic brake pads really help to slow the 930 with a much-needed sense of urgency. The middle pedal still has that long travel so synonymous with classic 911s, but the sponginess

Model 930 3.3
Year 1979

Engine

Capacity 3,299cc
Maximum power 407bhp @ 6,000rpm
Maximum torque 504Nm @ 4,500rpm
Transmission Five-speed G50 manual

Suspension

Front Independent; MacPherson strut; 22mm torsion bar with Bilstein damper; hollow anti-roll bar
Rear Independent; semi-trailing arm; 29mm torsion bar with Bilstein damper; hollow anti-roll bar

Wheels & tyres

Front 7x16-inch BBS alloys; 205/55/VR16
Rear 9x16-inch BBS alloys; 225/50/VR15

Brakes

Front 304mm vented discs; four-piston calipers
Rear 309mm vented discs; four-piston calipers

Dimensions

Length 4,291mm
Width 1,775mm
Weight Unknown

Performance

0-60mph Unknown
Top speed 170mph



although the stiff springing rears its head on a few occasions when a mid-corner lift causes the rear end to step out viciously. It's not hard to feel it happening but when the oversteer kicks in, it isn't smooth, the back wheels chattering across the surface in a series of small leaps. Despite this, with a few laps practice, the 930 is as adjustable on the throttle through the mid-part of each corner as any naturally aspirated 911. Nowhere is this more evident than the off-camber 'Tower' bend at the end of the back straight, where it's just so simple to tuck the nose in; a slight lift, the weight shifts onto the front end, and the rear starts to swing around before the steering weights up again and I can get hard on the gas.

Lap after lap, this tuned 930 continues to provide the perfect playmate, never missing a beat (despite this being its first run in three years) and never failing to wipe the smile from my face. Sure, the heavy steering is physically hard and the lack of digital safety nets means you have to keep your wits about you, but this Porsche is just so friendly. Without any computer controls, its limits seemingly match your own, the perfect synergy of man and machine. I couldn't ask for any more from a track-focused 911.

With the fuel gauge creeping ever lower, I eventually decide to pit, drawing back up at



Above centre Cockpit is plush for a racer, with the carpets kept in situ. Myriad of extra gauges help to monitor gearbox oil temperature

of stock systems has been eradicated, the pads instead gripping to the discs greedily to inspire plenty of confidence under my right foot.

The initial turn-in to Quarry, so often an area to expose understeer in any car (not just Neunelfers) is dispatched so directly that, on the first few laps, I'm actually dropping my inside wheels over the apex kerb, my muscle memory anticipating more slip from the front end. Thanks to the super stiff anti-roll bars, the car loads up even quicker than most GT3s but, with the completely unfiltered steering, there are still plenty of messages sent through my finger tips and, at 80 per cent of my maximum talent (or is that bravery?), the 930 just doesn't want to understeer. The grip is equally impressive on the exit too, the LSD and progressive boost working in perfect harmony to prevent any wheelspin. Even at my most lead-footed, the car just squats on its haunches and shoots off down the next chute with complete composure.

Both chicanes just help to highlight how impressively the Turbo can change direction too,

Autofarm's transporter to smiles from everyone around. "You looked like you were having fun out there," Bernie beams. "I was. Lots!" All of my early morning trepidation was wiped from my mind. "It was great to see the car getting used properly," Francis says, smiling. "You were three-wheeling nicely through that last corner," Ali, our ace snapper explains, "and it was shooting some good flames too." Patrick Motorsports' creation has earned itself a crowd of new fans, and all in a morning's work. It seems that I wasn't the only one kept entertained by this incredible tuned 930's on-track antics. **911**



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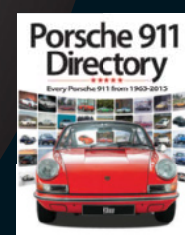
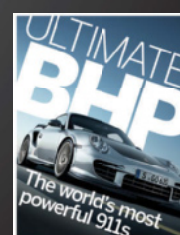
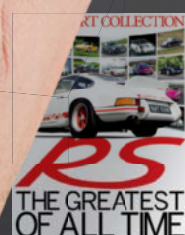
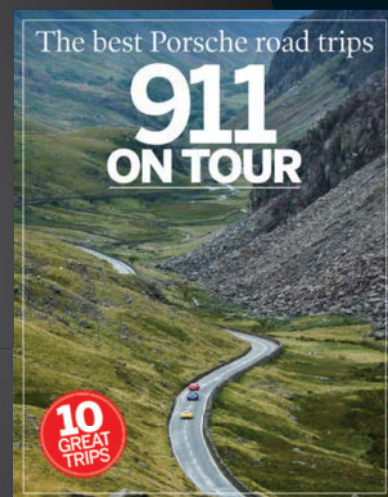
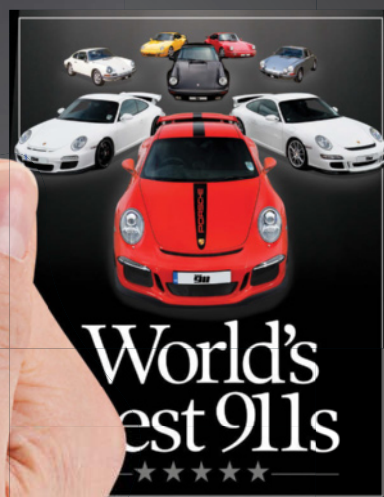
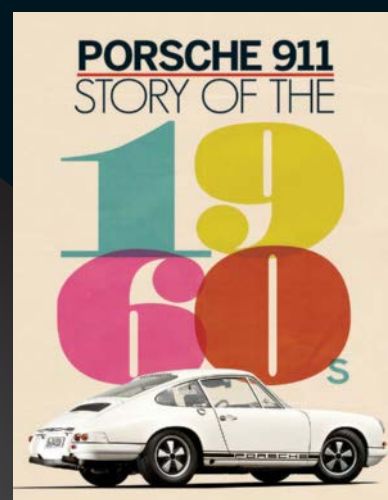
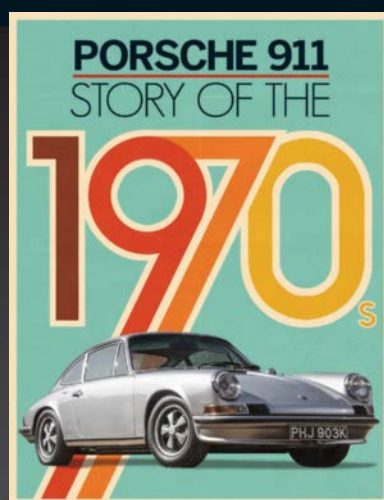


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Living^{the} Legend

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



Sean Parr
Harpenden, UK

Model 912
Year 1967
Acquired November 2014

Model 911 SC
Year 1976
Acquired May 2015

I would like to think that I am not the complaining type (my wife might disagree) but I am utterly fed up now. My SC, as some of you that have dredged your way through my articles for the past year will know, has not been an easy ride.

Purchased as a running car with an MOT and obvious signs of needing some TLC, it was immediately sent in to get new sills, kidney bowls and lower B-posts, as well as new NOS front wings and a full glass-out respray. Treating any small amounts of surface corrosion on the way through, this was expected to take two months, instead it took 11 months and I almost had to steal my own car to get it out of the specialist's grasp.

Then I took it to another Porsche specialist, one that is apparently renowned for work on the impact bumper cars, as I had received good reports from several people and was very impressed on the walk around their site, which was full-to-overflowing with 911s, 928s and

various other classics. The car went in to have the bodywork finished, as some parts hadn't been done, and to sort out the rough running when cold, high revs when warm and difficulty starting hot.

A £2,500 bill later (and yet another five weeks) and the car was apparently ready, only upon driving it, I found it wasn't; the high revving, cold and warm start issues were still in place but I was now £2,500 worse off. I took it back and it appears that a £20 hose was perished, reducing the vacuum. The total of the second bill? £500. Why this wasn't checked before getting a £350 bill for a re-engineered Warm Up Regulator in the first service, I have no idea.

Why is it that mechanics go for what appears to be the most expensive option when they haven't checked the basics? And, while every person I'd spoken to and every internet forum article I had read on this issue suggested that the very first thing to check was the pressures through the CIS, I asked the specialist whether

this had been done, but no, it hadn't. And it seems that it wasn't checked on the second visit either.

Steam was coming out of my ears, but at least now my car was running – it still wasn't starting cold or hot very well, but at least the 2,500rpm engine racing at rest had gone, good news for the moment! But shortly afterwards the car wasn't running at all. Having taken it for a drive, I changed from first to second gear and the engine simply died with no warning. It was completely dead; there were no signs of life. Fortunately, I was in an easy and safe place to pull over. So I had spent the thick end of £3,000, but most of the problems were still there and now the car was sitting in my garage, having been pushed there, and it was going nowhere fast.

There's plenty more suffering to the story, to the point where I'm at pains to delve into all the details again. But trust me, there's a lot. So what am I trying to get to with this spleen venting? I have

now had several really punishing experiences with two of the most well known specialists in our world; one who charged me nearly £1,000 for work which apparently was never done, and another who has nearly £3,000 of my money while very few of the problems I brought the car in with have been solved. We understand that these cars are complex and have often been neglected, but we want to be able to drive the car. Don't fix the problem in front of you and ignore the rest because its too much work or we have said to keep the bill as low as possible. If the thing you leave will cause us issues in a few miles, sort it out and charge us, but just talk to us first! It seems you either get gold plated super expensive treatment without any consultation or they do the bare minimum and don't sort the ultimate problem out.

The attitude of many specialists seems to be that we are lucky to be able to throw our money at them. It seems to me that now the cars that were valued in the tens of thousands are now valued in the hundreds of thousands, everyone's prices have been ramped up massively, and now no one wants to work with the "cheap stuff" when customers are throwing £25,000 engine rebuilds and £100,000+ restorations at them left, right and centre. If you don't want the work, just say, don't pretend to be interested and then treat us like we aren't the people who put you in your esteemed position in the first place. I like nice service and a comfy waiting room as much as the next guy, but I don't expect to be ripped off while I sit there.

But most of all, when people bring their cars to you with problems, please sort them out. If there are other issues that arise along the way, talk to your customer, don't just assume that we won't want to do it. And don't be condescending; our cars may "only be impact bumper cars", shabby, a bit rough around the edges, or even – God forbid – a 996 (sorry about that Lee!), but we don't want you to list all of its failings. We don't want to know that you would never have bought it or that you think it's crap. These cars are a hobby and no matter what you think, we love them and have often been working a life time to be able to buy this beat up, Sepia brown 1976 Targa, just because it's a Porsche, and most people would give their right arm for what we have. If you want to look down your nose, put up a sign outside saying, "No riffraff, dogs or 996s" so we know exactly where you stand on your treatment of people with cars that you wouldn't buy. Then we can go somewhere else where people will appreciate our POS's.

And am I a glutton for punishment? Yes, you bet I am, I've just bought a 1971 T engine to rebuild and put in the 912. But more on that later!



Tony McGuinness
San Diego, USA

Model 997.2 GT3 RS
Year 2011
Acquired February 2011
Model 991 GT3
Year 2015
Acquired December 2014

I agree with those who call the 997.2 GT3 RS a legend. It is the most amazing car I've ever owned. And like any legend, the RS is getting better with age. The GT3 RS continues to be highly desired and I have been asked several times if I would sell it. I know someone who sold his 2011 GT3 RS to buy a Panamera (that's right) and he regrets it to this day. Selling it isn't on the cards and my Porsche-mad girlfriend would never allow it. The RS is part of the family!

I enjoy detailing the RS myself, but I have never had it professionally detailed. A clear bra was installed when I purchased the car in 2011 but it was starting to show wear. At a recent Porsche event I had a conversation with Enrico, the president of Modern Image, who have a wide range of paint protection products and services. He suggested a new clear bra and Modesta Coating and reassured me that the car would be in good hands.

If you haven't heard of Modesta Coating, it creates a hard, glass-like layer on the clear coat of the vehicle. This is made of high-grade silicon, produced by a special chemical



reaction at the time of application, and it acts as an impenetrable barrier. Enrico said it would take a week to complete the work, including removal of the old clear bra, 16 plus hours of paint correction, and installation of the new clear bra and Modesta Coating.

Upon seeing the RS, I was lost for words. The high gloss from the Modesta Coating makes it look better than when it was delivered to me in 2011. The images don't really do it justice. While clear bra technology and materials have improved vastly over the past five years, it is the installer that really makes the difference. Within an hour of picking up the RS I drove it to a 'Cars and Coffee' event in La Jolla, where I was asked if I would be willing to sell it. How could I sell an RS legend that is part of the family?



David Grover
Harpenden, UK

Model 997 Cup
Acquired July 2015
Model 991 Carrera S
Year 2014
Acquired March 2016



Good news, the insurance for the Cup car has paid out. The money is in the bank and it's now possible to think about 2017 and getting back on track. There seems to be fewer 997s around of any quality though, which is making me think about a 991 instead. I am struggling to think about any other brand or car type though, for obvious reasons. A newer Cup car might lend itself better to trackdays though. Watch this space.

In other news, I need to get cruise control added to the 991 Cabriolet (an option that ours didn't come with) before our planned big trip and it seems pretty good value at £600 as a retrofit. And the OPC can help sort the sat-nav issues that have been apparent since we first got the car.

Recent weeks have seen more use of the car, although it wasn't used

for the Goodwood Festival of Speed trip. I must say, the 991's seats are superb – the 18-way multi-adjustable versions. I cannot find fault in them and would commend them as the best all-rounders. You sink into them but can adjust them to suit your mood and driving style. I am impressed with the electronic pop-up wind deflector, too; just a simple touch of a button and it folds away neatly and you can choose the full down version or up option without stopping.

I need to find a good product for keeping the black roof looking immaculate though – any suggestions are most welcome. We are finally in car show season and looking forward to stretching the car's legs at a few events, such as our local meet, Classics on the Common, which always showcases some great 911s.



Joe Croser
Northamptonshire, UK

Model 997.2 Turbo
Year 2010
Acquired March 2016

After two weeks of vacation in North America driving underpowered, over-sized rental SUVs, my passion for driving was all but lost. Thankfully, within 24 hours of returning home my passion was reignited; first on track at Rockingham Speedway, and then on the road to and from Moreton-in-Marsh in the Cotswolds to Porsche Club GB HQ.

The Rockingham session was organised by Carcraft – the award winning driver experience, designed to reduce the number of people killed and seriously injured on Northamptonshire's roads – and run in conjunction with the Northants Traffic Police. I had signed up with my pal Mike and we drove down in tandem. The morning session was split into three parts: an observed drive, wet grip handling and a safer driving workshop. With around 30 people in attendance, we were split into smaller groups for each session. We started with the observed drive. This involved driving a Renault Clio – which was surprisingly pleasant – on local country roads of all shapes and sizes. At the end we were handed a report with assessment scores for our driving and observation skills. I won't say if my scores were better than Mike's as gloating is so unbecoming!

Once back at the circuit we swapped cars and instructors and took to the track with a tame racing driver in a Renault Twingo – a rear-wheel-drive, rear-engined super-mini almost purpose-



made for skid pan tomfoolery. Just as it was at Silverstone the month before, we got to fling the Twingo around on a soaked skid pan to hone our handling skills and develop a better appreciation for the characteristics of an icy road. After 40 minutes we returned to the grandstand for a workshop, which was a driver awareness course without the guilt tripping. Thought-provoking stuff.

Afterwards, we thanked all concerned and jumped into our substantially faster Porsches and took off again in search of the PCGB HQ for their Summer BBQ in Moreton-in-Marsh. Not exactly nearby, the trip took us almost two hours to complete on some glorious twisty roads, which was a hoot after my SUV experience. Arriving a little later than we should, we were lucky to grab a burger and an ice cream. I estimate 70 to 100 Porsches must have turned up for the

BBQ with some real beauties on show. As ever with this kind of meet, the car park is the real show piece.

We also took a walk across the road to visit 911 Rennsport – a specialist firm with a commitment to rebuilding and/or restoring modern Porsches in the image of original classics. We took a brief tour of their workshop, snapping pictures as we went. As we came out we saw a charity tent for 'Lucy Air Ambulance for Children', which provides hospital air transfers for critically ill kids. I dropped a few notes in their collection, praying that my family would never need their life-saving service. Please check out their amazing work at www.lucyaac.org.uk.

We drove home with the windows down, sunroof open and listening to the sonorous music of my 3.8-litre twin turbo whooshing and howling at all it passed. I'm a lucky chap, I thought. Life is good.



Rob Clarke
Bristol, UK

Model 996.1 Carrera 4
Year 1999
Acquired February 2014



Just 36 hours is all it took to chip one of my refurbished alloys! To say I was annoyed was an understatement! What is even worse is that it was a stupid, schoolboy error that caused it. I was putting air in the tyres and as it was late in the evening and I didn't want to wake the young kids next door, I was using a foot pump, that foot pump sprang from under my foot and hit the alloy. I was not happy. I am hoping that it can be repaired, as now I can see the chip, it will annoy me.

Onto more positive news, I have finally got the parts for my exhaust



assembled; I have a pair of Mild Sport Rear Boxes from Topgear Exhausts, which look good, are well made and come with all the fixings required. I opted for these as they were one of only a few exhausts that I found videos for online. So I was able to hear them first before purchase, as I didn't want anything too loud. Topgear also had a full sport system, which sounded great, but I thought it would be a bit too much since I use my car as a commuter.

I have a set of new Dansk tailpipes from Design 911 to go with the new boxes, which are ovals and slightly larger than the ones currently on the car. I am planning to actually get my hands dirty with the exhaust with the help of a friend, who is a professional mechanic with all the kit, and fit these next weekend. Also added to this month's TLC package is a pair of new TRW Drop Links, which I will fit while the exhaust is being done.



Chris Wallbank
Leeds, UK

Model 997.1 Carrera S
Year 2005
Acquired November 2012

This month I managed to get the 997 C2S out of the garage and head over to the annual R7 Yorkshire Porsche Festival, which is held in the picturesque grounds of Lotherton Hall just outside of Leeds. It's an event I'd never had the chance to go to in past years, despite only living ten minutes down the road, so I was eager to make it this time!

As soon as I arrived I came across the familiar face of Geoff Benson and his stunning red 930 SSE, which I shot for a **Total 911** feature back in September 2015 (issue 133). It was great to see his car on display in all its glory along with the magazine feature proudly displayed on his dash, which was a nice touch! There were plenty of other familiar faces from the Porsche



industry as I made my way round the packed out field, including Dave from Strasse Porsche Specialists Leeds who had some lovely 997s, 993s and 964s on display. It was also great to catch up with John from Malton Specialist Cars who had an amazing line up of immaculate classics.

Leading car care product manufacturer Swissvax also had a lovely 991 GT3 RS on display; I took the opportunity to have a chat with them about booking my 997 in for a full winter prep towards the end of the summer, which includes sealing the underside of the car with a brand new form of wax oil. Watch this space for more info on that later in the year.

The festival also had a huge public display of Porsches that shouldn't go unmentioned either, showcasing awesome examples of old and new 911s. My pick of the show has to be the stunning Riviera blue 993 RS "RSR 9", which has also previously graced the pages of **Total 911**. I have to say, it was a great day out and with entry at just £5.50, you'd be crazy not to come along next year if you happen to be in the north of England!



Kyle Fortune
Warwickshire, UK

Model 993 Carrera 2
Year 1994
Acquired December 2014



Who says sports cars can't be practical? There's a sensible car in the Fortune household – a brilliant, spacious, sliding-doored Seat Alhambra no less – but I will not bore you with the reasons why my wife needed it. I had no other wheels, as my usual back up 205 GTI is currently SORNed (and needing an oil leak fixing). That left me little choice but to take the kids to preschool in the 993. I've never been too precious about cars but for the time we have owned the 993, the kids haven't been in it, for reasons of ISOFIX more than anything else, even if both their seats can be strapped in via the seat belts.

Safe to say they loved it. As did I, doing this sort of stuff and making memories. Not quite as dramatic as



the other 911 ride they experienced this month (an awesome 911 Cup taxi ride into the Goodwood FoS courtesy of the UK press office) admittedly, but fantastic nonetheless.

The fact that I took the very long way home underlines that the 993 is here to stay for a while yet. Here's hoping it will be long enough for the kids to swap seats with me... we'll see, but it's looking more likely every day.



Richard Klevenhusen
Rio de Janeiro, Brazil

Model 930 3.3
Year 1976
Acquired May 2012

While living by the seaside offers beautiful views and stunning drives for you and your Porsche, the salt-water droplets that are carried by the wind can be detrimental to your 911 and can cause serious damage if care is not taken.

The bottom of the car is the most affected by salty air and the vehicle should always be washed within two weeks of your trip to the coast in order to prevent the salt water and sand from corroding the underside of your car. Particular attention should be paid to the exhaust and bumpers, as well as rubber parts such as the windscreen wiper blades, to ensure your 911 stays in pristine condition.

Terminals and electrical connections on the car can also be oxidised due to the moist, salty sea air and the warm temperatures at the beach, and this can lead to faulty connections and the need for replacement. Cleaning the battery connectors is a simple task and can be completed by the driver quite easily without the need of a specialist or a mechanic. Using a fine piece of sandpaper, simply remove the patina that has formed on the battery connectors due to oxidation, as this will help to keep your electrical systems in working order.

While exposure to salty air and sand cannot be avoided when taking a road trip to the beach, it is advisable to keep your 911 in a garage or under a cover when you return home after washing the car, especially at night when the sea breeze can be more intense. Prevention is key here. If you are careful and maintain the car well, your 911 is sure to last and be enjoyed for many more beach trips to come!



Joel Newman
London, UK

Model 996 Turbo
Year 2003
Acquired April 2014

Unfortunately, for the last two weeks the Turbo has been stuck in the garage. The problem? Well this time it was unusual and as ever, shockingly timed.

One Sunday morning I decided to take the car on a proper drive, down through the countryside to Brighton. The sun was shining and everything was perfect, so good in fact that the sunroof was open and the shades were on. Typically, things soon changed and as the dark, shadowy rain clouds pulled into view, it was time to shut the sunroof. Unfortunately, the sunroof got stuck open, so for thirty minutes we drove around screaming, laughing and screaming a little more.

At one point I attempted to use my T-shirt as a makeshift barrier between the elements and my black leather – this lasted three minutes! It took me another half hour to get to a service station, where I bought a lot of kitchen roll, some bags for life (now I see what they are for) and sticky tape. This time my makeshift sunroof lasted the two-hour drive home, but the interior and passengers were soaked. Let's not mention I had no clothes on my top half (including when purchasing the above). Not ideal.

The next issue lay when I returned; having called my local mechanic (even on a Sunday he answers) and told him the problem, he said he could take the car in first thing, but as a central London resident I don't have a garage. I managed to reel my car mad neighbour in and created a barricade with his cars. As you can imagine, I didn't sleep too well and I require a new motor for the sunroof, which had burnt out after 15 years. Here's a photo of the car before it all went wrong. Happier times and all that.



Gina Purcell
Oxford, UK

Model SC
Year 1982
Acquired April 2014
Model 964 Carrera 4
Year 1989
Acquired September 2004

Were we tempting fate? 4,230 miles in a 29-year-old 911 3.2 Carrera, travelling through France and northern Spain, seemed like a daunting prospect after my SC broke down in Sweden last year. I can't deny that, for a moment, a part of me thought so, but no need to worry... Sabine the 3.2 ran absolutely smoothly for the whole trip.

What fabulous scenery and roads there are to drive in France and Spain! Neither of us had ever visited Spain before; it's a fabulously lush and green country in the north with plenty of variation in roads, from challenging mountain passes and switchbacks to fast, open, flowing curves... and Spaniards love old 911s judging by the amount of 'thumbs-ups' we got.

We'll be returning next year. No car can do a road trip of that length and come away without incident though; she has picked up a few stone chips and two days in, her rear number plate fell off somewhere north of Grasse. We made a new 'plate' from silver Gaffer tape and I drew the registration on with a permanent marker. These stone chips were honourable battle



scars that were gained by using the car in the manner it was designed for, so there's no fretting here about the cosmetics or accrued mileage!

We attended the annual summer TIPEC event at Beaulieu in the 964. The show was a tremendous success with over 800 Porsches on show from the 356 through to the 918 and everything in between – a 20 per cent increase in turn out over last year.

Wolfe the 964 and Sabine the 3.2 were required to perform Prom Night duty for our neighbour's daughter and her boyfriend on our return from Europe. It took me a whole day to get Sabine properly cleaned up inside and out after her adventures, but it was worth the effort. Both cars were almost as smart as the young couple!



James McArthur
Houston, Texas

Model 911T Targa
Year 1972
Acquired 2013

Model 911E
Year 1972
Acquired 2014

Model 930 3.3
Year 1977
Acquired 2014

Model 930 3.3
Year 1977
Acquired 2015

Model 3.2 Carrera
Year 1986
Acquired 2015

Model 3.2 Carrera
Year 1988
Acquired 2015

Model 964 Carrera 4
Year 1994
Acquired 2016

Model 993 Carrera 4S
Year 1996
Acquired 2016



Getting behind the wheel of a new 911 purchase is incredibly thrilling. Experiencing a new generation of 911 at the same time is extra special. I'm extremely lucky to have specimens of almost all the air-cooled 911 generations (I'm still looking for the right SWB car) but this is my first drive in a 964.

I have spent most of the weekend getting to know my first 964, a Polar silver Carrera 4 WTL (werks turbo look, or a factory wide-body). Cosmetically, I love the winning combination of a wide-body without a tail and the Polar silver highlights the curves in all the right places.

My expectations of the driving experience have been surpassed; I thought it would feel sluggish thanks to the additional weight of the four-wheel drive but I was pleasantly surprised. Turn in is sharp and



feelsome and the 3.6-litre engine is very responsive over 4,000rpm.

The ride strikes a great balance between comfort and performance thanks to Bilstein PSS10s, which are fantastic with the 964, 993 and 996 (as you have already read about with Editor Lee's 996 upgrades). The other modifications (for now) include 17-inch Fikse FM10s and the G-pipe, which reduces weight and provides a more aggressive sound. I'm blown away by the 964's ice-cold air con; even with temperatures hitting 41°C, it's still blowing very cold (which can't be said for many of my earlier 911s).

I'm going to enjoy the C4 for a while before doing any other modifications and as it's a one-owner car with 34,000 miles, I will restrict my tinkering to bolt-on items. Perhaps headers, sports exhaust and a performance chip? Watch this space.



Lee Sibley
Bournemouth, UK

Model 996.2 Carrera 4
Year 2004
Acquired February 2016

I mentioned a few issues ago that my Continental Contact Sport tyres were near the end of their legal life. I sought new performance rubber that would complement the 996's brief of fast road and occasional track use all year round, in a variety of conditions.

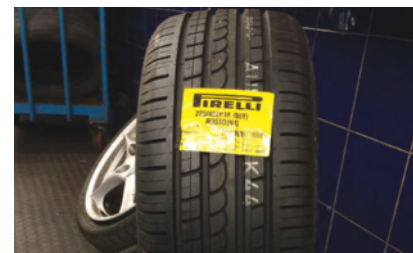
I decided to try P Zero Rossos from Pirelli, after the Italian brand relaunched its range of new N-rated tyres for classic cars (as many will know, the 996 is, bizarrely, now classified as 'classic' by Porsche). A relaunch it may be, but the technology underneath that sticky rubber surface is all-new, with Porsche-specific testing carried out by none other than Walter Rohrl himself. If it's good enough for him then it's good enough for your humble Editor of **Total 911**, right?

I ordered a full set – two 225/40/ZR18s for the front and two 285/30/ZR18s for the rear – of P Zero Rossos, which promise high performance for both wet and dry conditions. Fitting of the new shoes was carried out by the experts at Protyre in Poole, my nearest Pirelli Performance Centre. What exactly is a Pirelli Performance Centre I hear you ask? Essentially, it's a scheme that rewards excellence for UK dealers.



Dubbed PPC for short, the objective is to provide a network of dealers with high technical details and commitment to service. These businesses have to pass a 130-point technical audit twice a year, so awarding and renewal of PPC status is no mean feat. The rewards though, are twofold: dealers such as Protyre Poole command the business of performance car drivers such as you and I, and we in return are safe in the knowledge that our new rubber is being applied correctly.

I'm pleased to report the concept has clear substance too: I asked to shadow my technician, Steve, while he put the new Pirellis on my 996 and was bowled over by his Porsche-specific knowledge, including the precise location to mount wheel balancing weights, the correct tyre pressures for my spec and where



this is written (under the filler cap, FYI). Steve even knew the Porsche crest on the wheel's centre cap should point to the tyre valve and that the locking wheel bolt sits directly above the crest, forming a neat 'diameter of detail' (it sounds anal but I always look for this at specialists as a measure of their attention to detail). I couldn't help but smile; Steve certainly knew his stuff. I'll report next issue on how the tyres handle on road and track.



Ben Przekop
Georgia, USA

Model 991.1 Carrera
Year 2013
Acquired January 2016



Ever since Porsche introduced the 991.2, I have wondered how it would compare to my current 911. Would the turbo engine have noticeably more torque, that would really push you back in your seat to the point that my car would feel underpowered in comparison? Would the exhaust note be disappointing, or have its own unique personality that was appealing in its own right?

When Hennessy Porsche finally got some Carrera Coupes (most of the initial 'launch' cars were Cabriolets), I figured the time had come to get the answers to those questions. The car that I test-drove with my good friend and Porsche sales rep, Mike McPherson, was a standard Carrera with Porsche Sport Exhaust (PSE), Sport Chrono and PDK. While I would have preferred a manual to get a more 'apples to apples' comparison to

my current car, one was not available, so PDK would have to do.

So, how did the new car compare? The first and most obvious difference comes from that 450Nm of torque: you can definitely feel a more substantial push in the back any time you accelerate, far more than you would expect given the modest gain in power from 350hp to 370hp. With this car, it really is all about the torque, and that turbo engine gives this car its new and distinct personality, for sure. Handling seemed very similar to my own car, although Mike pointed out several improvements Porsche has made to things like PSM intervention limits, quicker steering and firmer PASM in Sport Mode, but honestly those features did not jump out to me on the test drive, perhaps because we were on streets and not a track.

And how about the all-important exhaust note? Definitely quieter than my car, which has the stock 991.1 PSE system, but with a genuine 'flat-six' sound that, combined with the Sport Exhaust, has enough presence to be 'acceptable' to most buyers. But there is a strange thing about this 991.2 PSE compared to that fitted to my car: in Sport setting, the PSE system adds both volume and character via 'pops and

burbles', but in Sport Plus the pops and burbles go away and you just benefit from louder sound and supposedly greater performance. This seems strange considering so many people will be dreading the muted exhaust of the turbo cars, and like me want the pops and burbles in *all* Sport settings!

As I got back in my car for the drive home, I was apprehensive about how it was going to feel directly after the session in the new, more powerful car. After just a few blocks, I relaxed and smiled because my car is anything but slow, and benefits from the delicious linearity that only a high-revving normally aspirated engine can provide, making smooth, fast driving a breeze. The turbo car makes its muscular, almost brutish personality evident as soon as you put the hammer down hard, and the addictive torque tempts you to keep doing that again and again.

So, the final verdict, is the new car better? In some ways yes, but overall not compelling enough to make a change from my much loved Carrera, which has its own charms. For those considering a 991.2, the good news is that, once again, Porsche has taken a step forward, not backward, and this new car is very good, and very much a 911.



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Design 911

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Data file

Full specs, ratings and market values of every 911, including the Mezger-engined 996s, can be found beginning on page 86

Plus

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DESIGN 911

This UK-based specialist runs a unique, international operation, supplying every part for your Porsche

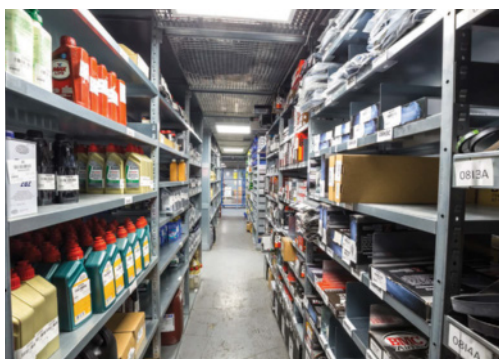
Written by **Lee Sibley** Photography by **Daniel Pullen**

DESIGN 911
Centre for Porsche





Founded in 1996 by Karl Chopra, Design 911 moved to their stylish new 34,000-square-foot premises just 18 months ago, with an open-plan showroom and a huge warehouse out back



Arriving at the premises of Design 911 in Essex, UK, is much like arriving at the home of any discerning Porsche specialist. A modern fascia above large, glistening glass panels invites you inside and into an open-plan showroom with offices above, the atmosphere entirely convivial from the outset. However, it is what's behind the showroom that marks Design 911 out as a Porsche specialist unlike any other.

Company founder, Karl Chopra, greets me and quickly sheds some light on the nature of this thriving global enterprise. "We do buy, sell, restore and service cars but this only accounts for around 20 per cent of the business. The other 80 per cent is dedicated to parts," Karl says as we exit the showroom and enter a conjoining warehouse, split into layers of maze-like corridors and stacked floor to ceiling with Porsche car parts. It's hard for an outsider to distinguish just where to start; each corridor is numbered, with shelf space separated by brand name (though this is not organised in alphabetical order).

As intrigue gets the better of me, my legs follow my eyesight and I'm soon trawling down one, then two, then three alleys of car parts in succession. Products on the shelf are familiar to any Porsche enthusiast: Mobil 1, Sachs, K&N, Bilstein, LumeTechnik, PFC, Brembo, Dansk,

Milltek, Powerflex, the list goes on and on. Then there's an area dedicated solely to Rennlist ("Those parts are particularly popular," says Karl) as well as an entire mezzanine reserved for body panels of a variety of shapes and sizes dating right back to pre-impact bumpers, plus engine, gearbox, wheels, interior and other electrical and mechanical-oriented parts. I've truly never seen anything like it.

So, what numbers are we dealing with here? "We have 50,000 part numbers on the shelves and we obviously have multiple stocks of each," Karl says matter-of-factly. That means Design 911 comfortably has over one million Porsche parts ready to go at any one time – and these parts move quickly, too.

Chopra has 12 employees working hard on the warehouse floor, sourcing parts for orders, carefully packaging and promptly shipping them out to recipients around the world for next day delivery where applicable. This speediness is key to the business and marks Design 911 as vastly different from the rest when it comes to sourcing Porsche parts.

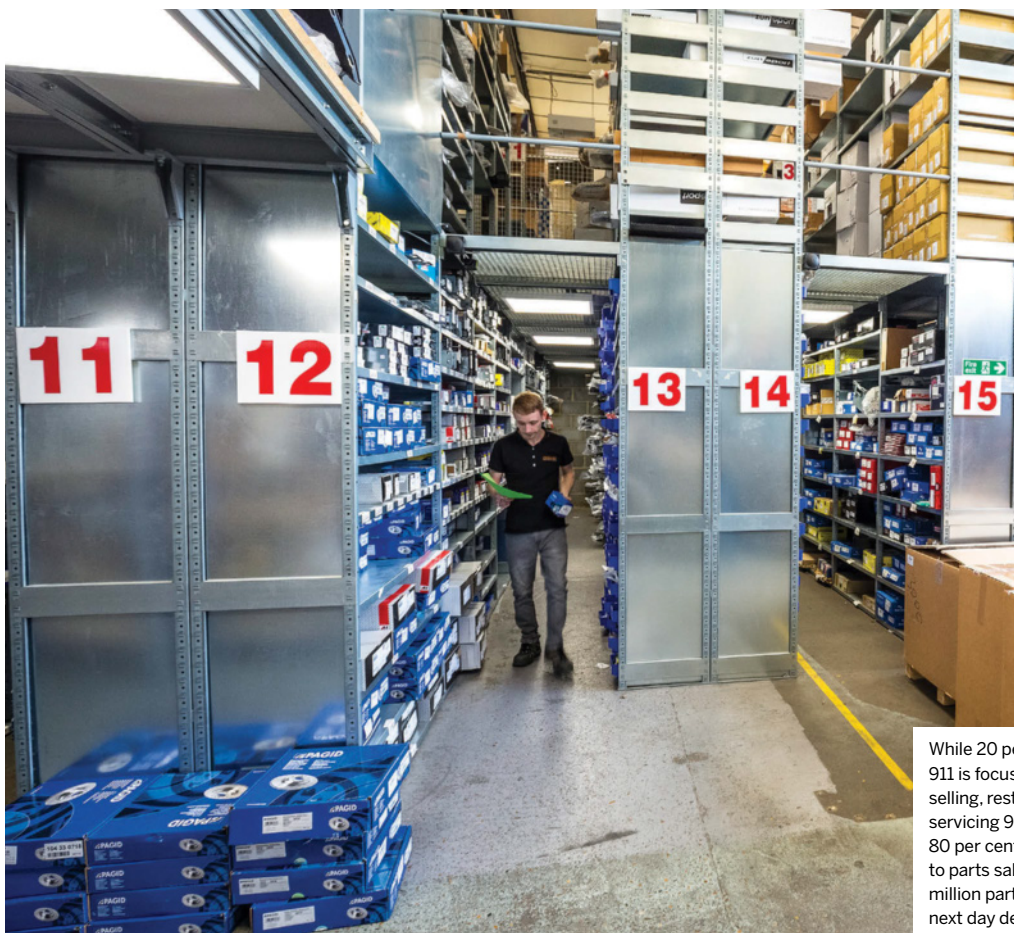
"We deal directly with customers too, but a lot of our orders come from specialists themselves," says Karl. "Instead of parts clogging up their own space on-site, they can order from us and know that no matter what it is, they'll have that part the very next day no matter where they are." Design

911 works with the very best and counts the likes of Singer Vehicle Design and RWB as clients ("We don't feel a need to shout about that," Karl says), ever a key indication as to the quality of products supplied.

What's equally as impressive from a UK point of view is that Design 911 isn't concerned by the operations of Standard Motor Factors, itself known for quick access to parts for both trade and consumer customers. How so? "Whereas SMF supplies basic service parts such as replacement air filters, we offer more specialised, Porsche-focused products that, again, are available for next day delivery," says Karl, before walking over to a shelf of carefully-placed IPD plenums. "We sell lots and lots of these for Porsche owners, all delivered the very next day. This sort of stuff isn't so readily available anywhere else, which is Design 911's unique selling point."

So how did this impressive one-stop parts empire begin? Chopra first began working with Porsches himself as a hobby back in 1996, forward-dating friends' SCs and 3.2 Carreras with bigger bumpers to look like 964s. Eventually, as more and more people wanted Chopra to undertake similar work on their pride and joy, he decided to enter into business with the idea of designing modern-looking 911s, hence the name.

"Now it's all about back-dating, of course, so it's gone completely the other way!" he says. ➡



While 20 per cent of Design 911 is focused on buying, selling, restoring and servicing 911s, the other 80 per cent is dedicated to parts sales, with over 1 million parts stocked for next day delivery



“Design 911 comfortably has over one million Porsche parts in stock and ready to go at any one time – and these parts move quickly, too”

The enterprise has evolved substantially from its humble beginnings in Chopra's garage, with Design 911 moving to its vast new 34,000-square-foot premises just 18 months ago.

Back to that 20 per cent of Design 911 that is responsible for buying, selling, restoring and servicing cars. While Karl has no interest in treading on the toes of his trading partners who rely on this practice for their first line of business, Design 911 is very well placed to oversee an entire project from start to finish. There's a workshop and service area with two, two-poster ramps, along with a fully-equipped paint booth and detailing bay all on site – in fact, upholstery is the only part of a Porsche's repertoire that is currently outsourced by Design 911, though Karl says this is something that is likely to change at the business very soon.

Design 911 sources its cars from all around the world and restores them before offering them to the market, though customer-led restorations are

plausible too. The company favours the air-cooled cars for projects and it seems Karl still has a knack of kick-starting trends in the UK at least, as Design 911 were one of the first specialists to really champion the merits of the classic Targa some 18 months ago, before prices for the model really took off. Walking around the premises today, it's clear to see that Karl thinks the next Porsche to realise its potential is the four-cylinder 912, with numerous examples in various stages of restoration located around the workshop.

Design 911's core though is serving as a true one-stop shop and with every part available for every model, it's no wonder the Essex company holds a special relationship with consumers, traders and every single one of the esteemed brands it serves. The age of demand for quality products delivered near instantly may be relatively new in society, but Design 911 has been practising this for years – which is why nobody does it better now. **911**



Company profile

- **Founder:** Karl Chopra
- **First opened:** 1996
- **Location:** Brentwood, Essex, UK
- **Interesting fact about the business:** Trade clients include Singer Vehicle Design and RWB

Contact

- **Website:** www.design911.co.uk
- **Telephone:** +44 (0)208 500 8811





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991 Turbo 3.8 PDK (2013 - 63)
Basalt Black with Black Leather, Sat Nav,
8k miles.....**£107,000**



997 Turbo Gen 2 3.8 PDK (2010 - 10)
White with Black Leather, Sat Nav,
25k miles.....**£70,000**



Cayenne 4.8 Turbo (2012 - 12)
White with Black Leather, Sat Nav,
22k miles.....**£56,000**



997 "2S" Gen 2 3.8 PDK (2009 - 59)
Basalt Black with Red Leather, Sat Nav,
30k miles.....**£46,000**



997 "2S" Gen 2 3.8 PDK (2010 - 10)
White with Black Leather, Sat Nav,
37k miles.....**£46,000**



Cayman "S" 3.4 PDK (2013 - 63)
Red with Black Leather, Sat Nav,
21k miles.....**£46,000**



997 "2S" Gen 2 3.8 PDK (2009 - 09)
Aqua Blue with Ocean Blue Leather,
Sat Nav, 39k miles.....**£45,000**



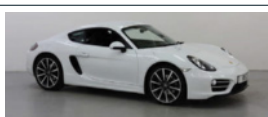
Cayman 2.7 PDK (2014 - 64)
White with Black Leather, Sat Nav,
11k miles.....**£44,000**



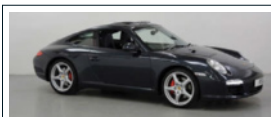
997 "2S" Gen 2 3.8 PDK (2008 - 58)
Silver with Ocean Blue Leather, Sat Nav,
37k miles.....**£43,000**



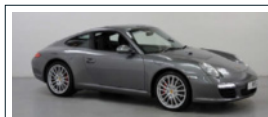
997 "4S" Gen 2 3.8 (2008 - 58)
Midnight Blue with Ocean Blue Leather,
Sat Nav, 42k miles.....**£42,000**



Cayman 2.7 PDK (2014 - 14)
White with Black Leather, Sat Nav,
10k miles.....**£42,000**



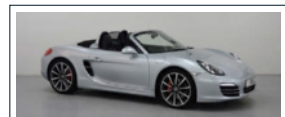
997 "2S" Gen 2 3.8 PDK (2008 - 08)
Atlas Grey with Black Leather, Sat Nav,
55k miles.....**£40,000**



997 "C2" Gen 2 3.6 PDK (2009 - 09)
Meteor Grey with Black Leather, Sat Nav,
36k miles.....**£40,000**



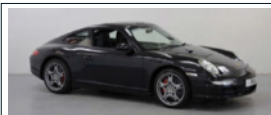
997 "2S" Gen 2 3.8 (2009 - 09)
Basalt Black with Grey Leather, Sat Nav,
32k miles.....**£40,000**



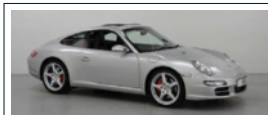
Boxster "S" 3.4 PDK (2013 - 63)
Silver with Black Leather, Sat Nav,
21k miles.....**£40,000**



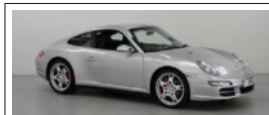
Cayenne 3.0 Diesel Tip (2012 - 12)
Basalt Black with Black Leather, Sat Nav,
44k miles.....**£38,000**



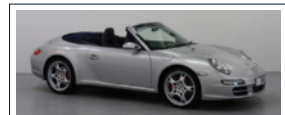
997 "4S" 3.8 (2007 - 57)
Basalt Black with Black Leather, Sat Nav,
43k miles.....**£35,000**



997 "2S" 3.8 (2008 - 08)
Silver with Black Leather, Sat Nav,
41k miles.....**£34,000**



997 "4S" 3.8 Tip (2007 - 57)
Silver with Black Leather, Sat Nav,
40k miles.....**£34,000**



997 "4S" 3.8 Cab (2006 - 06)
Silver with Ocean Blue Leather, Sat Nav,
31k miles.....**£34,000**



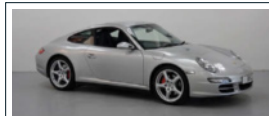
997 "2S" 3.8 Tip (2007 - 57)
Atlas Grey with Grey Leather, Sat Nav,
51k miles.....**£33,000**



997 "4S" 3.8 Cab (2006 - 06)
Basalt Black with Black Leather, Sat Nav,
44k miles.....**£33,000**



997 "4S" 3.8 (2006 - 56)
Slate Grey with Black Leather, Sat Nav,
54k miles.....**£33,000**



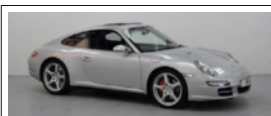
997 "4S" 3.8 Tip (2006 - 56)
Silver with Ocean Blue Leather, Sat Nav,
44k miles.....**£33,000**



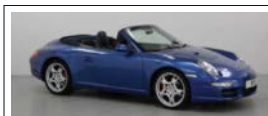
997 "2S" 3.8 (2007 - 07)
Basalt Black with Grey Leather, Sat Nav,
44k miles.....**£33,000**



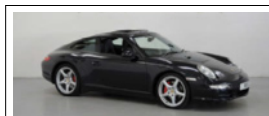
997 "4S" 3.8 (2006 - 06)
Basalt Black with Black Leather, Sat Nav,
54k miles.....**£32,000**



997 "4S" 3.8 Tip (2006 - 06)
Silver with Black Leather, Sat Nav,
55k miles.....**£32,000**



997 "2S" 3.8 Cab (2006 - 06)
Cobalt Blue with Ocean Blue Leather,
Sat Nav, 58k miles.....**£32,000**



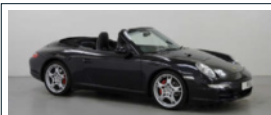
997 "4S" 3.8 Tip (2006 - 56)
Basalt Black with Black Leather, Sat Nav,
61k miles.....**£31,000**



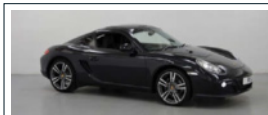
997 "2S" 3.8 (2007 - 56)
Silver with Black Leather, Sat Nav,
55k miles.....**£31,000**



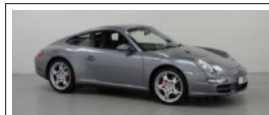
997 "2S" 3.8 (2006 - 56)
GT Silver with Black Leather, Sat Nav,
52k miles.....**£31,000**



997 "2S" 3.8 Tip Cab (2006 - 06)
Basalt Black with Black Leather, Sat Nav,
50k miles.....**£31,000**



Cayman Gen 2 2.9 PDK (2012 - 12)
Basalt Black with Black Leather, Sat Nav,
22k miles.....**£31,000**



997 "4S" 3.8 (2006 - 06)
Seal Grey with Black Leather, Sat Nav,
60k miles.....**£30,000**



Cayman Gen 2 2.9 PDK (2012 - 12)
Basalt Black with Black Leather, Sat Nav,
39k miles.....**£30,000**



Cayman Gen 2 2.9 PDK (2011 - 61)
Platinum Silver with Black Leather, Sat Nav,
41k miles.....**£29,000**



997 "2S" 3.8 Tip (2005 - 05)
Seal Grey with Black Leather, Sat Nav,
49k miles.....**£28,000**



997 "2S" 3.8 Tip (2005 - 55)
Silver with Black Leather, Sat Nav,
59k miles.....**£27,000**



Cayenne "GTS" 4.8 Tip (2009 - 09)
Basalt Black with Black Leather, Sat Nav,
53k miles.....**£27,000**



Cayenne "GTS" 4.8 Tip (2009 - 09)
Silver with Black Leather, Sat Nav,
55k miles.....**£27,000**

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PORSCHE WANTED (2003 TO 2014)

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: 132hp @ 6,100rpm
Maximum torque: 149Nm @ 5,200rpm
0-62mph: 8.3sec
Top speed: 131mph
Length: 4,163mm
Width: 1,610mm
Weight: 1,075kg
Brakes:
Front: 282mm discs
Rear: 285mm discs
Wheels & tyres:
Front: 4.5x15-inch; 165/80/R15
Rear: 4.5x15-inch; 165/80/R15

★★★★★

(O & A series) ▲ 911S 1967-68



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

Production numbers: 4,015
Issue featured: 114
Engine capacity: 1,991cc
Compression ratio: 9.8:1
Maximum power: 162hp @ 6,600rpm
Maximum torque: 179Nm @ 5,200rpm
0-62mph: 8.0sec
Top speed: 137mph
Length: 4,163mm
Width: 1,610mm
Weight: 1,030kg
Brakes:
Front: 282mm discs
Rear: 285mm discs
Wheels & tyres:
Front: 4.5x15-inch; 165/80/R15
Rear: 4.5x15-inch; 165/80/R15

★★★★★

(A series) ▬ 911L 1967-68



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

Production numbers: 1,603
Issue featured: 138
Engine capacity: 1,991cc
Compression ratio: 9.0:1
Maximum power: 132hp @ 6,100rpm
Maximum torque: 173Nm @ 4,600rpm
0-62mph: 8.4sec
Top speed: 132mph
Length: 4,163mm
Width: 1,610mm
Weight: 1,080kg
Brakes:
Front: 282mm discs
Rear: 285mm discs
Wheels & tyres:
Front: 5.5x15-inch; 185HR
Rear: 5.5x15-inch; 185HR

★★★★★

(A & B series) ▬ 911T 1967-69



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

Production numbers: 6,318
Issue featured: 127
Engine capacity: 1,991cc
Compression ratio: 8.6:1
Maximum power: 112hp @ 5,800rpm
Maximum torque: 156Nm @ 4,200rpm
0-62mph: 8.8sec (est)
Top speed: 124mph
Length: 4,163mm
Width: 1,610mm
Weight: 1,020kg
Brakes:
Front: 282mm discs
Rear: 285mm discs
Wheels & tyres:
Front: 5.5x15-inch; 185HR
Rear: 5.5x15-inch; 185HR

★★★★★

(E series) ▬ 911T 1972



A lower compression ratio and the inclusion of Zenith 40 TIN triple-choke carburettors led to the relatively lower power output of 130bhp despite the new 2,341cc engine size.

Production numbers: 16,933 (including F series)
Issue featured: n/a
Engine capacity: 2,341cc
Compression ratio: 7.5:1
Maximum power: 132hp @ 5,600rpm
Maximum torque: 197Nm @ 4,000rpm
0-62mph: 7.6sec
Top speed: 128mph
Length: 4,163mm
Width: 1,610mm
Weight: 1,077kg
Brakes:
Front: 282mm discs
Rear: 290mm discs
Wheels & tyres:
Front: 5.5x15-inch; 165HR
Rear: 5.5x15-inch; 165HR

★★★★★

(E series) ▬ 911S 1972

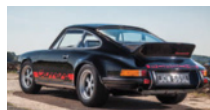


A 2.4-litre engine increased torque. The mostly chrome brightwork had a black decklid grille with a '2.4' badge. External oil filler on right rear wing confused some.

Production numbers: 5,054 (including 1973)
Issue featured: 120
Engine capacity: 2,341cc
Compression ratio: 8.5:1
Maximum power: 193hp @ 6,500rpm
Maximum torque: 211Nm @ 5,200rpm
0-62mph: 6.6sec
Top speed: 140mph
Length: 4,163mm
Width: 1,610mm
Weight: 1,077kg
Brakes:
Front: 282mm discs
Rear: 290mm discs
Wheels & tyres:
Front: 6x15-inch; 185/70/R15
Rear: 6x15-inch; 185/70/R15

★★★★★

(F series) ▬ Carrera 2.7 RS 1973



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

Production numbers: 1,590
Issue featured: 106
Engine capacity: 2,687cc
Compression ratio: 8.5:1
Maximum power: 213hp @ 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: 167hp @ 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: 200hp @ 6,000rpm
Maximum torque: 255Nm @ 4,200rpm
0-62mph: 6.3sec
Top speed: 145mph
Length: 4,291mm
Width: 1,610mm
Weight: 1,093kg
Brakes:
Front: 282mm discs
Rear: 290mm discs
Wheels & tyres:
Front: 6x15-inch; 185/70/VR15
Rear: 7x15-inch; 215/60/VR15

★★★★★

930 3.0 1975-77



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

Production numbers: 2,850
Issue featured: 116
Engine capacity: 2,994cc
Compression ratio: 6.5:1
Maximum power: 264hp @ 5,500rpm
Maximum torque: 343Nm @ 4,000rpm
0-62mph: 5.5sec
Top speed: 155mph
Length: 4,291mm
Width: 1,775mm
Weight: 1,140kg (1,195kg from '76)
Brakes:
Front: 282mm discs
Rear: 290mm discs
Wheels & tyres:
Front: 7x15-inch; 185/70/VR15
Rear: 8x15-inch; 215/60/VR15

★★★★★

930 3.3 1978-83



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

Production numbers: 5,807 (plus 78-'79 Cali cars)
Issue featured: 116
Engine capacity: 3,299cc
Compression ratio: 7.0:1
Maximum power: 304hp @ 5,500rpm
Maximum torque: 412Nm @ 4,000rpm
0-62mph: 5.4sec
Top speed: 160mph
Length: 4,291mm
Width: 1,775mm
Weight: 1,300kg
Brakes:
Front: 304mm discs
Rear: 309mm discs
Wheels & tyres:
Front: 7x15-inch; 205/55/VR16
Rear: 8x15-inch; 225/50/VR16

★★★★★

911 SC 1978-83



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

Production numbers: 60,740
Issue featured: 127
Engine capacity: 2,994cc
Compression ratio: 8.5:1/8.6:1/9.8:1
Maximum power: 183/191/207hp @ 5,500rpm
Maximum torque: 265/265/267Nm
0-62mph: 6.5sec
Top speed: 141/146mph
Length: 4,291mm
Width: 1,626mm
Weight: 1,160kg (1978)
Brakes:
Front: 287mm discs
Rear: 295mm discs
Wheels & tyres:
Front: 6x15-inch; 185/70/VR15
Rear: 7x15-inch; 215/60/VR15

★★★★★

TO VIEW CALL: 07522 911 911

(B series)

911E 1968-69



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

Production numbers: 2,826
Issue featured: n/a
Engine capacity: 1,991cc
Compression ratio: 9.1:1
Maximum power: 142hp @ 6,500rpm
Maximum torque: 175Nm @ 4,500rpm
0-62mph: 7.6sec
Top speed: 130mph
Length: 4.163mm
Width: 1.610mm
Weight: 1,020kg
Brakes:
Front: 282mm discs
Rear: 290mm discs
Wheels & tyres:
Front: 5.5x15-inch; 185HR
Rear: 5.5x15-inch; 185HR



(B series)

911S 1968-69



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

Production numbers: 2,106
Issue featured: n/a
Engine capacity: 1,991cc
Compression ratio: 9.9:1
Maximum power: 172hp @ 6,800rpm
Maximum torque: 183Nm @ 5,500rpm
0-62mph: 7.0sec (est)
Top speed: 140mph
Length: 4.163mm
Width: 1.610mm
Weight: 995kg
Brakes:
Front: 282mm discs
Rear: 290mm discs
Wheels & tyres:
Front: 6x15-inch; 185/70/R15
Rear: 6x15-inch; 185/70/R15



(C & D series)

911E 1969-71



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

Production numbers: 4,927
Issue featured: 107
Engine capacity: 2,195cc
Compression ratio: 9.1:1
Maximum power: 157hp @ 6,200rpm
Maximum torque: 196Nm @ 4,500rpm
0-62mph: 7.0sec
Top speed: 137mph
Length: 4.163mm
Width: 1.610mm
Weight: 1,020kg
Brakes:
Front: 282mm discs
Rear: 290mm discs
Wheels & tyres:
Front: 6x15-inch; 185HR
Rear: 6x15-inch; 185HR



(C & D series)

911S 1969-71



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

Production numbers: 4,691
Issue featured: 120
Engine capacity: 2,195cc
Compression ratio: 9.8:1
Maximum power: 183hp @ 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: 127hp @ 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: 167hp @ 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



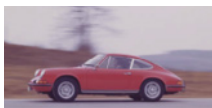
The 911S had the same upgrades as the 911E, including deletion of the external oil filler. It also adopted black trim around the front and rear lights and black front quarter grilles.

Production numbers: 5,054
Issue featured: 56
Engine capacity: 2,341cc
Compression ratio: 8.5:1
Maximum power: 193hp @ 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: 132hp @ 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



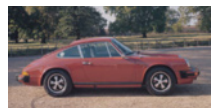
Updated version of the 1973 2.7 RS, complete with impact bumpers and Turbo-spec whaletail rear spoiler. Steel arches added by hand at the factory, with 917 brakes.

Production numbers: 109
Issue featured: 102
Engine capacity: 2,994cc
Compression ratio: 8.5:1
Maximum power: 233hp @ 6,200rpm
Maximum torque: 275Nm @ 5,000rpm
0-62mph: 5.3sec
Top speed: 152mph
Length: 4.135mm
Width: 1.680mm
Weight: 900kg
Brakes:
Front: 300mm discs
Rear: 300mm discs
Wheels & tyres:
Front: 9x15-inch; 215/60/R15
Rear: 11x15-inch; 235/60/R15



(G, H, I, J series)

911 1974-77



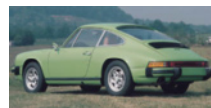
'911' was now the entry level. Bumpers were added to conform to US regs. From 1976, all 911s were hot-dip coated and fitted with 'elephant ear' mirrors.

Production numbers: 9,320
Issue featured: 121
Engine capacity: 2,687cc
Compression ratio: 8.0:1
Max power: 150hp @ 5,700rpm
(165bhp from 76)
Max torque: 235Nm @ 3,800rpm
(4,000 from 76)
0-62mph: 8.5sec
Top speed: 130mph
Length: 4.291mm
Width: 1.610mm
Weight: 1,075kg
Brakes:
Front: 282mm discs
Rear: 290mm discs
Wheels & tyres:
Front & rear: 6x15-inch; 185VR



(G, H, I, J series)

911S 1974-77



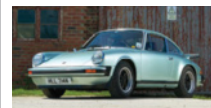
911S was now a mid-range model comparable to the previous 911E. It had the same body changes as the base model, and came as standard with 'Cookie Cutter' rims.

Production numbers: 17,124
Issue featured: n/a
Engine capacity: 2,687cc
Compression ratio: 8.5:1
Maximum power: 175hp @ 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: 213hp @ 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: 259hp @ 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: 304hp @ 5,500rpm
Maximum torque: 432Nm @ 4,000rpm
0-62mph: 5.4sec
Top speed: 161mph
Length: 4.291mm
Width: 1.775mm
Weight: 1,300kg (1,335kg from '86)
Brakes:
Front: 304mm discs
Rear: 309mm discs
Wheels & tyres:
Front: 7x16-inch; 205/55/VR16
Rear: 8x16-inch; 225/50/VR16



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Carrera 3.2 1984-89



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

Production numbers: 70,044
Issue featured: 114
Engine capacity: 3,164cc
Compression ratio: 10.3:1
Maximum power: 234hp @ 5,900rpm
Maximum torque: 284Nm @ 4,800rpm
0-62mph: 4.6sec
Top speed: 152mph
Length: 4.291mm
Width: 1.662mm
Weight: 1,210kg
Brakes:
Front: 286mm discs
Rear: 294mm discs
Wheels & tyres:
Front: 7x16-inch; 195/65/VR15
Rear: 8x15-inch; 215/60/VR15
(16 inches for '89)



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930 SE 1986-89



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

Production numbers: 50 (UK only)
Issue featured: 99
Engine capacity: 3,299cc
Compression ratio: 7.0:1
Maximum power: 335hp @ 5,500rpm
Maximum torque: 432Nm @ 4,000rpm
0-62mph: 4.6sec
Top speed: 173mph
Length: 4.291mm
Width: 1.775mm
Weight: 1,335kg
Brakes:
Front: 304mm discs
Rear: 309mm discs
Wheels & tyres:
Front: 7x15-inch; 205/55/VR16
Rear: 9x16-inch; 245/45/VR16



959 1986-1988



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

Production numbers: 337
Issue featured: 142
Engine capacity: 2,850cc
Compression ratio: 8.3:1
Maximum power: 456hp @ 6,500rpm
Maximum torque: 500Nm @ 5,000rpm
0-60mph: 3.9sec
Top speed: 196mph
Length: 4.260mm
Width: 1.840mm
Weight: 1,450kg
Brakes:
Front and rear: Ventilated drilled discs;
4-piston aluminium calipers
Wheels & tyres:
Front: 8x17-inch; 235/45/ZR17
Rear: 9x17-inch; 255/40/ZR17



Speedster 1989



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

Production numbers: 2,274
(for both wide and narrow-bodied)
Issue featured: 128
Engine capacity: 3,164cc
Compression ratio: 10.3:1
Maximum power: 235hp @ 5,900rpm
Maximum torque: 284Nm @ 4,800rpm
0-60mph: 6.0sec
Top speed: 148mph
Length: 4.291mm
Width: 1.775mm
Weight: 1,220kg
Brakes:
Front: 286mm discs
Rear: 294mm discs
Wheels & tyres:
Front: 6x16-inch; 205/45/VR16
Rear: 8x16-inch; 245/60/VR16



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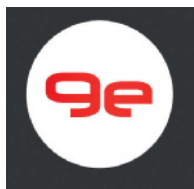
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930 LE 1989



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

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



3.2 Clubsport 1987-89



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

Production numbers:	340
Issue featured:	126
Engine capacity:	3,164cc
Compression ratio:	10.3:1
Maximum power:	234hp @ 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:	254hp @ 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:	254hp @ 6,100rpm
Maximum torque:	310Nm @ 4,800rpm
0-62mph:	5.5sec
Top speed:	161mph
Length:	4,250mm
Width:	1,652mm
Weight:	1,340kg
Brakes:	
Front:	320mm discs
Rear:	299mm discs
Wheels & tyres:	
Front:	7x17-inch; 205/60/ZR17
Rear:	9x17-inch; 255/40/ZR17



964 Turbo 3.6 1993-94



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

Production numbers:	1,437
Issue featured:	120
Engine capacity:	3,600cc
Compression ratio:	7.5:1
Maximum power:	365hp @ 5,500rpm
Maximum torque:	520Nm @ 4,200rpm
0-62mph:	4.8sec
Top speed:	174mph
Length:	4,250mm
Width:	1,775mm
Weight:	1,470kg
Brakes:	
Front:	320mm discs
Rear:	299mm discs
Wheels & tyres:	
Front:	8x18-inch; 225/40/ZR18
Rear:	10x18-inch; 265/35/ZR18



964 Anniversary 1993-94



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

Production numbers:	911
Issue featured:	112
Engine capacity:	3,600cc
Compression ratio:	11.3:1
Maximum power:	254hp @ 6,100rpm
Maximum torque:	310Nm @ 4,800rpm
0-62mph:	5.7sec
Top speed:	162mph
Length:	4,250mm
Width:	1,775mm
Weight:	1,470kg
Brakes:	
Front:	298mm discs
Rear:	299mm discs
Wheels & tyres:	
Front:	7x17-inch; 205/50/17
Rear:	9x17-inch; 255/40/17



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993 Turbo 1996-98



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

Production numbers:	5,937
Issue featured:	112
Engine capacity:	3,600cc
Compression ratio:	8.0:1
Maximum power:	414hp @ 5,750rpm
Maximum torque:	540Nm @ 4,500rpm
0-62mph:	4.3sec
Top speed:	180mph
Length:	4,245mm
Width:	1,795mm
Weight:	1,500kg
Brakes:	
Front:	322mm discs
Rear:	322mm discs
Wheels & tyres:	
Front:	8x18-inch; 225/40/ZR18
Rear:	10x18-inch; 285/30/ZR18



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993 Carrera S 1997-98



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

Production numbers:	3,714
Issue featured:	118
Engine capacity:	3,600cc
Compression ratio:	11.3:1
Maximum power:	289hp @ 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



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993 Turbo S 1998



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

Production numbers:	345
Issue featured:	115
Engine capacity:	3,600cc
Compression ratio:	8.0:1
Maximum power:	456hp @ 5,750rpm
Maximum torque:	585Nm @ 4,500rpm
0-62mph:	4.1sec
Top speed:	186mph
Length:	4,245mm
Width:	1,795mm
Weight:	1,583kg
Brakes:	
Front:	320mm discs
Rear:	322mm discs
Wheels & tyres:	
Front:	8x18-inch; 225/40/18
Rear:	10x18-inch; 285/30/18



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964 Carrera 2
1990-93

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

Production numbers: 19,484
Issue featured: 119
Engine capacity: 3,600cc
Compression ratio: 11.3:1
Maximum power: 254hp @ 6,100rpm
Maximum torque: 310Nm @ 4,800rpm
0-62mph: 5.6sec
Top speed: 162mph
Length: 4,250mm
Width: 1,652mm
Weight: 1,350kg
Brakes:
Front: 298mm discs
Rear: 299mm discs
Wheels & tyres:
Front: 6x16-inch; 205/55/ZR16
Rear: 8x16-inch; 255/50/ZR16

**964 Turbo**
1991-92

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

Production numbers: 3,660
Issue featured: 116
Engine capacity: 3,299cc
Compression ratio: 7.0:1
Maximum power: 324hp @ 5,750rpm
Maximum torque: 450Nm @ 4,500rpm
0-62mph: 4.5sec
Top speed: 168mph
Length: 4,250mm
Width: 1,775mm
Weight: 1,470kg
Brakes:
Front: 320mm discs
Rear: 299mm discs
Wheels & tyres:
Front: 7x17-inch; 205/50/ZR17
Rear: 9x17-inch; 255/40/ZR17

**964 C4**
Lightweight 1991

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

Production numbers: 22
Issue featured: 131
Engine capacity: 3,600cc
Compression ratio: 11.3:1
Maximum power: 269hp @ 6,720rpm
Maximum torque: 304Nm @ 6,720rpm
0-62mph: 4.5sec
Top speed: 125mph
Length: 4,275mm
Width: 1,652mm
Weight: 1,100kg
Brakes:
Front: 322mm discs
Rear: 299mm discs
Wheels & tyres:
Front: 7x16-inch; 205/55/ZR16
Rear: 9x16-inch; 245/55/ZR16



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964 RS
1991-92

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

Production numbers: 2,405
Issue featured: 131
Engine capacity: 3,600cc
Compression ratio: 11.3:1
Maximum power: 264hp @ 6,100rpm
Maximum torque: 310Nm @ 4,800rpm
0-62mph: 5.4sec
Top speed: 162mph
Length: 4,250mm
Width: 1,650mm
Weight: 1,230kg (Sport)
Brakes:
Front: 320mm discs
Rear: 299mm discs
Wheels & tyres:
Front: 7.5x17-inch; 205/50/ZR17
Rear: 9x17-inch; 255/40/ZR17

**964 Turbo S**
1992-93

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

Production numbers: 81
Issue featured: 108
Engine capacity: 3,299cc
Compression ratio: 7.0:1
Maximum power: 386hp @ 6,000rpm
Maximum torque: 490Nm @ 4,800rpm
0-62mph: 4.6sec
Top speed: 180mph
Length: 4,250mm
Width: 1,775mm
Weight: 1,290kg
Brakes:
Front: 320mm discs
Rear: 299mm discs
Wheels & tyres:
Front: 8x18-inch; 225/40/ZR18
Rear: 10x18-inch; 265/35/ZR18

**964 3.8 RS**
1993

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

Production numbers: 55
Issue featured: n/a
Engine capacity: 3,746cc
Compression ratio: 11.6:1
Maximum power: 304hp @ 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: 254hp @ 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: 276hp @ 6,000rpm
Maximum torque: 330Nm @ 5,000rpm
0-62mph: 5.6sec
Top speed: 168mph
Length: 4,245mm
Width: 1,735mm
Weight: 1,370kg
Brakes:
Front: 304mm discs
Rear: 299mm discs
Wheels & tyres:
Front: 7x16-inch; 205/55/ZR16
Rear: 9x17-inch; 245/45/ZR16



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993 Carrera 4
1994-97

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

Production numbers: 2,884 (Coupe)
Issue featured: 111
Engine capacity: 3,600cc
Compression ratio: 11.3:1
Maximum power: 276hp @ 6,000rpm
Maximum torque: 330Nm @ 5,000rpm
0-62mph: 5.8sec
Top speed: 166mph
Length: 4,245mm
Width: 1,735mm
Weight: 1,420kg
Brakes:
Front: 304mm discs
Rear: 299mm discs
Wheels & tyres:
Front: 7x16-inch; 205/55/ZR16
Rear: 9x16-inch; 245/45/ZR16



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993 Carrera 4S
1995-96

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

Production numbers: 6,948
Issue featured: 109
Engine capacity: 3,600cc
Compression ratio: 11.3:1
Maximum power: 289hp @ 6,100rpm
Maximum torque: 340Nm @ 5,250rpm
0-62mph: 5.3sec
Top speed: 168mph
Length: 4,245mm
Width: 1,795mm
Weight: 1,520kg
Brakes:
Front: 322mm discs
Rear: 322mm discs
Wheels & tyres:
Front: 8x18-inch; 225/40/ZR18
Rear: 10x18-inch; 285/30/ZR18



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993 Carrera RS
1995-96

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

Production numbers: 1,014
Issue featured: 119
Engine capacity: 3,746cc
Compression ratio: 11.5:1
Maximum power: 304hp @ 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: 436hp @ 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: 304hp @ 6,800rpm
Maximum torque: 350Nm @ 4,600rpm
0-62mph: 5.2sec
Top speed: 174mph
Length: 4,430mm
Width: 1,765mm
Weight: 1,320kg
Brakes:
Front: 318mm discs
Rear: 299mm discs
Wheels & tyres:
Front: 7x17-inch; 205/50/ZR17
Rear: 9x17-inch; 255/40/ZR17



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: 304hp @ 6,800rpm
Maximum torque: 350Nm @ 4,600rpm
0-62mph: 5.2sec
Top speed: 174mph
Length: 4,430mm
Width: 1,765mm
Weight: 1,375kg
Brakes:
Front: 318mm discs
Rear: 299mm discs
Wheels & tyres:
Front: 7x17-inch; 205/50/ZR17
Rear: 9x17-inch; 255/40/ZR17

**996 GT3**
1998-2000

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

Production numbers: 1,858
Issue featured: 117
Engine capacity: 3,600cc
Compression ratio: 11.7:1
Maximum power: 365hp @ 7,200rpm
Maximum torque: 370Nm @ 5,000rpm
0-62mph: 4.8sec
Top speed: 188mph
Length: 4,430mm
Width: 1,765mm
Weight: 1,350kg
Brakes:
Front: 330mm discs
Rear: 300mm discs
Wheels & tyres:
Front: 8x18-inch; 225/40/ZR18
Rear: 10x18-inch; 285/30/ZR18

**996 Turbo**
2001-05

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

Production numbers: 20,499
Issue featured: 114
Engine capacity: 3,600cc
Compression ratio: 9.4:1
Maximum power: 426hp @ 6,000rpm
Maximum torque: 560Nm @ 2,700-4,600rpm
0-62mph: 4.2sec
Top speed: 189mph
Length: 4,435mm
Width: 1,830mm
Weight: 1,540kg
Brakes:
Front: 330mm discs
Rear: 330mm discs
Wheels & tyres:
Front: 8x18-inch; 225/40/ZR18
Rear: 11x18-inch; 295/30R18

**996 Carrera 4S**
2001-05

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

Production numbers: 23,055
Issue featured: 124
Engine capacity: 3,596cc
Compression ratio: 11.3:1
Maximum power: 324hp @ 6,800rpm
Maximum torque: 370Nm @ 4,250rpm
0-62mph: 5.1sec
Top speed: 174mph
Length: 4,435mm
Width: 1,830mm
Weight: 1,495kg
Brakes:
Front: 330mm discs
Rear: 330mm discs
Wheels & tyres:
Front: 8x18-inch; 225/40/ZR18
Rear: 11x18-inch; 295/30/ZR18

**996 GT2**
2001-03

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

Production numbers: 1,287
Issue featured: 127
Engine capacity: 3,600cc
Compression ratio: 9.4:1
Maximum power: 468hp @ 5,700rpm
Maximum torque: 620Nm @ 3,500-4,500rpm
0-62mph: 4.1sec
Top speed: 196mph
Length: 4,450mm
Width: 1,830mm
Weight: 1,440kg
Brakes:
Front: 350mm discs
Rear: 350mm discs
Wheels & tyres:
Front: 8x18-inch; 235/40/ZR18
Rear: 12x18-inch; 315/30/ZR18



Sales debate:

Why are 996 GT2s undervalued compared to 993 and 997 GT2s?



For a while now, 993 GT2s have sat near the top of the financial tree as one of the most expensive production Porsche 911s on the collector's market; expect to pay upwards of £500,000 (\$675,450) for a nice example of the original widowmaker. The 993's successor, the 996 GT2, has lagged behind value-wise though.

A year or so ago, a water-cooled GT2 could be found for under £60,000 (\$81,000), making it one of our Neunelfers to buy in issue 126's investor's special, and, despite a price rise proving us right, they still languish behind 993 and 997 widowmakers. "There's quite a handful of them on the market right now," says Porsche specialist Lee Maxted-Page, "and they're in a spread between £100,000 to £150,000 (\$135,000 to \$202,000)." With just 173 examples of the 993 GT2 built compared to the 996's production run of 1,287, is this price gap purely down to the numbers available?

"No," Maxted-Page confirms. "996 GT2s are still very low production cars as there were 129 UK cars built between 2001-04: 16 in 2001, 66 in 2002, 31 in 2003 and then 16 Gen2s in 2004." However, despite the 996's prowess as a driver's car, Maxted-Page feels it can't be compared to the 993, the latter a "proper homologated car for Le Mans." Mark Sumpter from Paragon agrees, pointing to the 996's lack of racing pedigree as a key reason why its value lagged far behind the 993 GT2.

While Sumpter points out that the relative abundance of 996s does, rightfully, have an effect on the GT2 price gap, he feels that as the 996 is "a decade newer than the 993, the water-cooled car hasn't hit 'classic' values yet." It's one of the reasons why Sumpter believes "good, original-spec 996 GT2s will continue to appreciate", making them a good purchase despite the price hike they've enjoyed over the last year. Maxted-Page agrees: "A lot of this water-cooled stuff has taken more time to appreciate than the air-cooled stuff," he says. "But recently, the focus has been on Turbos, from the early 930s right the way through."

As the 911 enters a new turbocharged era, Maxted-Page feels that interest is only going one way: "Low mileage, factory original cars have the potential to be valued in the £150,000 to £200,000 (\$202,000 to \$270,000) bracket." Sumpter is even more optimistic and claims, "a low-mileage, perfect car may get to £250,000 (\$337,600) in the next two or three years." He adds, "I think they will settle at around one third of the price of a good 993 GT2." Good news if you thought you'd missed the water-cooled widowmaker boat.

Gen2 996 C2 2002-04



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

Production numbers:	29,389
Issue featured:	n/a
Engine capacity:	3,596cc
Compression ratio:	11.31
Maximum power:	324hp @ 6,800rpm
Maximum torque:	370Nm @ 4,250rpm
0-62mph:	5.0sec
Top speed:	177mph
Length:	4,430mm
Width:	1,770mm
Weight:	1,370kg
Brakes:	
Front:	318mm discs
Rear:	299mm discs
Wheels & tyres:	
Front:	7x17-inch; 205/50/R17
Rear:	9x17-inch; 255/40/R17



Gen2 996 C4 2002-04



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

Production numbers:	10,386
Issue featured:	107
Engine capacity:	3,596cc
Compression ratio:	11.31
Maximum power:	324hp @ 6,800rpm
Maximum torque:	370Nm @ 4,250rpm
0-62mph:	5.0sec
Top speed:	177mph
Length:	4,430mm
Width:	1,770mm
Weight:	1,430kg
Brakes:	
Front:	318mm discs
Rear:	299mm discs
Wheels & tyres:	
Front:	7x17-inch; 205/50/R17
Rear:	9x17-inch; 255/40/R17



996 Anniversary 2003-04



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

Production numbers:	1,963
Issue featured:	112
Engine capacity:	3,596cc
Compression ratio:	11.31
Maximum power:	350hp @ 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:	142
Engine capacity:	3,600cc
Compression ratio:	11.71
Maximum power:	386hp @ 7,400rpm
Maximum torque:	385Nm @ 5,000rpm
0-62mph:	4.5sec
Top speed:	190mph
Length:	4,435mm
Width:	1,770mm
Weight:	1,380kg
Brakes:	
Front:	350mm discs
Rear:	330mm discs
Wheels & tyres:	
Front:	8.5x18-inch; 235/40/R18
Rear:	11x18-inch; 295/30/R18



997 Carrera S 2004-08



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

Production numbers:	41,069
Issue featured:	107
Engine capacity:	3,824cc
Compression ratio:	11.81
Maximum power:	360hp @ 6,600rpm
Maximum torque:	400Nm @ 4,600rpm
0-62mph:	4.8sec
Top speed:	182mph
Length:	4,427mm
Width:	1,808mm
Weight:	1,420kg
Brakes:	
Front:	330mm discs
Rear:	330mm discs
Wheels & tyres:	
Front:	8x19-inch; 235/35/R19
Rear:	11x19-inch; 295/30/R19



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997 Carrera 4 2005-08



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

Production numbers:	8,533
Issue featured:	3
Engine capacity:	3,596cc
Compression ratio:	11.31
Maximum power:	330hp @ 6,800rpm
Maximum torque:	370Nm @ 4,250rpm
0-62mph:	5.1sec
Top speed:	174mph
Length:	4,427mm
Width:	1,852mm
Weight:	1,450kg
Brakes:	
Front:	318mm discs
Rear:	299mm discs
Wheels & tyres:	
Front:	8x18-inch; 235/40/R18
Rear:	10x18-inch; 295/35/R18



997 Carrera 4S 2005-08



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

Production numbers:	30,973
Issue featured:	111
Engine capacity:	3,824cc
Compression ratio:	11.81
Maximum power:	360hp @ 6,600rpm
Maximum torque:	400Nm @ 4,600rpm
0-62mph:	4.8sec
Top speed:	179mph
Length:	4,427mm
Width:	1,808mm
Weight:	1,475kg
Brakes:	
Front:	330mm discs
Rear:	330mm discs
Wheels & tyres:	
Front:	8x19-inch; 235/35/R19
Rear:	11x19-inch; 295/30/R19



997 Turbo 2005-10



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

Production numbers:	19,201 (up to 2008)
Issue featured:	107
Engine capacity:	3,600cc
Compression ratio:	9.81
Maximum power:	487hp @ 6,000rpm
Maximum torque:	620Nm @ 1,950-5,000rpm
0-62mph:	3.9sec
Top speed:	193mph
Length:	4,450mm
Width:	1,852mm
Weight:	1,585kg
Brakes:	
Front:	350mm discs
Rear:	350mm discs
Wheels & tyres:	
Front:	8.5x19-inch; 235/35/R19
Rear:	11x19-inch; 305/30/R19



Gen2 997 C2 2008-12



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

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



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Gen2 997 C2 S 2008-12



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

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



Gen2 997 C4 2008-12



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

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



Gen2 997 C4S 2008-12



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

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



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:	386hp @ 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:	456hp @ 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:	330hp @ 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:	421hp @ 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:	421hp @ 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:	537hp @ 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/R19
Rear:	12x19-inch; 305/30/R19



Gen2 997 Turbo 2009-13



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

Production numbers:	3,800
Issue featured:	116
Engine capacity:	3,800cc
Compression ratio:	9.8:1
Maximum power:	500hp @ 6,000rpm
Maximum torque:	650Nm @ 1,950-5,000rpm
0-62mph:	3.4sec
Top speed:	194mph
Length:	4,450mm
Width:	1,852mm
Weight:	1,570kg
Brakes:	
Front:	350mm discs
Rear:	350mm discs
Wheels & tyres:	
Front:	8.5x19-inch; 235/35/R19
Rear:	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/R19
Rear:	12x19-inch; 325/30/ZR19

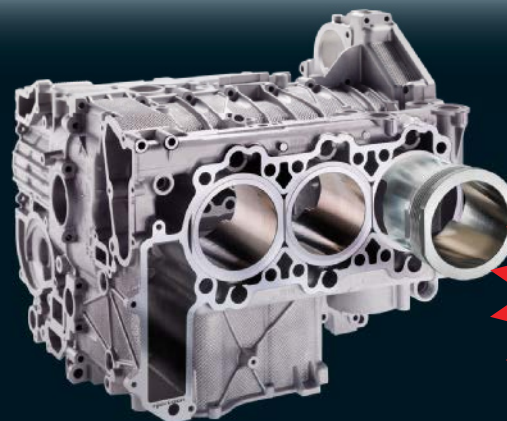


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997 Speedster 2010



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: 340mm 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: 60 (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-

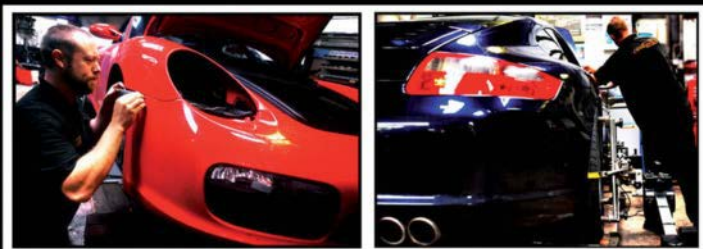


Shares same 3.0-litre turbocharged 9A2 engine as Carrera, with revised turbos, exhaust and engine management to produce an extra 50hp. Rear axle steering now an option.

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 callipers.

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

**997 GT2 RS
2010-11**

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

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



TO VIEW CALL: 07522 911 911

**997 C2 GTS
2010-12**

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

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



TO VIEW CALL: 07522 911 911

**997 C4 GTS
2011-12**

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

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



TO VIEW CALL: 07522 911 911

**997 Turbo S
2011-13**

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

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

**991.1 Carrera
2011-15**

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

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

**991 GT3
2013-**

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

Production numbers:	Currently in production
Issue featured:	143
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:	Unknown
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:	410mm discs
Rear:	380mm discs
Wheels & tyres:	
Front:	8.5x20-inch; 245/35/ZR20
Rear:	11x20-inch; 305/30/ZR20

**991 Turbo S
2013-15**

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

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

**991 Anniversary
2013-14**

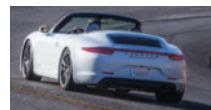
Exuberantly styled Carrera S with wide body and generous spec. Many styling cues inside and out taken from original 901. Powerkit only came as standard spec in US.

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

**991 Carrera GTS
2014-**

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

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

**991 C4 GTS
2014-**

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

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



N/A

**991.2 Carrera 4
2016-**

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

Production numbers:	Currently in production
Issue featured:	133
Engine capacity:	2.981cc
Compression ratio:	10.0:1
Maximum power:	370hp @ 6,500rpm
Maximum torque:	450Nm @ 1,700-5,000rpm
0-62mph:	4.1sec
Top speed:	181mph
Length:	4.499mm
Width:	1.852mm
Weight:	1.480kg
Brakes:	
Front & Rear:	330mm discs
Wheels & tyres:	
Front:	8.5x19-inch; 235/40/ZR19
Rear:	11.5x19-inch; 295/35/ZR19



N/A

**991.2 Carrera 4S
2016-**

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

Production numbers:	Currently in production
Issue featured:	137
Engine capacity:	2.981cc
Compression ratio:	10.0:1
Maximum power:	420hp @ 6,500rpm
Maximum torque:	500Nm @ 1,700-5,000rpm
0-62mph:	3.8sec
Top speed:	189mph
Length:	4.499mm
Width:	1.852mm
Weight:	1.490kg
Brakes:	
Front:	350mm discs
Rear:	330mm discs
Wheels & tyres:	
Front:	8.5x20-inch; 245/35/ZR20
Rear:	11.5x20-inch; 305/30/ZR20



N/A

**991.2 Turbo
2016-**

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

Production numbers:	Currently in production
Issue featured:	135
Engine capacity:	3.800cc
Compression ratio:	9.8:1
Maximum power:	540hp @ 6,400rpm
Maximum torque:	710Nm @ 2,250-4,000rpm
0-62mph:	3.1sec
Top speed:	199mph
Length:	4.507mm
Width:	1.880mm
Weight:	1.595kg
Brakes:	
Front & Rear:	330mm discs
Wheels & tyres:	
Front:	9x20-inch; 245/35/ZR20
Rear:	11.5x20-inch; 305/30/ZR20



N/A

**991.2 Turbo S
2016-**

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

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



N/A

**991 R
2016-**

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

Production numbers:	991
Issue featured:	138
Engine capacity:	3.996cc
Compression ratio:	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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**PORSCHE 911 (993) TURBO,
RHD (1998)**

▪ MILEAGE: 19,300
£179,995



**PORSCHE 911 (997) CARRERA GTS
CABRIOLET 2011 (61)**

▪ MILEAGE: 15,600 ▪ UK SUPPLIED
£74,995



**PORSCHE 911 (997) 3.6 GT3 RS,
GENERATION 1 (2007)**

▪ MILEAGE: 24,100 ▪ UK SUPPLIED
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Plus • Satellite Navigation • 22,012 miles
2008 (57)

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911 GT2 (996)

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Seats • Manual Gearbox • Porsche
Ceramic Composite Brakes • Rear Roll
Cage • 48,992 miles • 2002 (02)

£119,995



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Seats • Manual Gearbox • 15" Cookie
Cutter Wheels • One Owner From New
23,091 miles • 1981 (W)

£76,995



911 Turbo S (996)

Basalt Black • Black Leather Seats
Manual Gearbox • Porsche Ceramic
Composite Brakes • Satellite Navigation
63,132 miles • 2005 (54)

£64,995



Cayman S (981)

Basalt Black • Black Leather Seats • PDK
Gearbox • 20" Sport Techno Wheels
Touchscreen Satellite Navigation • 5,511
miles • 2015 (15)

£52,995



Cayenne 4.2 Diesel

Basalt Black • Black Leather Seats
21" Cayenne Sport Edition Wheels
Touchscreen Satellite Navigation
20,132 miles • 2013 (63)

£46,995



911 Carrera 4 S (997)

Carrera White • Black Leather Seats
Manual Gearbox • 19" Sport Design
Wheels • Touchscreen Satellite
Navigation • 38,258 miles • 2009 (09)

£46,995



911 Carrera 2 (997)

Meteor Grey • Black Leather Seats • PDK
Gearbox • 19" Carrera 'S' II Wheels
Touchscreen Satellite Navigation
12,171 miles • 2009 (09)

£44,995



911 Carrera 2 (997)

Basalt Black • Black Leather Seats
Manual Gearbox • 19" Sport Design
Wheels • Touchscreen Satellite
Navigation • 44,249 miles • 2009 (59)

£42,995



911 Carrera 4 S (996)

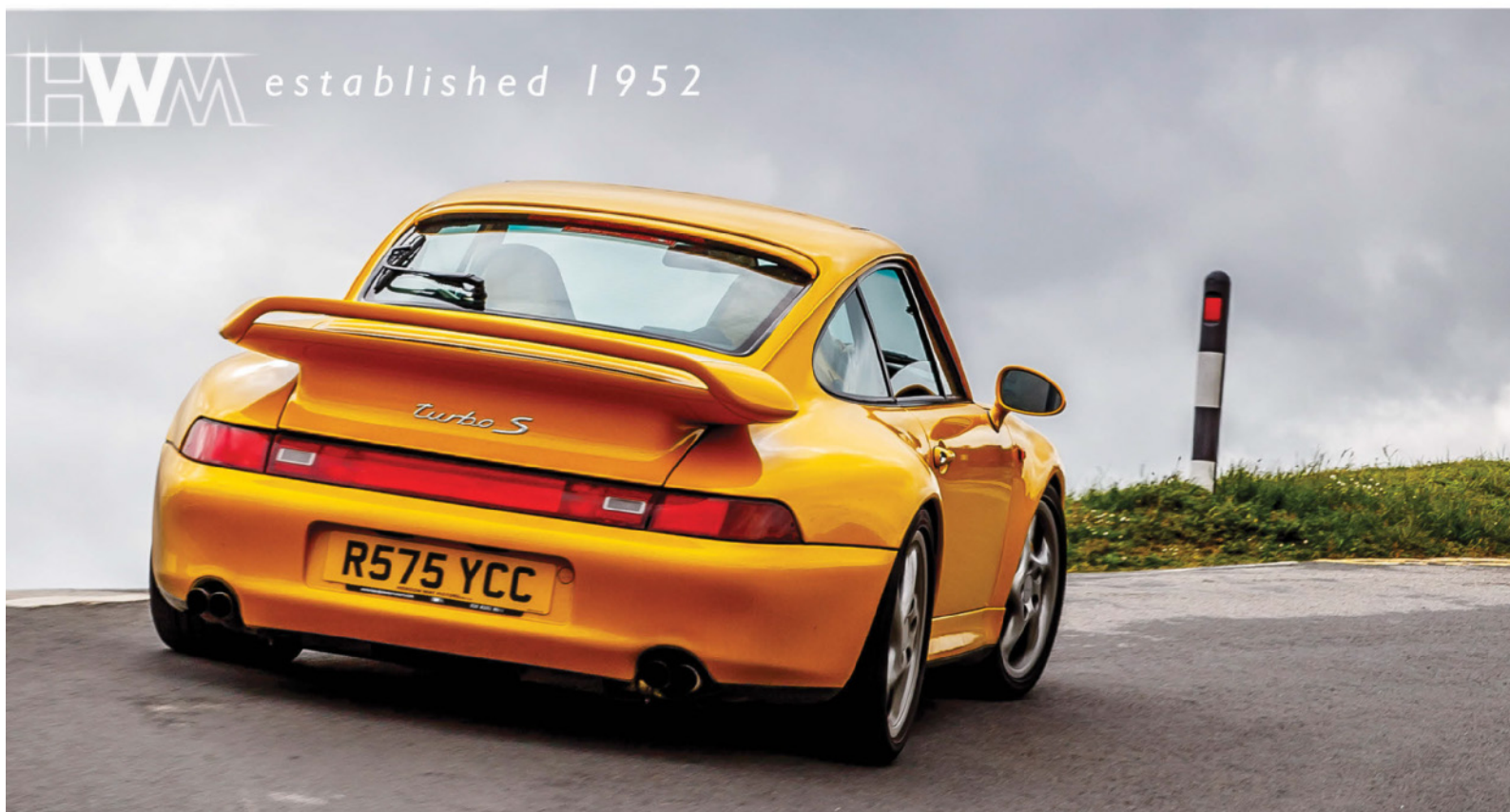
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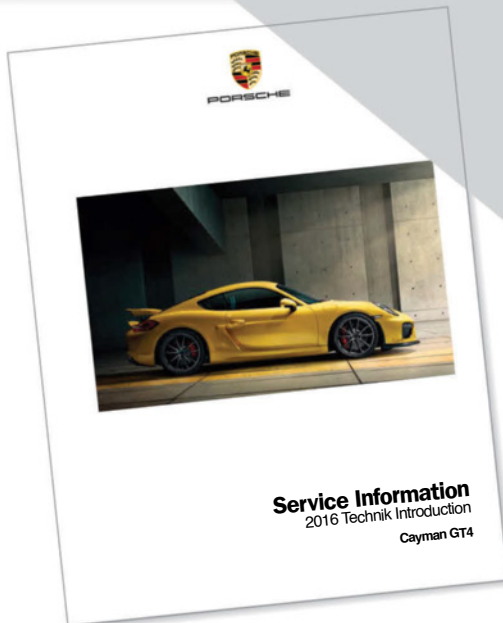
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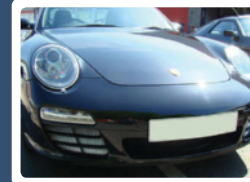
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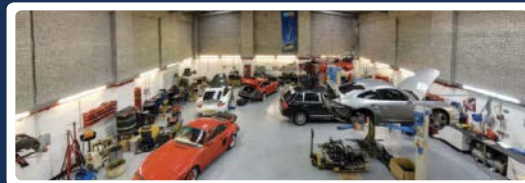
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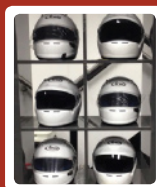
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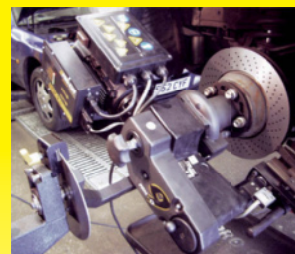
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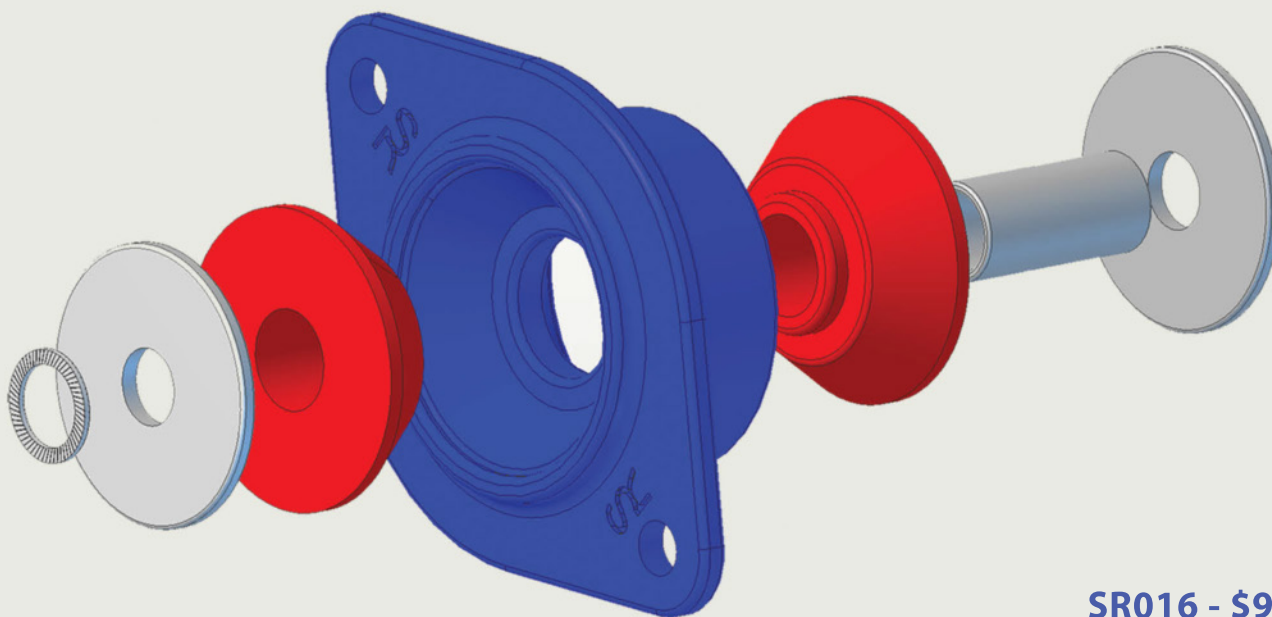
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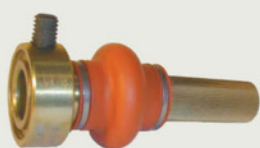
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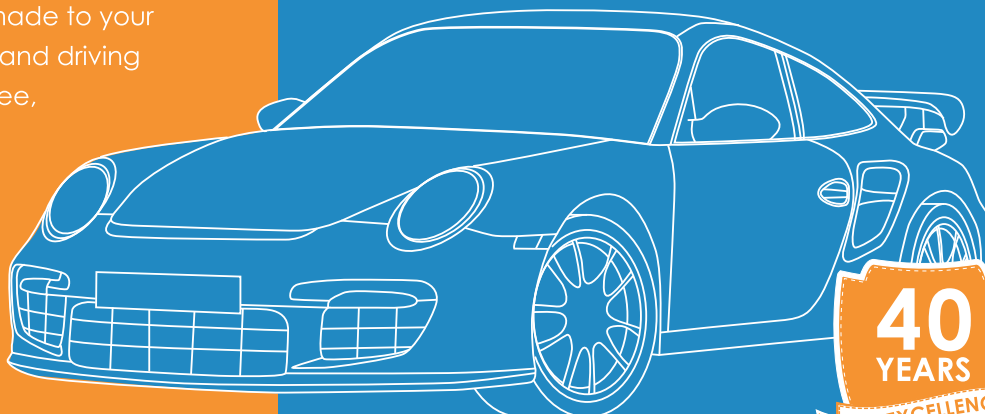
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Morocco is a nation socially at odds with itself; western, multicultural, cosmopolitan views combined with a strong, traditional Arab way of life. Nowhere is this cultural divide more apparent than on this nine-hour thrill ride, as the densely populated urban areas of Marrakesh fade away into the far reaches of the desert on our drive out of the city, through the plush Atlas Mountains, and onto the desolate surroundings of Merzouga.

Rather than a single great road, this ancient trade route takes in three of the world's most stunning 'highways', with stark differences in the challenges and scenery

between each stretch of tarmac. The N9, which spans the 280 miles from Marrakesh to Mhamid, winds precariously through plush mountainsides in an endless succession of dramatic bends, sheer drops and tight hairpins.

Instead of following the N9 to Mhamid though, the R108 is found 100 miles short of its conclusion, just before Tansikhte. This road stretches through wide, flat valley plains before picking up the N12/13, a sweeping byway that goes straight into the heart of the desert. It's not one for the faint of heart – driving in Morocco never is. The use of the 'loud button' is essential for any sort of manoeuvre and the white lines in the middle of the wider stretches

appear to have no purpose. Stuttgart-built sports cars aren't an uncommon sight in the capital. In fact, they seem to be a common choice of hire vehicle. But public reaction to any kind of exotica is far more 'enthusiastic' the further into the desert you travel. Suddenly you're piloting an extreme machine in the Dakar Rally and adults and children from the Berber villages quickly descend and cheer you on.

Just like the reception on this route, the payoff is tremendous. Merzouga is the gateway to the Sahara Desert; just 35-miles from the Algerian border and verging on the dunes of Erg Chebbi, it is one of the natural wonders of the world. Not unlike the 911 itself... **911**

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