



CHASING ORIGINALITY HOW TO BUY A TRUE COLLECTOR'S 911

Total 911

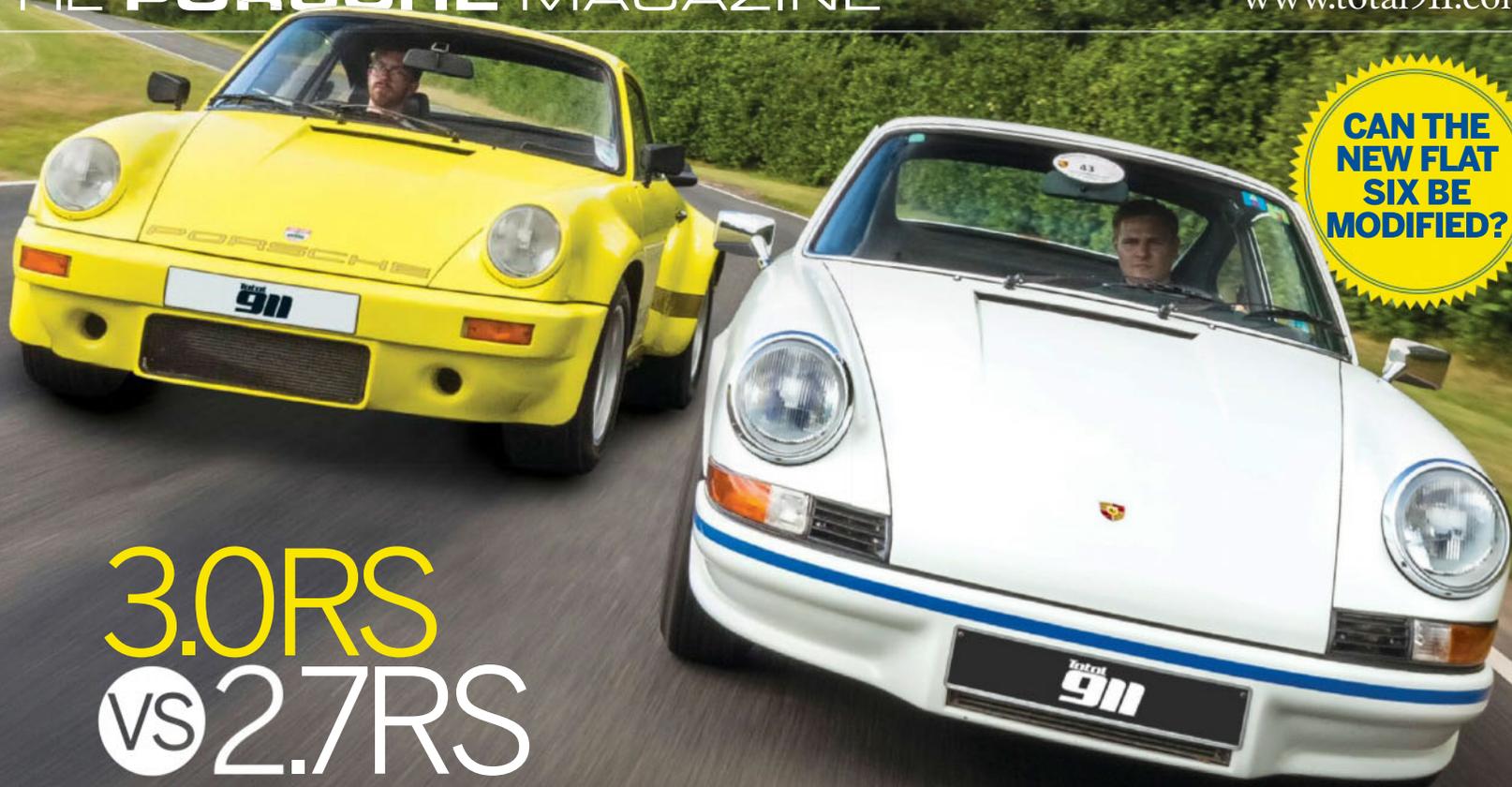
TURBO S ROADTRIP

Exploring western Europe's greatest roads in Porsche's new 991.2 Turbo S



THE PORSCHE MAGAZINE

www.total911.com



CAN THE NEW FLAT SIX BE MODIFIED?

3.0RS
VS 2.7RS

LEGENDS OF RENNSPORT

Original RS battles ultra-rare successor... which is King?

996 MILLENNIUM

Is this rare special edition a collector's dream or mere marketing fanfare?



DigitalEdition

GreatDigitalMags.com

ISSUE 145

GT3 V GTS SHOWDOWN

They're two of the greatest water-cooled driver's 911s but which is the better sub-£80k choice?



We're still selling the original 911.

One part at a time.

To guarantee the perfect fit and finish, while preserving the authenticity of your Porsche, we recommend using only Porsche Genuine Parts from our extensive range. Discover more at www.porsche.co.uk/classic or visit your local Porsche Centre. Tell us what parts you need using www.porsche.co.uk/classicpartsfeedback



PORSCHE

Welcome



I know of five UK-based Porsche customers who have taken delivery of, or are in the process of collecting, their coveted 911 R. Interestingly, all follow a similar pattern: all are dyed-in-the-wool Porsche fanatics, none are 918 owners (though most of the OPCs they herald from didn't sell any of Porsche's hybrid hypercar) though, obviously, the R is not going to be their first 911.

Most pleasingly, all have pledged to drive it. I know each owner to varying levels but I have to say, there's absolutely no reason not to believe them, either. These guys have consulted with the magazine for specs and worthy options, one went to the factory (in his 991 GTS daily driver) to catch a glimpse of the car just being built and one arrived, giddy, at his OPC just to watch his car being unloaded.

I happened to be at that Porsche Centre at the same time the latter R was being delivered. Speaking with the car's owner, whom we know has always tracked his 911 Rennsports, was an experience: like a kid on Christmas morning, he had fire in his eyes, his gaze understandably

wandering away and over to his de-winged 4.0-litre fire-breather behind me. It genuinely was a pleasure to witness.

As you can see, these are not the actions and emotions of collectors ready to scurry the car away into a garage or, worse still, onto the classifieds market in return for profit. Unequivocally, these are Porsche diehards, overjoyed at the reality of getting to take home one of the very best 911s ever made, able to drive it for as long as they see fit. I'm pleased for them but mostly I'm pleased for Porsche.

Regular readers will know I've previously voiced my disdain over Porsche's questionable methods in allocating limited edition cars. I commented on how these prized cars were being given to the wrong people, damaging the brand's reputation and shunning the loyalty of those customers who have built the 911's legacy with their hearts and wallets. But, credit where it's due, this time it's different. Seemingly, these cars are going to the enthusiast and not the collector, with more examples seen being driven on social media than up for sale in the classifieds. Kudos to you, Porsche GB.

“Now, these cars are going to the enthusiast and not the collector”





Shot

1911 Opening

The stage is set: after stopping off to enjoy the breathtaking vistas offered along Ireland's Wicklow Gap, Porsche's pulsating 580hp flat six engine is fired up as the 991 Turbo S takes aim for the horizon once more.

Photography by **Louis Ruff**

Contents



22 2.7RS V 3.0RS

“While the timbre of the 2.7 Carrera RS spikes through your ears, the bass of the 3.0-litre Rennsport resonates through your entire chest”

For back issues, subscriptions
and other Total 911 products visit

www.imagineshop.co.uk



Essentials

08 Update

News, reviews and columnists from the world of Porsche, plus coverage from Total 911's inaugural Cars & Coffee event

18 Views

The best of your Porsche correspondence via email, social media and Total911.com

36 Subscriptions

Get Total 911 delivered and save up to 30%

78 Living the legend

Real-world 911 owners update you on their Porsche experiences

85 Premier Porsche

The best industry contacts you need to buy, tune and restore your prized 911

86 Data file

Stats, specs, and updated market trends

113 Coming soon

A look at next month's Porsche instalment

114 Great Roads

We're back in the UK for a Total 911 favourite that's yet to be discovered by the masses

Features

22 2.7RS v 3.0RS

The 1973 Carrera RS is the revered choice but is the 1974 car a worthy adversary?

30 MFI-engined 1968 911

This custom 911 has shied away from the typical backdate project

38 996 Millennium Edition

Only the 996 GT3 RS is rarer, but is this a collector's dream or mere marketing fanfare?

44 Guide to originality

Looking to buy a worthy collector's car? Here's what to look for in the current market

52 997.1 GT3 v 997 GTS

How close does the GTS come to bridging the gap between a Carrera and GT3?

60 991.2 Turbo S road trip

We take Porsche's latest top-spec Turbo for a blast along some of the best roads in Europe

68 Can the 9A2 be modified?

Porsche says its new turbocharged flat six is resistant to third party tuning – is this true?

70 Champion 993 GT2

Full story behind the class-winning 993 GT2 famous for its victory at the 1996 12 Hours of Sebring



Update

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

All images © Remi Dargegen ©2016 Courtesy of RM Sotheby's



Super rare Porsche 964s and 993s star at RM's London auction

993 GT2 sells for £1.85 million as frantic bidding sees numerous 911 records broken

In recent months, it seemed that air-cooled 911 prices had finally settled. Even at the usually record-breaking Monterey auctions, blue-chip 911s were struggling to go above estimate. The bubble hadn't burst but it had certainly stopped inflating quite as rapidly as we had seen over the last few years. Then, last month, RM Sotheby's rocked up at Battersea Evolution for their annual London sale with an incredible selection of air-cooled Porsche 911s and seemingly tore up the rule book.

In the space of less than an hour, eight cars from a single German-based collection realised more than £4 million (\$5.2 million), as five of the

cars – super rare 964s and 993s – exceeded their upper estimates. Driven by some feisty bidding wars, the most incredible sale of the evening fell to the one-owner, Riviera blue 993 GT2 with an estimate of up to £850,000 (\$1.1 million). After nearly ten minutes of intense bidding, the hammer fell on the original widowmaker at an astounding £1.85 million (\$2.4 million) including premiums. The GT2 was the culmination of an intense 30 minutes that began with the much anticipated 964 Carrera RS 3.8. Having started below estimate, bidding culminated at £716,800 (\$945,390). However, the 964 Turbo S Lightweight

next up was even more incredible. It eventually sold for £974,400 (\$1.28 million) having only been listed at up to £250,000 (\$330,000). Up next, a Guards red 993 Carrera RS Clubsport (also with one owner) made £403,200 (\$531,780), nearly double its guide price, while another Guards red 993 (a Turbo S) realised £313,600 (\$413,600) before the GT2 took to the stand.

Elsewhere, a 964 RS achieved £168,000 (\$221,560) while a first-500 2.7 RS Touring sold for £459,200 (\$605,600), just above its lower estimate, ending the Porsche proceedings with a semblance of normality.

Classic Retrofit fuse panel

Porsche electronics specialist, Classic Retrofit, has launched a new blade fuse panel for long-hood bumper 911s, hot on the heels of a similar offering for impact-bumper 911s. "As enthusiasts began to share the advantages and easy fitment of our fuse panels, enquiries came in for the earlier cars," says managing director, Jonny Hart. "Owners would not take no for an answer, so we made space in our



development schedule!" The plug-and-play style panel includes LED blown fuse indicators and upgraded head lamp relays to give brighter lights. For more information head to classicretrofit.com.

New Digital Lab opens

As part of Porsche's continuing drive towards digitisation, the company has opened the new Porsche Digital Lab in Berlin. The facility will complement the recent launch of Porsche Digital GmbH, established to develop new technological products and services for customers.

The Digital Lab will focus on testing and implementing new digital technology within the manufacturer.



"Porsche is aiming to become the most innovative brand in the field of exclusive and dynamic mobility," says Lutz Meschke, deputy chairman and member of the Executive Board.



Prototype 991.2 GTS suns itself in Spain

Warm weather testing on the agenda for top-of-the-range turbocharged Carrera

Among the multiple GT2 and GT3 prototype sightings in the second half of this year, it has been nearly six months since **Total 911**'s spies last spotted a 991.2 Carrera GTS test mule. That all changed recently when an un-camouflaged Targa prototype was caught on camera during hot weather testing in southern Spain.

The open-top test mule was sporting the 20-inch centre-lock alloys from the latest 911 Turbo while at the front, the new GTS front bumper appears to have been taken straight from the upcoming face-lifted GT3; the latter is expected to form

part of an impending Sport Design aerokit available to standard Carrera and Carrera S models. Another aesthetic signature of the new GTS – at least on the Targa shell – will be a black anodised finish on the signature roll hoop, a tweak that marries up with previous black detail touches on the Gen1 991 cars.

On the mechanical front, details are still elusive, although the GTS will certainly use the turbocharged 9A2 flat-six engine rather than retain natural aspiration (as per the GT3). It's expected that a new version of the X51 Powerkit will bring a

gain of about 30hp (the same jump as the previous 911 generation) taking the total power output to 450hp.

Like previous GTSs, a number of options – such as Sport Chrono and PASM – will be included as standard although, with the latter now standard on Carreras too, it will be interesting to see what new equipment Porsche throws into the GTS bargain. A launch date isn't yet known, however, the last 911 GTS was unveiled at the Los Angeles Auto Show two years ago, with this year's running of the show taking place next month.

What's on in 2016

- Paris Motor Show
29 September – 16 October
Will the new 911 GT3 be unveiled at the last European expo?
- Porsche Tour Backstage
5-7 October
Official driving tour goes behind-the-scenes at Leipzig and Zuffenhausen
- Porsche Museum Sound Nacht
22 October
Porsche fires up its Museum exhibits for an evening of aural delight
- SEMA
1-4 November
Las Vegas once again hosts the yearly festival of all things modified
- Los Angeles Auto Show
15-27 November
The annual motor show returns to California, one of Porsche's biggest car markets



TechArt carbon details for 991 GT3 RS

Composite styling components launched for latest 911 Rennsport

With its extreme aero appendages, the latest 911 GT3 RS is hardly shy and retiring, something Porsche recognised, offering a range of eye-catching colours. But if your 991 Rennsport just doesn't stand out from the crowd enough, TechArt's latest selection of custom components is just for you. The German tuning firm has launched a range of carbon fibre trim for the 991 GT3 RS, designed to enhance the new Rennsport's styling with some motorsport-inspired touches.

Made in-house at TechArt's factory in Leonberg (located just

ten miles west of Porsche's home in Zuffenhausen), the lightweight composite components include a carbon fibre trim for the GT3 RS's rear arch air intakes and a six-piece casing for Porsche's Sport Design wing mirrors.

All components are available in both high gloss and matte finishes, with coloured carbon also an option (albeit at an extra expense). Prices in the UK (via TechArt's national distributor, Tech 9) start at £950 for the carbon front arch vent louvres and rise to around £2,950 for the CFP side skirts.



2016 Salon Privé a success despite rain

Historika success in Concours d'Elegance competition

Sold as "the UK's most exclusive automotive garden party", the Salon Privé certainly lived up to its own billing, as the Concours d'Elegance and accompanying show returned to the grounds of Blenheim Palace for the 2016 event. Among the hordes of motoring royalty on display, Porsche 911s old and new were well represented at the Oxfordshire stately home, with an especially large contingent of new 991 GT3 RSs (in a range of eye-catching colours).

The cornerstone of the Salon Privé show is undoubtedly the annual Chubb Insurance Concours competition and parade that, this year, featured a dedicated class

celebrating Weissach's heritage entitled 'Porsche Racing Pedigree'. Fresh off the back of their two latest restoration projects, classic Porsche specialist, Historika, proved to be the star of the new category, sweeping the top two places with its projects.

Second place went to Historika's ex-Gérard Larrousse 1970 Porsche 911 ST, the lightest factory racing 911 ever produced. But it was another Tour de France Auto competitor that took the top honours. Fresh off the back of a year-long rebuild at Historika, returning it to its 1976 Tour de France livery, Andrew Smith walked away with the 'Best in Class' award for his 1974 Carrera 3.0 RS.

HIGHLIGHTS: NEUNELFER CARS AND COFFEE

Total 911's inaugural cars and coffee event celebrates the very best of Porsche 911s along the UK's south coast

Photography by **Rob Clarke**

Sunday 11 September saw **Total 911** host its inaugural cars and coffee. 'Neunelfer', held in association with Porsche Centre Portsmouth, valetPRO and Code Clean, had over 50 911s in attendance, from a 1970 2.2-litre 911T right up to an eclectic mix of Paint To Sample 991 GT3 RSs. All 911s attending were entitled to a complimentary inspection in the service bay by one of Porsche Centre Portsmouth's technicians, and each received a complimentary bottle of valetPRO's Dragon's Breath wheel cleaner on arrival. An array of prizes were given out, too, to celebrate the best of Neunelfer culture along Britain's south coast, with **Total 911** editor, Lee Sibley, Living the Legend writer Rob Clarke, and Porsche Technician Rich Pearce appointed as judges.

Basking in glorious sunshine, this relaxed event was organised for enthusiasts of Zuffenhausen's most iconic sports car. Editor Lee Sibley said: "I'm very proud to work with Porsche Centre Portsmouth to deliver a popular event with a bespoke twist, relevant to owners of any 911. It's an age-old adage that Porsche culture is as much about the people as it is the spectacular sports cars, and we've seen that today. It's been a pleasure seeing old friends and being introduced to new faces with incredible 911 stories."

Prize winners from the day were each given a valetPRO cleaning kit, Code Clean detailer, plus Design 911 and Porscheshop vouchers. Tanvir Hanif and his 996 GT3 RS took home the accolade of Car of the Day – very much the people's choice, judging by the rapturous reception. Steve Waterfield and his wife took the prize for furthest travelled, after collecting their new 991.2 Carrera 4 from OPC Leeds before driving 260 miles south for the event, and Mark Hinxman took the Spirit of Porsche award for his 911T, awarded to the car with the most patina. **Total 911's** Neunelfer cars and coffee event will be touring the country, as it celebrates the very best Porsche 911s residing in the UK. Dates will be announced shortly but in the meantime, enjoy our gallery of the 911s under Portsmouth's sunshine.



Above Many of the 50 Porsche 911s in attendance arrived early to grab a prime spot for **Total 911's** inaugural cars and coffee event, held among the expansive grounds of Porsche Centre Portsmouth. Water-cooled cars dominated, though air-cooled classics including a 1976 Carrera 3.0 (below right) proved popular with attendees



A trilogy of 991 GT3 RSs perennially drew the crowds at cars and coffee (below), two of which were Paint To Sample offerings (Voodoo blue and Speed yellow). There was plenty of turbocharged 911 exotica on display too, including this immaculate 997 Turbo S Cabriolet (left) basking in the south coast sunshine





Tanvir's 996 GT3 RS (left) deservedly collected the Car Of The Day accolade, which found favour with the **Total 911** team for being driven as opposed to tucked away in a collection. As a right-hand-drive, blue-on-white car, many would forgive the latter outcome for such a rarity. Tanvir's prize included a valetPRO detailing kit



Every car through the gate received a complimentary bottle of valetPRO's Dragon's Breath wheel cleaner (top centre right), while cars and coffee proved it's never too early to begin your fascination with Porsche (above right). This 991.2 C4 (below) travelled more than 250 miles straight from collection at Porsche Centre Leeds for the event



Porsche Centre Portsmouth's technicians came in for the day to offer technical advice to owners – the service bay is usually closed on Sundays – and offered complimentary health checks throughout (far right). A 996 GT2 (below right) with a carbon rear wing caught our eye, as did an immaculate white 997.1 GT3 (above)



Daily-driven 911T (above left) scooped the Spirit of Porsche award, while a beautiful Geyser grey 991 50th Anniversary (above) was a close contender for Car Of The Day. Lee (left) reveals prize winners at the end of the day and announces **Total 911's** formal plans to take Neunelfer cars and coffee meets around the UK

Motorsport

The latest news and results from racing series around the globe



Porsche 911 RSR takes first FIA WEC win of 2016 season in Mexico

Proton Competition triumphs in GTE-Am class at inaugural Six Hours of Mexico as Gulf Racing just misses the podium places

Proton Competition took its first FIA World Endurance Championship victory at the Six Hours of Mexico, as the Porsche 911 RSR enjoyed its best 2016 showing to date in the GTE-Am class. At the high altitude Autódromo Hermanos Rodríguez, Porsche dominated the Am category, taking three of the first four positions.

Porsche's GTE-Am command began in practice where the no. 86 Gulf Racing entry topped the timesheets in FP1 and FP2 with Adam Carroll and Ben Barker behind the wheel respectively. The latter looked especially impressive, taking the team's 'Pro' slot alongside Mike Wainwright during the two-driver qualifying session. The Britons were forced to settle for second on the grid however, after works driver, Patrick Long and teammate, Khaled Al Qubaisi (the former setting the fastest lap in FP3) took pole position in the no. 88 Abu Dhabi-Proton 911 when the no. 98 Aston Martin was put to the back due to a ride height infringement.

Starting in dry conditions, Barker restored the Gulf Racing RSR to the top spot on the opening lap of the six-hour encounter, sweeping passed

Long to take the lead, building a slight advantage over his Porsche rival in the first hour. At the first round of stops though, the no. 88 RSR was back on top, with a comfortable advantage over the chasing pack as the Gulf car was usurped by the no. 78 KCMG 911 of Christian Ried, Joel Camathias and Wolf Henzler. It then became a three-way battle for GTE-Am honours between the Proton and KCMG RSRs and the no. 83 Ferrari 458. Mid-race rain saw a number of differing strategies employed, with the no. 88's triumph only settled in the final hour as the KCMG 911 and Ferrari had to stop for tyres. After a promising performance, the Gulf Racing squad narrowly missed out on third to the KCMG crew.

Proton Competition nearly left with a GTE podium as the Pro class no. 77 Dempsey-Proton entry of Richard Lietz and Michael Christensen looked set to take third before a late stop dropped them to sixth. In the LMP1 class, the no. 1 919 Hybrid of Mark Webber, Brendon Hartley and Timo Bernhard took their second victory of the year, while the no. 2 car of Neel Jani, Romain Dumas and Marc Lieb finished fourth.



Cairoli closes in with Monza Supercup success

Fourth win of 2016 for home hero leaves Müller just two points ahead in title race

Italian ace, Matteo Cairoli took his fourth Porsche Mobil 1 Supercup win of the season at Monza, closing the gap and reducing his deficit in the championship battle to fellow Porsche Junior, Sven Müller, to just two points. The 20-year-old FACH Auto Tech driver was the pacesetter all weekend, topping the practice session by nearly half a second before taking pole position ahead of Michael Ammermüller by a similar margin.

In a race punctuated by two safety car periods (both the result of monster accidents which saw Chris Bauer and Ryan Cullen respectively roll over), Cairoli kept a level head, never allowing Ammermüller to challenge properly for the lead. Behind, championship rival, Müller (starting from third on the grid) attempted a move on his countryman at the first chicane after the second restart, only to outbrake himself and drop a position to Italian wildcard, Mattia Drudi.

As Cairoli took a popular home triumph, fourth place saw Müller's advantage in the 2016 title battle shrink by four points to set up a nail-biting decider in Austin, Texas, where the Supercup will hold two races in support of the US Grand Prix at the Circuit of the Americas.

Motor racing in October 2016

October

Pirelli World Challenge Laguna Seca
7-9 October

VLN Round Nine
8 October

Carrera Cup Deutschland Hockenheim
13-15 October

FIA WEC Six Hours of Fuji
14-16 October

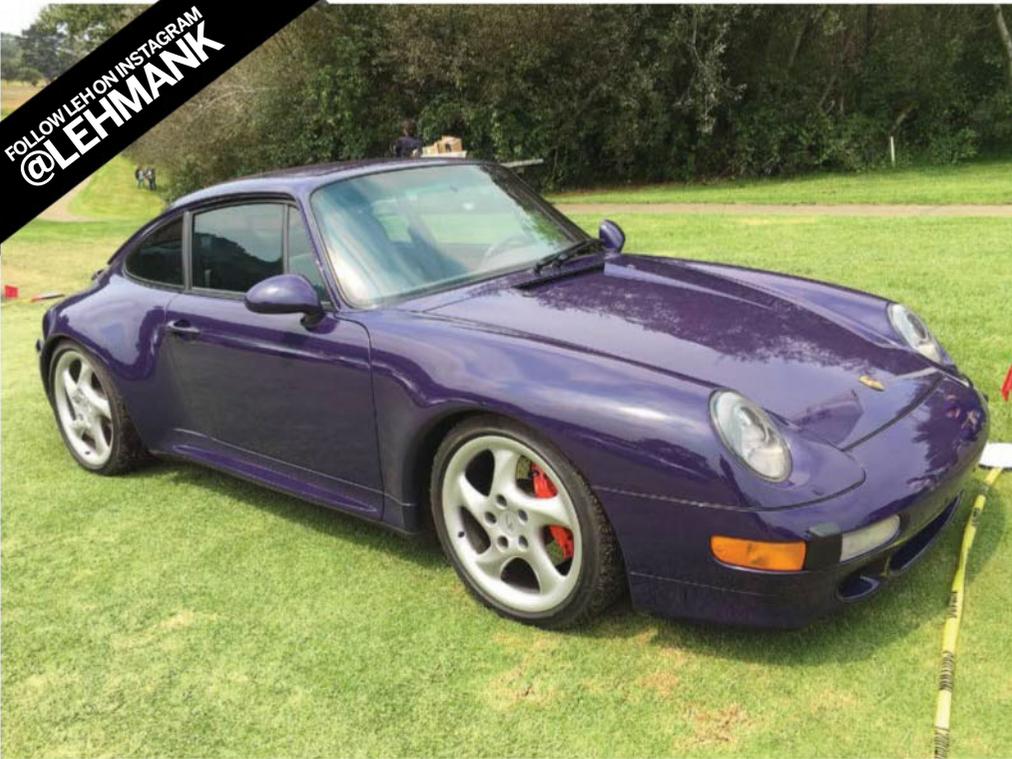
Porsche Supercup USA
20-22 October



Leh Keen

- **2016:** IMSA United SportsCar Championship
- **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



The magic of Monterey Car Week

According to Leh it's the best seven days of the year. Here's his round up of Monterey

Monterey Car Week! It's easily the best week of the year and unlike any other event in the world. There are so many events happening all over the Monterey peninsula that there's no way you could actually go to all of them. Along with the 24 Hours of Le Mans and Goodwood Festival of Speed, Monterey is very much in the top three on my "must do list" for cars guys.

Porsche have always had a good presence during the week but, with the increase in interest of air-cooled 911s over the last five years, it's better than ever to be out in California as a Porsche enthusiast. You'll see it all when you are there: 356 Speedsters cruising down 17-Mile Drive, 991 GT3 RSs and 1973 RSs crossing paths on Ocean Drive in Carmel, and even 917s racing at Laguna Seca. In fact, the Werks Reunion on the Friday is the event of the week for Porsche fans. It's a great gathering of people and Porsches with a host of vendors on display providing everything to suit your 911 needs. Porsche North America also sets up a nice stand with some of their latest and greatest stuff, while there is a Concours

d'Elegance competition with some very nice Stuttgart metal. Among my favourites was a 964 Carrera 4 wide body and an Amaranth violet 993 Carrera 4S. It's not that I prefer the dynamics of all-wheel-drive but I do love those curves!

Monterey is also about the parties, and I was lucky enough to attend the Andial Party at the Porscheplatz where the legendary tuning company and race team were celebrated. It was awesome to see my old friend, Alwin Springer, get recognised for being one of the three founding members of Andial, with new Porsche Design watches given out to some key players. Porsche also unveiled five Cup cars that were painted in classic Andial liveries and given 4.0-litre engines.

Singer Vehicle Design's party was also a huge success. Located deep in a gated neighbourhood, the house overlooked the California countryside, making for a stunning setting. In total, there were nine Singer-restored 911s on display and the giant house was packed full of car nuts. I could barely move without running into a lot of good friends and it was a great chance to check out the latest and greatest from Singer, like their new orange

Targa with leather basketweave interior. They just keep getting better and better, as do their parties!

The famous auctions are also a major part of the Monterey Car Week experience. For some reason, there's something about being out in Monterey with a load of other car nuts that makes you really feel the need for a new ride and the auction houses are there to tap into that. While I was over on the West Coast, I was able to attend sales by RM, Gooding and Mecum. While RM and Gooding often make the headlines, it was the latter that had the most Porsches going under the hammer, the highlight for me being the white 993 GT2 Evo race car. I loved that it had no stickers; it was just clean white with gold BBS rims. The bidding reached over \$1 million (£760,000) but even that wasn't enough to hit the reserve price. The main run of Porsches on Saturday was a lot of fun to watch live; a white GT3 RS 4.0 sold for over \$550,000 (£417,800) and a green 997.1 GT3 RS went for over \$300,000 (£227,900)!

So, that's another year and another great Monterey Car Week. Now it's time to book my hotel for next year! I suggest you do the same...

Lifestyle

Total 911 brings you the very best from the Porsche Driver's Selection new 2.7 RS collection

Porsche 2.7 RS calendar £150

1 Perfect for either the office or your garage (maybe overlooking the real deal), this large metal calendar looks stunning adorned with an enamel design, inspired by the original 2.7 RS driver's manual and technical drawings. With infinite adjustment of the 'day', 'date' and 'month' metrics, this calendar is, like the original Rennsport, completely timeless.

Porsche 2.7 RS jacket £150

2 Taking its inspiration firmly from the 1970s, this quilted jacket from Porsche's new 2.7 RS Collection proves to be a stylish way of keeping the wind at bay, as the weather turns colder. Just like the original Rennsport, it features a lightweight construction (allowing it to pack into its own bag) while the Viper green piping mimics the 2.7 RS's iconic decals.

Porsche 2.7 RS polo shirt £55

3 Of the various 2.7 RS colour schemes, Grand Prix white with contrasting 'Carrera' decals in blue, red or green was easily the most memorable. This polo shirt references the latter livery with its Viper green collar trim and decorative stitching. Made from 100 per cent cotton, the piqué finish of this polo creates a garment with plenty of sporting pretensions.

All products from www.shop2.porsche.com/uk



Porsche 2.7 RS mug & bowls £15 (mug) & £32 (bowls)

4 Bringing a Porsche 911 into the kitchen probably wouldn't sit very well with your better half. However, you can still bring a bit of Neunelfer panache to mealtimes with the 2.7 RS Collection's range of ceramics, including this mug and set of bowls (the latter a two-piece package featuring both Viper green and Glacier blue details).

Porsche 2.7 RS grille badge £70

5 We're not sure about the proper etiquette of fitting a 2.7 RS grille badge to anything other than a genuine classic Rennsport, however, what we are certain of is that this limited edition emblem is a thing of beauty. Crafted from brass and limited to just 1,973 units, the badge features an artistic enamel interpretation of the 2.7 RS's legendary rear end.

Porsche 2.7 RS model £53

6 At close to £500,000, a genuine Carrera 2.7 RS is out of the reach of most Porsche 911 enthusiasts. This 1:43 scale model is, however, much more affordable and the perfect addition to any miniature Neunelfer collection. Available in either Blood orange or Glacier blue with black decals, Porsche is releasing just 1,973 examples of this mini Rennsport.



Ben Barker

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

The FIA WEC newcomer shares all about his world championship campaign



Working through an FIA WEC race

Ben looks at the constant work that goes on at Gulf Racing during a WEC race weekend

The usual format for FIA World Endurance Championship races sees two free practice sessions on the Friday, followed by a further practice on the Saturday before qualifying. The six-hour race then follows on the Sunday. This schedule sometimes shifts by a day (Mexico was a Thursday-Friday-Saturday meeting), however, the Gulf Racing team's job always starts a day or two before as they get the car ready for the weekend's action and through scrutineering.

We all want to maximise the performance of the 911 RSR so keeping the car within the regulations is one of the biggest challenges. The team often take the car for a tech inspection three or four times to ensure that every detail is legal but the tech station is only open at certain times. You have to be careful otherwise you could find yourself with an illegal car (like the Aston Martin that was found to be 0.8mm too low in qualifying).

I'm also at the circuit on tech inspection day, getting prepared for the weekend with teammates Adam Carroll and Mike Wainwright. Together, we'll do a track walk, looking at the kerbs and trying to work out which ones to launch the car across and

which ones to avoid. While we're only travelling on foot, it's an important aspect of the weekend; in Mexico we didn't do a track walk and found ourselves initially losing a tenth of a second in sector one because we were avoiding a kerb that everyone else was jumping over.

Practice at Mexico was especially busy with an extra test session on the Thursday, meaning the team was constantly in action, putting tyres on the car, refuelling and cleaning up. That's before we even got around to making small changes to the setup. Luckily, our engineer did a great job with the baseline setup, meaning we were pretty fast out the box and only ever refining the car's balance. We have a choice of two Michelin tyres – 'Mixed' and 'Mixed Hot' – each suitable for different ambient and track temperatures. With their own ideal operating windows, much of practice is spent dialling the car in to work on one compound or the other. Ideally, we're trying to get a consistent handling balance across the length of a stint but it's hard in a 90-minute session to do a full long run; I can't hog the car for an hour as everyone needs to drive. Each of the two nominated qualifying drivers get just two

flying laps to set their best time, with the grid set on the average of each driver's best time. The strategy for the race is always planned out but after qualifying, the engineer will sit down with us and go through the plan. This decides who is starting and our rough stint lengths. Of course, depending on the weather, that can change, as it did in Mexico where we ensured that Mike met his minimum time requirement before the rain set in.

I got to start the race for the first time in Mexico and it was refreshing to be racing at the front. In qualifying I was just a tenth of a second behind Patrick Long, but at the start I was able to get into the lead and handed the car over with a three-second advantage over second place. It was nice to show people what I can do; this was the first time they got to see if I could stick it to the factory guys and withstand the pressure. Mexico proved that I can and that I don't make mistakes.

After my stint, I watched Mike get into his rhythm, studying the screens and watching sector times against the other drivers, before doing a little stretch session. I usually watch about 90 per cent of the race, which may sound a lot but, when you're involved firsthand, the time flies by.

This month in history

A look back through the archives to important October milestones in the 911's history

1970

New dawn for Porsche board

In October 1970, the Porsche and Piëch clans gathered at the family home of Schüttgut near Salzburg for a meeting, which would completely change the course of Porsche history. Until then a family owned business, its owners Ferry Porsche and his sister Louise Piëch each had four children, all of whom had the option of a job in the firm. Integrating this generation, not all of whom were especially competent, was an increasing headache and Ferry Porsche had particular problems with his brilliant and hyperactive nephew, Ferdinand Piëch, whose ambition was clearly to take over the family company.

After protracted, heated discussions, the families agreed to withdraw, becoming shareholders instead. Professional directors would be hired as employees and Ferry would chair a supervisory board comprised of family members. Butzi Porsche was among the first to leave, but Ferdinand Piëch stayed until 1972, one of his last acts being to persuade former Porsche engineer Ernst Fuhrmann to return to Zuffenhausen, effectively as his successor. In 2009, VW chairman Piëch would finally become lord and master of Porsche in an ironic turn of events, as Porsche was bailed out by VW following its Wiedeking-induced bankruptcy.



1988

Ulrich Bez appointed Technical Director of Porsche

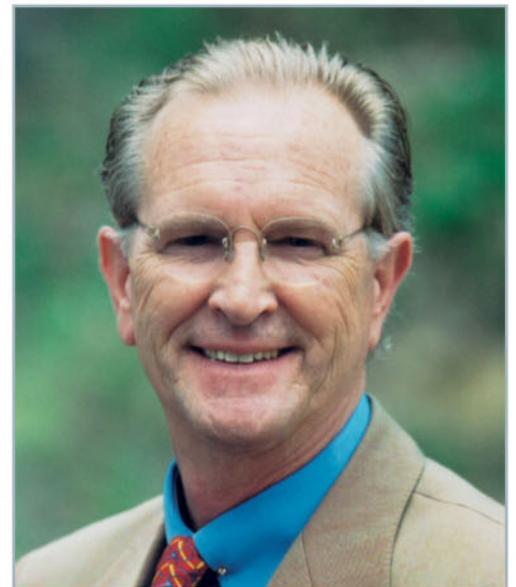
Ulrich Bez began his career at Porsche and worked largely in R&D, establishing the first Porsche crash test facility before going to BMW Technik in 1982. Head hunted in 1988, he rejoined Porsche in October as Technical Director, replacing long serving Helmuth Bott. Determined to assert himself, Bez quickly took over product planning, killing off the 965 and 928 Cabriolet. He also abandoned racing efforts in the CART series, diverting the budget to a controversial and unsuccessful return to Formula 1 with Arrows.

Bez was a strong advocate of the four-door Porsche, the 989. An attractive concept initially supported by Porsche's board, the 989 project ran into cost difficulties at a time when the company's finances were in a poor state. Finally Piëch vetoed it, but Bez had nailed his colours to the 989 mast and its cancellation obliged him to resign. However, his accomplishment at Weissach is the 993, the 911 he battled hard to have, such was his disdain for the 964. Much of what he wanted was vetoed, but he did secure the light, stable, agile suspension of the 993 and its styling improvements, which have both made the 993 one of the most revered series production 911s.

1989

Harm Lagaaij becomes Porsche Styling Director

Harm Lagaaij's appointment in 1989 marked a turning point as he represented the first generation of trained stylists in a company where, hitherto, design had grown from engineering. In fact, Lagaaij began his career at Porsche where he worked on the 924, before he joined Ford and then was invited to BMW Technik where he penned the Z1. Brought back to Weissach by Ulrich Bez, he started with a blank sheet – "I was surprised there was nothing on the drawing board." Under his guidance, Tony Hatter would craft the brilliant compromise of the 993, the 986/996 platform would be conceived, and Lagaaij recruitée, Pinky Lai's design would be chosen for the 996. Lagaaij led the teams that styled the Cayenne, Cayman, Carrera GT and the 997 too. He left Porsche in 2004 as a far more successful company than the one he had returned to 15 years earlier.



1970

Death of Jo Siffert 1971

Jo Siffert, the outstanding hero of the 917's success and a great Porsche favourite, was tragically killed in an F1 BRM at Brands Hatch.



2.7 RS sells out 1973

Launched at the Paris Salon, all 500 (FIA homologation minimum) Carrera 2.7 RSs were sold within just a few days of the show's opening.

Launch of the new 911 Turbo 1975

A year after its public debut at the Frankfurt Motor Show, the first deliveries of the inaugural 911 Turbo took place.

UK TV appearance of 996 Turbo 2002

"Perhaps the most resolved sports car chassis ever," said Jeremy Clarkson, moments before spinning off at Dunsfold.

991 GT3 R debuts 2015

The latest Porsche 911 GT3 R makes its competitive debut at the Nürburgring, but still using the previous atmospheric engine.

2015

MAXTED - PAGE

PORSCHE HISTORIC RACING



Richard Lloyd Racing 1988 Porsche 962C | Chassis # RLR-200

We are delighted to offer for sale another famous Richard Lloyd Racing Team Porsche - this superbly presented and fabulously documented RLR Porsche 962C, built for the 1988 season for Derek Bell to lead the World Championship assault for the RLR team. The car went on to compete in the 1989 World Championship season, also with Richard Lloyd Racing Team, in the sponsorship liveries of Porsche Cars Great Britain and CABIN.

This famous Richard Lloyd Racing Porsche 962 has been in the hands of some great drivers and comes with a superbly documented history file which includes its original, 1988 and 1989 F.I.A., Technical Passports, plus a multitude of original RLR team correspondence and Porsche Customer Racing Services invoices for engine supply and parts, etc.

In 2007, X-Tech Engineering rebuilt the engine and the car once again proved highly competitive in the Group C GTP series, this time in the hands of Andrew Purdie. Since this time, the car has been beautifully re-painted back into its 1989 Le Mans CABIN livery. The recent amalgamation of the Peter Auto - Group C Racing series, including a new 2016 Le Mans Classic Group C grid, makes this an exciting time for the historic racer and / or Porsche collector to acquire one of these iconic, yet user-friendly, racing cars from the golden era of modern sportscar racing - and for less than the cost of a 2.7 Carrera RS Lightweight!



Richard Lloyd Racing 1988 Porsche 962C | Chassis # RLR-201

We are delighted to offer for sale the Italya Sports Richard Lloyd Racing Team Porsche 962C - still wearing its original 1990 livery and paint, this superb RLR Porsche 962C debuted in the Raika Group sponsorship livery at the 1989 Le Mans 24 hours, driven by Damon Hill, David Hobbs and Steven Andskar. The car then went on to complete the 1989 World Championship season then, for the 1990 season, it ran in the iconic Pink and White - Italya Sports sponsorship and was driven at Le Mans that year by Manuel Reuter, James Weaver and J.J. Lehto. In the same year, this car went on to claim the final podium finish ever for a 962 in the World Championship, finishing third at Montreal.

Fitted with a Porsche 3.0 water-cooled twin-turbocharged engine with 1.7 Motronic, this highly competitive 962 was winner of the 2008 Group C championship with Henry Pearman and more recently, in 2015, ran at the 73rd Goodwood Members Meeting. A genuine and well-documented double-Le Mans car, which would be a fabulous entry for the new Peter Auto - Group C Racing series and also to take back the 2016 Le Mans Classic - Group C race.

MP

P.O. Box 7039 • Halstead • Essex • CO9 2WL • United Kingdom
Tel: +44 (0) 1787 477749 • Mob: +44 (0) 7771 922433 (7 Days) • Email: enquiries@macted-page.com

www.macted-page.com



Views

Contact Total 911



Twitter
@Total911



Facebook
/total911magazine



Email
editorial@total911.com

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



Air and water

Dear Sir,

I bought my first 911 at just ten years old in 1976. It was very lifelike but, unlike most 911s, the model 1975 Carrera could be garaged on a bookshelf in my bedroom. I never thought that I would own a real one though, but my driving instructor foretold that I would one day.

Scrolling forward to 2004 I began to think about changing my BMW 530i for a used M5. My wife was not so keen, suggesting instead a used sports car as a high days and holidays car alongside the 5 series. I did not need a second prompting. A few weeks later I attended a recording of *Top Gear* and, during the tea break, I spoke to Richard Hammond. Giving him my budget for a used 911, he suggested

a 993 Carrera 2. An internet search revealed a local specialist going by the name of "911 Virgin", a highly appropriate name.

I arrived at an anonymous farmhouse located a couple of miles from Uxbridge. Dealing with a young man named Tom, he showed me a 1997 993 C2S in Zenith blue with a Cashmere interior. It was immaculate. I took it for a test drive and instantly fell in love. I kept that car for five years and enjoyed every second of my time with it. I will never forget the glorious distinctive chatter of its air-cooled engine. The first time I put my foot down at the apex of a roundabout and catapulted out of the exit road remains etched in my mind. However, life and the family finances eventually got in the way of my

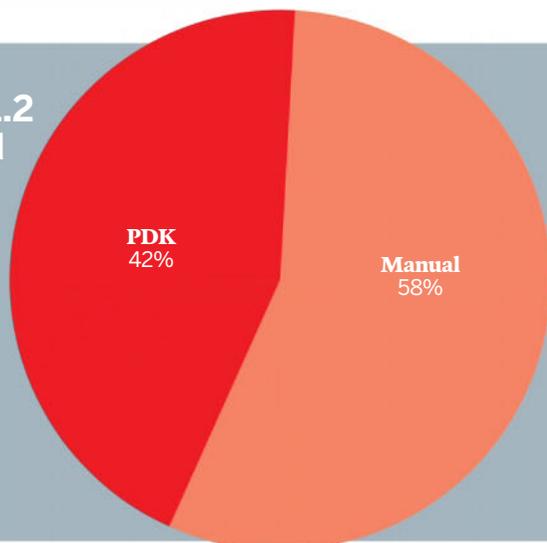
automotive idyll. At the height of the recession, I sold it for two thirds of what I had originally paid.

Roll forward to 2015 and after my wife had commandeered our new BMW X5, I was on the look out for another sports car. I knew that there was only one Porsche 911 that would fit the household budget and that was the 996. We started our search with 911 Virgin and my wife and I took a shine to a 2003 Carrera 2. I contacted them and was offered a test drive the next morning.

The sun was shining and my excited son and I headed off to the Uxbridge farmhouse. Tom greeted me again, showing me the 996. Again, it was immaculate. The interior was in showroom condition. The 996, in my eyes, looks very

Total911.com Poll Which Porsche 991.2 GT3 gearbox would you choose?

With the new 911 GT3 on its way, we wanted to know which gearbox you'd choose. Here are the results:



@Total911

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



@dorsetjim4 Thanks @RPMTechnik for getting the car together in time for @Total911 cars & coffee @OPCportsmouth



@Total911 The first 100 911s at our cars & coffee tomorrow will get FREE @ValetPRO products! @kevinpnolan @Total911 @ValetPRO Fly me in from the States and I'll rent a 911!



@ManageOurMedia @Total911 Cars and Coffee Portsmouth, great event, very yellow!



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!



attractive and, fortunately, it drove as well as it looked. I knew that I was unlikely to find a better used example at that price. The deal was done and I waited patiently for 911 Virgin to fully prepare the car.

One sunny Friday morning, my wife and I picked it up and I had the same grin on my face that I had 12 years previously! There have been one or two small problems with the car but 911 Virgin fixed these under warranty and, when I had the car tested by a mechanic friend of mine (Vijay of VS Motors Sudbury) who services Porsches, he confirmed that the car was a peach.

The 996 makes a surprisingly good small family car. The kids fit snugly in the rear seats and there is enough luggage room for a day trip or a long weekend. The handling is very similar to the 993 but the 996 is, dare I say it, a better experience. There is less bobbing up and down from the front and it is far easier to judge the extremities of the vehicle. The ride is better too. And the engine is more refined with a glorious exhaust note. I cannot believe that the car cost just over half what I paid for the 993 some 12 years ago! Every drive has become an occasion and the kids adore it. The glint in my son's eyes is worth the price of admission alone.

Sundeeep Bhatia



Water-cooled wonder

Dear Sir,

I thought I'd write in after reading the honest feedback of Lee's 996. I appreciate it's not the best thing you will have ever read but, like Lee's articles, I will be honest!

Back in March, I purchased a leggy, 124,000-mile Silver 996 C2 3.4 for £7,500. It's my third 911, joining a 3.2 Carrera with a 915 gearbox that I've owned for four years now and a 997.1 Turbo (now sold). The car had average-to-bad paint, Turbo wheels and needed the second gear synchromesh replacing, as well as a new clutch and flywheel, along with some other general refreshing and updating.

After 9,000 miles of driving, I've now fitted a host of upgrades: Bilstein B12 Sportlines, coffin arms all round, new top mounts, full

stainless steel headers (including flanges, unlike a lot of others), free flowing 400-cell cats, and Dansk sports silencers. A short shift kit from the 997 GT3 and some interior touches to renew the battle worn pieces now bring my total spend to about £12,000.

Every day I cannot work out how you can buy a car that provides so much fun yet is this cheap, this easy to run and, most importantly, this fantastic to drive (which I don't panic about parking, unlike my Turbo or 1986 Carrera) for so little. Is there a better way to spend your sub £15,000 budget? I can't think of one.

I just wish it were blue; that would make such a difference to me! I think the 996.1's styling works so much better on a darker canvas. It makes a great everyday car, a great 'run to the hills' weapon and a worthwhile car to put on the drive and be proud of, not so much for its value and 'look how well I've done' factor, but more so because it's a very clever person's decision.

Thomas Atherton

It's good to hear another champion of the humble 996 Carrera. It's no wonder that prices have started to rise slightly. It seems like the time to jump aboard before the ship well and

truly sets sail. Keep on enjoying the drive!

Believable results

Dear Sir,

Watching the live feed from RM Sotheby's London sale really was quite something. The electric buzz around the room when the air-cooled Porsche 911s came to the stand could be felt even through my computer screen. Of course, while impressive, the results were probably not what most 911 enthusiasts wanted to see; it seemed that the market had settled nicely in recent months and then, out of the blue, a load of records were broken.

It seems to me though, that these results aren't really representative of the market's general current state. Cars – even super rare Porsche 911s like the 993 GT2 – don't suddenly appreciate by 100 per cent overnight. What causes freak prices like these at an auction is bidding wars and RM's London sale certainly seemed to have plenty of those when the 964s and 993s passed under the hammer. If you watched closely, it was often the same two or three bidders on the record-breaking lots, each trying to prove they had the bigger wallet. The GT2 sale eventually ended as an almost ridiculous contest between two bidders.

Join the debate

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

@stickyrubber44 @Total911 great meet. Weather was great as well so slipped into Portsmouth for dinner. Thank you @OPCportsmouth

@CarSnapped A few pictures from today's #carsandcoffee meet @OPCportsmouth with @Total911 #Porsche #Classic #SuperCar

@kult_9 Porsche GT3 at Porsche Centre Portsmouth and Total 911's Neunelfer coffee morning.



Total911.com: What you've been reading

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

Collectors go nuts for 964s and 993s at RM Sotheby's London sale

Our report from RM's record-breaking auction in the UK capital certainly caught your attention. With a £1.85m 993 GT2, it's not hard to see why.

Stretched Porsche 911 surprises at 2016 Goodwood Revival

We spotted this long wheelbase oddity – built by the factory in the 1970s – at Lord March's evermore-impressive Revival meeting.

Porsche releases new 911 Targa 4S Exclusive Design Edition

As seen last issue, Porsche Exclusive's latest exercise.

Porsche 991 GT3 Ultimate Guide

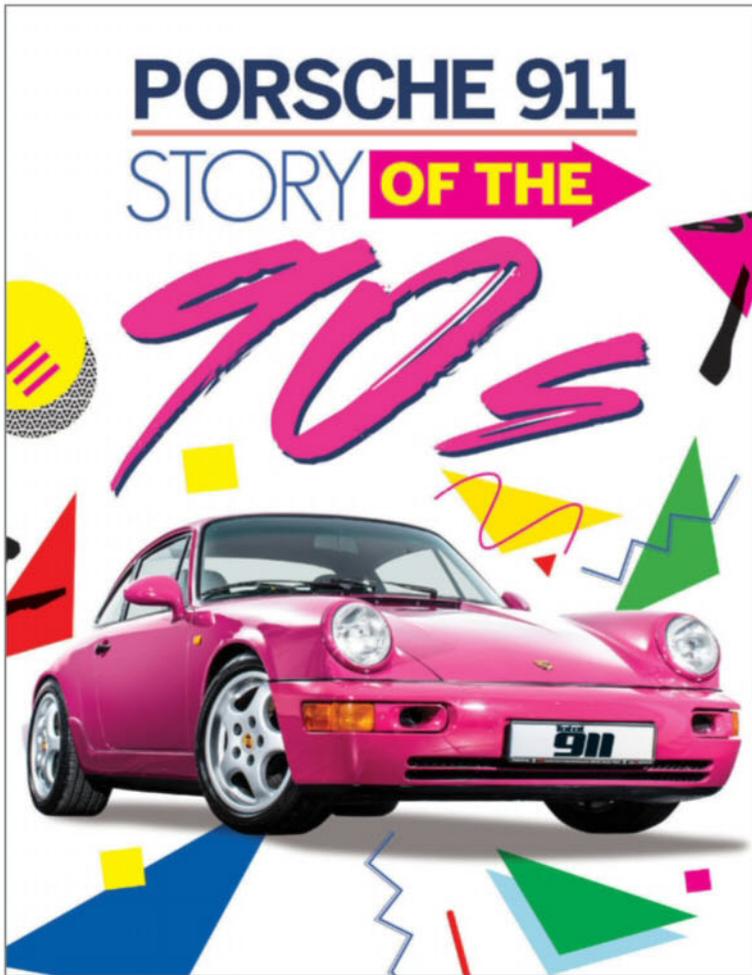
Want to know everything about the PDK-only Porsche 911 GT3? Our ultimate guide from issue 143 of **Total 911** has all the information that prospective buyers need.

The incredible Porsche 911s of Salon Privé 2016

Held annually, this year's running of the automotive garden party featured a line-up of simply stunning Porsche 911s, captured in this gallery.

Want to read the most popular articles on www.Total911.com? Simply type each of the titles above into our search bar and join the online debate.





The results, therefore, while remarkable, don't really prove too much. Yes, exceptional cars still have the ability to attract high prices but the auction room is a very singular environment in which cars are sold.

No doubt, some dealers will try and jump on the back of the headlines, pushing 996 and 997 GT2 values up, but I'd be surprised if the market really reacts heavily to this in the long run.

David Jenkins

Digital specials

Dear Sir,

I have really been enjoying the run of 1960s, 1970s and 1980s *Total 911* special editions on my iPad. I was just wondering if you have plans to launch any more in the not too distant future?

Bart Fredericks

You're in luck, our new Porsche 911: Story Of The 90s digital edition has just launched. You can find it on greatdigitalmags.com.

What's more, Volume 4 of the Total 911 Collection bookazine will be in stores and online soon. You'll be able to order it from www.imareshop.com.



Overrated IMS fix

Dear Sir,

After reading various articles on the internet, the statistics for IMS failures on 996s seem to be overhyped by sellers of the IMS upgrade kits. How many total engine losses actually were there?

A survey of 400-plus 996 Carreras advertised on cars.com shows that 6.2 per cent of the

vehicles for sale have a new IMS bearing installed.

Further inspection of these adverts show that many were recently installed and that the original bearing was intact. What does that mean? Most of the IMS bearing kit sellers do not advise installing an IMS upgrade kit for motors with failed bearings, therefore, these kits are only useable

for vehicles with a functioning IMS bearing (much like anti-baldness cures that only work for men who still have hair on their head). The percentage of Porsche 996s with new bearings does not represent the failure rate of those vehicles.

The only way to sell these kits to owners with perfectly good running engines is by hyping the statistics. I agree that the kit makers are making a technically superior product but they are also doing an even better marketing job for their goods.

Michael Berning

The various IMS solutions are a 'peace of mind' fix to the M96/M97 engines' design flaws. While the number of failures is small, for some owners the financial results of an engine blow-up would be catastrophic so, for a much smaller outlay, an IMS bearing upgrade is a sensible step (and one that most people – from owners to specialists – would advocate taking).

Total 911
THE PORSCHE MAGAZINE

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

Magazine team

Editor Lee Sibley

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

Features Editor Josh Barnett

Senior Designer Dan Bevan

Production Editor Amelia Jones

In-house Photographer James Sheppard

Senior Art Editor Duncan Crook

Publishing Director Aaron Asadi

Head of Design Ross Andrews

Contributors

Rob Clarke, Richard Klevenhusen, Tony McGuinness, Joel Newman, Sean Parr, Ben Przekop, Gina Purcell, Chris Randall, Chris Wallbank, Kyle Fortune, Joe Croser, Greg James, David Grover, Michael Meldrum, Wilhelm Lutjeharms, Kieron Fennelly, Louis Ruff, Dan Pullen, Steve Hall, Johann Venter, Charles Russell, John Tallodi

Cover image

Dan Pullen

Advertising

Digital or printed media packs are available on request

Head of Sales Hang Deretz

☎ 01202 586442

hang.deretz@imagine-publishing.co.uk

Advertising Sales Executive David Chant

☎ 01202 586412

david.chant@imagine-publishing.co.uk

International

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

Head of International Licensing Cathy Blackman

☎ +44 (0) 1202 586401

licensing@imagine-publishing.co.uk

Subscriptions

For all subscription enquiries:

911subs@servicehelpline.co.uk

☎ UK 0844 249 0463

☎ Overseas +44 (0) 1795 414 886

www.imaginesubs.co.uk

Head of Subscriptions Sharon Todd

Circulation

Circulation Director Darren Pearce

☎ 01202 586200

Production

Production Director Jane Hawkins

☎ 01202 586200

Finance

Finance Director

Marco Peroni

Founder

Group Managing Director

Damian Butt

Printing & Distribution

Printed by **Southernprint Ltd**, Units 15-21, Factory Road, Upton Industrial Estate, Poole, BH16 5SN.

Tel: 01202 628300

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

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

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

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

Rodborough Road, Frenchs Forest, NSW 2086, Australia

Tel: + 61 2 9972 8800

Disclaimer

The publisher cannot accept responsibility for any unsolicited material lost or damaged in the post. Total 911 is independent of Porsche AG.

All text and layout is the copyright of Imagine Publishing Ltd. Nothing in this magazine may be reproduced in whole or part without the written permission of the publisher. All copyrights are recognised and used specifically for the purpose of criticism and review. Although the magazine has endeavoured to ensure all information is correct at time of print, prices and availability may change. This magazine is fully independent and not affiliated in any way with the companies mentioned herein.

If you submit material to Imagine Publishing, you automatically grant Imagine Publishing an irrevocable, perpetual, royalty-free license to use the images across its entire portfolio and to deliver the material to existing and future clients, including but not limited to international licensees for reproduction in international, licensed editions of Imagine products. Any material you submit is sent at your risk and, although every care is taken, neither Imagine Publishing nor its employees, agents or subcontractors shall be liable for the loss or damage.

ip
IMAGINE
PUBLISHING

© Imagine Publishing Ltd 2016

ISSN 1746-6130

recycle
When you have finished with this magazine please recycle it.

Official UK Distributor – Dansk

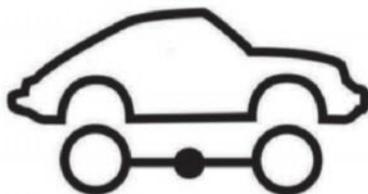


PORSCHE REPLACEMENT PARTS



Call us or view our website for Classic parts that you may require

RESTORATION



Our Classic Porsche restoration, parts and vehicle sales department cater for all Classic Porsche models...

PRESERVATION



Our factory trained engineers and passion for perfection enable us to service and repair any Porsche with the care and quality you deserve.

MODIFICATION



We are TECHART UK, delivering bespoke options for your Porsche. We build aesthetic modifications as well as enhance the performance of your Porsche.



IMPROVING THE BREED

In a battle of the famed versus the forgotten,
we return to the Rennsport genesis for
the ultimate RS showdown

Written by **Josh Barnett**

Photography by **Daniel Pullen**



Up ahead, **Total 911** Editor, Lee, is having a very good day at work. How can I tell just from looking at the back of his head? Well, he's behind the wheel of a genuine, first 500, M471 'Sport' specification 2.7 RS, and no one can have a bad day when in the driver's seat of such a legendary 911. It's even finished in Grand Prix white with the blue side script and colour-coded Fuchs. With the sun glinting off the famous *bürzel*, it looks sublime. At this particular moment, I'd wager that I'm having an even better time though, and not just thanks to the glorious view of the original Rennsport shooting up the road ahead of me. You see, Lee may be at the helm of a 2.7 RS, but in a game of very expensive Top Trumps, I have one-upped him on this occasion by precisely 307cc. The 3.0 RS that I'm currently piloting through the Essex lanes was launched just a year after Lee's car and yet, it is often forgotten in debates regarding RS royalty. However, from all objective perspectives, the 1974 Carrera RS is the better car. Maybe it is the 3.0-litre car's incredible rarity that has turned it into a forgotten hero – just 109 cars were built (51 were full racing spec RSRs) – or maybe there is something more intangible that has elevated the 2.7 RS onto its pedestal among the Porsche gods. That's what today's family reunion is all about.

Getting these two Rennsport legends on the same stretch of tarmac has not been easy; over the last half a century, Zuffenhausen has released nearly 900,000 Neunelfers into the wild, with 2.7 RS M471s and 3.0 RSs accounting for a mere 258 of these. If my maths is correct, the probability of getting these two together was one in 75 million! Those are some pretty long odds but, after nearly two years of searching, we finally did it. And, bloody hell, is it worth it. Short of chasing down Jürgen Barth in a 964 RS, my pursuit of the 2.7 RS from the cockpit of its 3.0-litre successor is the surrealist experience I've enjoyed during my three years in this job. As if to make the whole thing even more incredible, I'm strapped into the lightweight Recaro bucket seat, shifting with my left hand in one of only six right-hand-drive 1974 RSs ever made. It's not just the orientation of the steering wheel that makes this particular 3.0 RS so special either. Currently owned by ex-historic racing ace, Nigel Corner, chassis no. 099 was originally ordered by Lord Alexander Hesketh, head of the eponymous racing team that vaulted James Hunt to Formula One stardom in 1973.

With just over 38,500 miles on the odometer, the various owners of this super-rare Rennsport have not been shy ensuring it has been exercised as Porsche intended. As you may know, right-hand-drive examples of the 1974 Carrera RS are so elusive that they are often referred to by their six colours; peering beyond the three-spoke G-Series steering wheel, I'm still in disbelief at being allowed to stretch its legs for today's test. While 500 examples of the 2.7 RS were required to homologate the 2.8 RSR for competition, the



Left The 2.7 Carrera RS marked the genesis of the Porsche 911's rear wing with its ducktail. Just 200 2.7 RSs were produced with the M471 'Sport' specification



Model Carrera 2.7 RS Sport

Year 1973

Engine

Capacity 2,687cc

Compression ratio 8.5:1

Maximum power 210 bhp @ 6,300rpm

Maximum torque 255Nm @ 5,100rpm

Transmission 915-type five-speed manual

Suspension

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

Rear Semi-trailing arm; telescopic damper; torsion bar; anti-roll bar

Wheels & tyres

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

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

Brakes

Front 282mm vented discs

Rear 290mm vented discs

Dimensions

Length 4,163mm

Width 1,610mm

Weight 975kg

Performance

0-62mph 5.8 secs

Top speed 152mph





Model Carrera 3.0 RS
Year 1974

Engine

Capacity 2,994cc
Compression ratio 9.8:1
Maximum power 230 bhp @ 6,200rpm
Maximum torque 277Nm @ 5,000rpm
Transmission 915-type five-speed manual

Suspension

Front MacPherson strut; telescopic damper; torsion bar; anti-roll bar
Rear Semi-trailing arm; telescopic damper; torsion bar; anti-roll bar

Wheels & tyres

Front 9x15-inch Fuchs; 215/55/R15
Rear 11x15-inch Fuchs; 270/45/R15

Brakes

Front 300mm internally vented discs
Rear 300mm internally vented discs

Dimensions

Length 4,135mm
Width 1,680mm
Weight 900kg

Performance

0-62mph 5.3 secs
Top speed 152mph

same was not needed for the next Rennsport. Finding a loophole in the regulations, Norbert Singer found that just 50 cars were required as the 3.0 RS (and the new RSR) could be classified as an “evolution” of the previous year’s model rather than an all-new design. You’d never guess it to look at the 1974 car though. As they would frequently go on to do, Singer and the Motorsport Department pushed the regulations to their very limits to develop the 3.0 RS.

Taking a regular 2.7 Carrera chassis off the production line (complete with impact bumper dampers), each 3.0 RS was put together in Weissach where it was clothed in an incredibly lightweight bodyshell. Like the first 500 2.7 RSs, the exterior of the 1974 Rennsport was sculpted from a thinner gauge steel (nominally 0.8mm thick compared to later 2.7 RSs’ 1.0mm panels) while the front and rear valances, bereft of the impact bumper bellows required on regular road-going Carreras, were moulded from glass fibre, as was the incredibly delicate bonnet skin. Even the rear quarter windows and back windscreen were thinner than normal to help reduce the 3.0 RS’s registered weight to a scant 900kg. It’s a barely believable figure, especially when you begin to truly study the 1974 car’s muscular stance. The 2.7 RS may have marked the genesis of the 911’s rear wing but that ducktail looks decidedly dainty next to the 3.0-litre RS’s whaletail wing. And that’s the smaller, TÜV-approved version that doesn’t

extend beyond the rear bumper. A much longer unit – fitted as standard to the RSR – was also supplied with every car, just in case you intended to take your RS racing in Group 3.

The motorsport influences didn’t end there. Rather than the standard pressed Turbo flares, the swollen front and rear arches were hand-finished steel items (easily identified by their asymmetric profile). The same size as those fitted to the 2.8 RSR and IROC-bound RSRs (the latter also built on the 2.7 Carrera platform during the winter of 1973/74) the Group 4 rules allowed the 3.0 RSR to use even wider arches. These housed huge 10.5- and 14-inch magnesium centre-lock front and rear wheels respectively, while the road-going RS was fitted with 9- and 11-inch Fuchs.

On the suspension front, the 1974 Carrera RS retained the tried and tested torsion bar setup but there were some detail changes. The torsion bars themselves were stiffened up, both anti-roll bars were now adjustable and the rear semi-trailing arms were shortened, a development made on the factory 2.8 RSRs and rolled out onto the very last 2.7 RSs. Both the RS and 3.0 RSR were fitted with a new brake system, too. Utilising the lessons learned on the 917 programme, the floating discs were both drilled and vented while the calipers featured vertical fins to aid cooling. Additional air was sent to the front stoppers through the circular vents in the front bumper, which also housed a new central opening for the 3.0-litre

engine’s oil cooler. Under the glass fibre decklid, the 911/77 flat six in the 3.0 RS was essentially a road-tuned version of the twin-plug motor in the 1974 RSR (itself a development of the 2.8-litre engine from the year before). Using a new, stronger aluminium crankcase and an improved head stud arrangement, each cylinder bore could be increased to 95mm yielding over 300hp in RSR spec, allowing Porsche to keep pace with its rivals. The RS featured a lower compression ratio than its motorsport counterpart, however that, along with less aggressive camshafts and a single-spark ignition system, produced a peak output of 230bhp at 6,200rpm. But how does this delectable list of Rennsport ingredients perform on the open road? Well, first let me refresh my memory behind the wheel of the 2.7 RS ‘Sport’...

Compared to ‘Touring’ spec Carrera RSs, this M471 car immediately feels much more purposeful in the cockpit. Gone are the 911S door cards, replaced by the characteristic leather pull cord and simple plastic handle. The clock, a mainstay of the fifth pod on most classic 911 dashboards, is also conspicuous by its absence, replaced by a blanking panel. The latter’s omission from the usual list of cabin comforts is, in many ways, apt; getting behind the wheel of the original RS in its most unadulterated format is a timeless experience. Without the usual sound deadening, the 911/83 motor seems almost as vocal as the early twin plug racing motors, the ➔





911 Rennsport: A playboy's Porsche

The story goes that Lord Hesketh regularly let James Hunt – infamous for his extravagant and eccentric lifestyle – use the 3.0 RS during the latter's early years in Formula One. The British star was reported to have even driven down to Spain for a holiday at the helm of the yellow 3.0 RS. However, a little bit of digging finds that various tales have congregated over the years, with Lord Hesketh putting the record straight in the national press when the 3.0 RS last came up for sale in 2010.

At the time of the 1974 Monaco Grand Prix, the 3rd Baron Hesketh was often found turning up to races in his Roman purple 2.7 RS 'Touring', a car driven regularly by Hunt himself too. After the conclusion of the Grand

Prix around the streets of the Mediterranean principality, the British F1 ace decided to take the 2.7-litre Rennsport owned by his team boss down to Marbella, where he was living during 1974 as a tax exile. That was the last Lord Hesketh ever saw of his original RS.

Rather than immediately firing his hotshot driver for pilfering the Porsche though, Hesketh got on the phone to AFN instead, ordering himself the very latest Rennsport as a replacement. Hunt did get to drive the bright yellow 3.0 RS – there's a picture in the coverless glovebox that proves it – though its aristocratic owner made sure not to afford the 1976 world champion quite as much freedom with his new purchase.





crackling flat six splitting the air with increased venom. It's the 911 sound as it should be; growling through the bottom end, the snarl from the single tailpipe intensifies as the engine speed increases before there's a glorious crescendo at the redline.

Bereft of the additional 100kg found in 2.7 RS Tourings, the M471's engine seems to have been injected with some extra verve; the glorious kick at around 4,300rpm feels even more intense, the motor almost begging to have its neck wrung over and over again. And every time I oblige, I'm rewarded with that scintillating sound, piercing the blue sky like an aural dart. I can't help but smile at its organic perfection.

Despite the lack of mass, the 2.7 RS Sport's steering is surprisingly weighty (the effort no doubt increased thanks to the smaller diameter MOMO Prototipo wheel currently fitted to chassis no. 0143). Like the engine note though, it's completely unfiltered, every little imperfection in the surface telegraphed back to each of my ten digits. Like a Mezger-engined GT3, the nose sniffs around the crown of the road, pinballing around with the changes in camber, keeping my arms in an almost perpetual motion. Pointed into each corner, I can feel that idiosyncratic bobbing sensation, the nose heading skyward as I tip the 2.7 RS towards the apex and get hard on the gas to alleviate the understeer that most classic 911s exhibit at legal velocities. There's a purity to the dynamics that makes it so endearing. It doesn't suffer fools but instead rewards those who make the effort to learn its foibles and adjust. Once I adapt to the required style, I'm stringing sequences of bends together, flowing from curve to curve with seemingly effortless style.

Parked up, the 2.7-litre car is undoubtedly the more attractive, yet the 3.0 RS almost bullies its way into your eyeline. It's bold and brash and I can't help but be smitten by its brazen charm. Restarting the 3.0-litre engine, its increased responsiveness is immediately apparent too, a gentle prod of the throttle sending the rev needle dashing insatiably around the gauge. If a car could personify confidence, the 1974 Rennsport would be it. Underway, it's clear this urgency is a trait throughout the rev range. The 911/77 flat six is seemingly always in a hurry, picking up strongly under 2,000rpm, leaving Lee an ever-shrinking figure in my mirrors as he waits for the torque to build from around 3,000rpm in the 2.7 RS. Getting into the mid range, the thrust is even more remarkable, shooting the yellow missile up the road with an audacity unmatched by any classic 911. Yet, where the 2.7-litre engine needs to kick on to reach its upper heights, the 3.0 RS keeps accelerating with a modern linearity; there isn't a single moment in the power band that feels lacking. Even in this single-plug spec, it's the perfect naturally aspirated motor.

Like every increase in capacity endowed to the 911 during its formative years, the 2,994cc flat-six sound track has a much lower frequency (even at it's 7,200rpm limit). While the timbre of the 2.7 RS spikes through your ears, the bass of the 3.0-litre Rennsport resonates through your entire chest. The sound is no less organic though, the exhaust crackling on the overrun as the air-cooled engine chatters away. The later RS's real trump card is its chassis though. I haven't driven a classic 911 that feels this connected to the tarmac yet floats over the surface with almost impossible grace.

Jabbing hard at the throttle, I'm almost at pains to try and make the 3.0 RS squat over its rear axle, but try as I might, the car remains almost perfectly composed. The lack of squat is matched at the other end by an almost nonexistent level of dive under braking. Those brakes are a minor revelation too, providing a much firmer pedal and more initial punch whenever I step on the pedal.

Normally, it is the balance of weight transfers that helps a classic 911 to corner effectively, but the 1974 RS just wants to remain flat, providing it with a mesmerising amount of grip. The stiffer anti-roll control only helps to increase the car's composure, the 3.0 RS turning into the tightest radiuses with the ferocity of a 993 RS. Yet unlike the 993, Lord Hesketh's old companion never feels nervous through the mid-phase of each corner, the steering communicating with the same clarity as the 2.7 RS. I push harder and harder only for the car to leave me with wider and wider eyes. Eventually, it no longer feels like a classic 911 at all; I'm not sure if that's a criticism or not though.

There aren't many cars that can leave a 2.7 RS M471 in the shade but this is unquestionably one of them. It may have only had an extra year of development but the 3.0 RS could have been launched 20 years after the 2.7 RS and it would have still felt modern. If ever there was evidence that motorsport can improve the breed in such a short space of time, the 1974 Carrera RS is it. **911**

Thanks

Total 911 would like to thank Andy Prill for helping to organise this Rennsport head-to-head and Nigel Corner for access to his ex-Lord Hesketh 3.0 RS.

AN AUSSIE

MFI WEEKEND RACER

DOES DUTCH

Perth resident, Peter Sartor, orders his first Porsche over the phone, tasking a renowned builder of bespoke 911s to build his dream classic

Written by **Johann Venter**

Photography by **Corné du Plessis**



It is perhaps the perfect Porsche build mandate: a bespoke 911 blending classic looks with more contemporary, more reliable running gear. Sound familiar? It's a craze that has swept the 911 enthusiast community since the late 2000s, popularised (seemingly for eternity) by the likes of Singer Vehicle Design, PS Autoart, Autofarm, 911 Retro Works, Pro-9, Emmerling Porsche et al. In this respect, South Africa's Dutchmann are no different. Since inception in 2013, they have become known for their classic Porsche 'Weekend Racers', with converts as far afield as Mexico and Canada. The common denominator with the aforementioned is using the 964-generation of 911 as a donor car, especially the RS.

The 964 was a major leap forward for Porsche, for the first time offering power steering, ABS, Tiptronic transmission and all-wheel drive. It offered a more advanced suspension geometry and an improved G50/03 gearbox. The 3.6-litre engine, with 254hp and Motronic engine management, is a great starting point and offers

plenty of potential for tuning. The steel body is fully galvanised and even the air conditioning and heating actually work. Throw on some classic body panels and, already, you have a modern classic 911. The process is, however, more complicated than that, but the 964 is a solid start, which the likes of Dutchmann can turn into your ultimate 911 fantasy, budget depending of course.

However, our story here begins in Australia in mid 2014, when enthusiast Peter Sartor came across a write-up in a Porsche magazine about a 911 retrofit that strayed away from the 964 norm. Although he had never owned a Porsche before, Sartor was intrigued by Gavin Rooke's (founder and owner of Dutchmann) interpretation of the classic 911. Over a three-day period he discussed (via telephone) with Rooke the possibility of creating a classic 911 that would suit his lifestyle Down Under in Perth. Sartor remarks, "The deal was concluded over the phone and it was a significant transaction, with a build that was going to take close to two years to complete. I've never done that before!" However, Sartor did



have certain prerequisites; it had to be a factory right-hand drive and he wanted an early 911 but it had to be a long-hood.

Fortunately, Dutchmann had such a donor car in its stockpile in the form of a 1969 911T. Five years ago Rooke read the market and understood that there would be an even greater demand for older/early air-cooled Porsches. He therefore acquired as many Porsches as his budget would allow that fitted the criteria. The donor car is based on the 911T, which was introduced in 1967 as a replacement for the 912 as the entry-level Porsche. The

911 Touring only produced 112hp, in contrast to the donor, which had been converted to an RS replica with glass fibre bumpers and a ducktail. The

engine was bored out to 2.7-litres and fitted with an MFI, which is a great part of what sealed the deal for Sartor. "I was delighted to find out the donor car had an original MFI from a 1973 2.7 Carrera RS," explains Sartor.

Ten to 15 years ago, RS replicas were all the rage; these were normally built with an SC chassis. In this instance, a 911T had been sacrificed, but Rooke points out: "For us, this is the best car to find as it is no longer completely

original, so some of its value has been lost as it will never be an original again."

Sartor agrees: "Although the condition of the donor was excellent, the car had been altered previously, including not having the matching engine. So it made perfect sense that this was an ideal donor to be turned into a 'Weekend Racer'. If the donor had not been altered that extensively, and had its matching engine, then there is no doubt that an original restoration would have been more sensible." More on that debate can be found in the insert on the opposite

page. After the initial discussions, Sartor pretty much left it up to Rooke and his team to transform the 1969 911T into the best classic 911 Porsche experience his Australian Dollars could buy. "Gavin has this unique

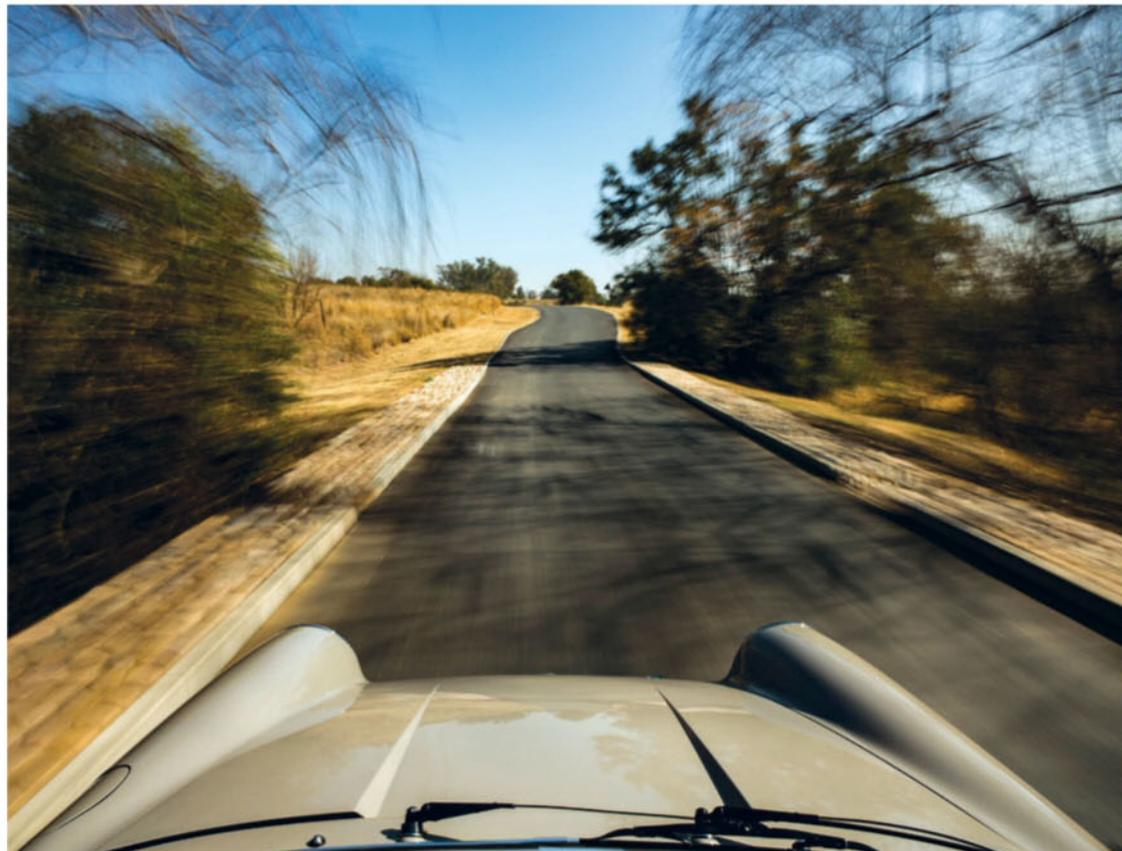
ability to choose colours that go really well. I was happy for him to have total discretion on the aesthetics, as I pretty much trusted his judgement. I did, however, have a preference for the classic Fuchs wheels," Sartor comments.

Since his Porsche baptism, Sartor has gone on the rampage, buying every air-cooled 911 he could lay his hands on, which includes: two 1977 Carrera 3.0-litres, a 1980 SC, and a 1984 Carrera 3.2. And this was before he actually laid eyes

"I just stared at it for over an hour, the first time I saw it, just trying to take it all in"



Above Dutchmann opted for a 1970s bespoke mix paintwork, named 'Perth grey', also used for the interior trim rather than tan



Preserving the breed?

The prices of air-cooled pre-1973 Porsches began to rise steadily way back with the introduction of the 964. But within the last five years there has been a stratospheric rise, with the RS placed in a galaxy beyond the reach of most. We've spoken to various Porsche experts from a South African perspective and the message is clear: any air-cooled matching numbers 911, especially pre-1973, should be preserved or restored to original condition. Wernher Hartzenberg of *Aircooled Wonders* puts

it into perspective: "South Africa is a very small Porsche market. Only in the last 20 years have sales significantly increased, so we have very few early air-cooled 911s. We need to preserve what we have."

An original matching numbers car, even unrestored, will continue to increase in value. However, a South African collector put it this way: "When you have a collection of matching numbers 911s, you yearn for something different, and that 'Outlaw' starts looking rather attractive."



on his 'Weekend Racer'. On 22 July 2016, Sartor finally got acquainted with the 911 he had ordered from his location in Perth some 5,000 miles away. He recalls the moment: "I just stared at it for over an hour, the first time I saw it, trying to take it all in." Just in time, as the car was unveiled the very next day to highly enthusiastic Porsche devotees. And although Sartor returned home before the car was shipped, he managed to get behind the wheel before he left: "It sounds superb and the 2.7-litre MFI engine is ultra responsive; it has worked out fabulously well."

This 911 underwent a complete bare metal, ground-up restoration. Fortunately, the body was virtually rust free, thanks to the great South African climate. The distinct 1970s grey colour, which reminds us of a Nevada grey of the period, is a bespoke mix called Perth grey. Rooke explains the alchemy behind it all: "We went through ten different blends of paint to get the colour right. I chose the colour after seeing it on a wall. It was indeed a process, as colour on a wall does not translate to colour on a sculpted object, such as a 911, that easily. I also chose the grey as it sets off the orange indicator lenses and red engine shroud." The engine was torn down and totally rebuilt and it was found to still have the original 2.4-litre engine casing (the engine, don't forget, was not original to the car and was from a later

911). The MFI was serviced and recalibrated to get it to work perfectly. Rooke remarks: "The 2.7-litre MFI motor is a Porsche masterpiece, offering a great torque curve, but getting the pump and the choke set up properly is a science. It is a gift that Master Porsche Technician, Tim Abbot of Tim Abbot Porsche, and maybe one or two other people in South Africa have."

It has been kitted out with brand new suspension components, which include Koni adjustable shocks, stabiliser bars, and the aluminium trailing arms that originally came with the car were refitted. Stopping is provided by Boxster (986) four-pot calipers, with 3.2 Carrera vented discs in front and the original setup at the rear. Racing radiators are hidden in the front fenders, feeding cold air to the back, and the fog covers have been removed. At the rear is a single port exhaust with heat exchangers.

In front it has steel bumpers (MY 1968) and the rear steel bumpers are from a 1973 RS, both bumpers sporting chrome overrides. A new 1969 engine lid and grille have also been fitted, along with 1974 Fuchs 15-inch wheels, for a more understated look. The interior was initially going to be tan, Rooke explains: "Instead, we went for a complementary grey, which is more sedate. The grey extends to the carpeting, stitching and piping; the carpets are not OEM but have a ↻

thicker, more durable weave. This allows for the Nardi steering wheel provided by Peter (Sartor) to become the focus, allowing it to completely stand out. We used pre-1969 lenses, which are more domed than later lenses. We also used uprated globes, used later headlamp casings and invariably re-chromed the ring cover. For true originality, we also tried to retain the original Porsche badge that goes onto the trunk lid.”

Now it's time to drive it! The ride height is fairly low, giving it a purposeful stance, the arches just intersecting with the top of the tyres, emanating just enough aggression. Step inside to a Spartan cabin, enclosed by thin pillars all around, allowing for a glasshouse effect in a relatively small cabin. The ubiquitous floor mounted pedals are skewed to the left in RHD cars, and I like the way these pedals roll on the ball of your foot. The tombstone seats don't look out of place and provide great lateral and neck support. Turn the ignition and that distinctive 'buzz' sound emanates from the fuel pump, before the spark ignites and the 'Tommy Gun' splattering barks from the rear. It definitely gets the adrenalin going! Depress the clutch, which is heavy by modern standards, and engage first, plough the accelerator into the floor and it fires off in even quicker succession. This 2.7-litre MFI engine is very responsive, requiring rapid swapping of the cogs, the Nardi steering wheel with a smaller diameter making it easier to turn into corners.

The 15-inch Fuchs rims have a low rolling weight, yet are quite wide, fitted with Bridgestone Potenza rubber – 225/50 R15 at the rear and 205/55 R15 in the front – providing excellent grip and plenty of traction while maintaining a comfortable ride. Those Boxster brake calipers and Carrera discs inspire confidence, allowing you to push harder and brake ever later into the corners. It's easy to forget about the Achilles heel, which lies at the back, but this Porsche is well-balanced with just the right amount of cornering weight at each end. Keep your wits about you though, as this car demands your attention; inputs need to be sharp and precise, as anything less and it will bite you. This is a more visceral driving experience, devoid of power steering and the aids that have desensitised the driving experience in modern Porsches. My only bone of contention is the 915 gearbox; I know that Porsche used it up until 1987, but I would prefer a short shifter as it would be better suited to the 2.7 MFI engine.

Aesthetically, this Perth grey 'Weekend Racer', has been backdated to a 1969 911. Mechanically, it strikes a great balance between comfort and performance, and it's well planted with superb drivability. It is an everyday 1969 Porsche and yet it will rise to the occasion on road or track as it winds back the clock. Peter's blind purchase was also his best. **911**

Thanks

Total 911 would like to say a special thanks to Ron Silke for assisting with this feature.





Model 911 Dutchmann
Weekend Racer

Year 1969

Engine

Capacity 2,687cc

Compression ratio 8.5:1

Maximum power 210bhp @ 6,300rpm

Maximum torque 255Nm @ 5,100rpm

Transmission Five-speed manual, Type 915

Modifications 2.4-litre engine bored to 2.7-litre and Carrera 2.7-litre MFI (Mechanical Fuel Injection) and S cam added

Suspension

Front MacPherson strut with torsion bar springs; anti-roll bar and Koni adjustable dampers

Rear Aluminium semi-trailing arms; torsion bar springs; anti-roll bar and Koni adjustable dampers

Wheels & tyres

Front 7x15-inch Fuchs; 205/55/R15

Rear 8x15-inch Fuchs; 225/50/R15

Dimensions

Length 4,163mm

Width 1,610mm

Weight 1,050kg



SUBSCRIBE & SAVE UP TO **42%***



*US Subscribers save up to 38% off the single issue price.

See more at: www.greatdigitalmags.com

THE MAGAZINE FOR LESS WHEN YOU SUBSCRIBE!

Every issue packed with...

- Ultimate buying guides
- Lavish road-trip features
- In-depth group tests
- Exclusive Porsche news and updates

Why you should subscribe...

- Save up to 42% off the single issue price
- Immediate delivery to your device
- Never miss an issue
- Available across a wide range of digital devices



Subscribe today and take advantage of this great offer!

Download to your device now



MILLENNIUM BUGGED

Is the limited-numbers 996 Carrera 4 Millennium Edition a turn-of-the-century rarity, or just a low number curiosity? Total 911 gets behind the wheel to find out

Written by **Kyle Fortune**
Photography by **Steve Hall**



Sixteen years ago. It all seems so fresh, the idea that at the turn of the millennium the world could stop revolving, while computer programmers would be cashing in sorting out the will-it-or-won't-it 'bug'. Never has a date change been so potentially cataclysmic, or in hindsight, such a let down. We all partied like it was 1999 because, finally, it was. Porsche celebrated with a special edition 911: the 996 Millennium. Fittingly it was painted in Violet chromaflair where, according to the brochure, "the colour changes from black to dark green to an elegant shade of violet." Sitting under the sun today, that hue's flipping between a deep brown to near black, with a bit of green there too, depending on how the light's hitting it.

Porsche certainly isn't averse to a special edition, though I'll admit before the Editor alerted me to it, the existence of the 996 Carrera 4 Millennium Edition had escaped me. I'm not alone, either. It was introduced in December 1999, with the limited build number set at 911 – what else? – and was based exclusively on the Carrera 4. Trawling through contemporary magazines there's no mention of it anywhere – not even a news story, let alone a drive. That's perhaps not so much a reflection of the Millennium's status, but rather the fact that, at the time, the GT3 had just landed, its hardcore status being perfect fodder for the automotive press hungry for a 996 to really love. Throw in pent-up demand for the new Turbo, rumours of the GT2 and – outside our remit here admittedly, but relevant – the build up to the Cayenne, and it's not surprising that the Millennium Edition could have been overlooked. Even with standard 'Turbo Twist' wheels (8x18-inch front and 10x18-inch rear sizes fitted with 225/40/ZR18 and 285/35/ZR18 tyres respectively) finished in chrome and that trick paint, the Millennium has escaped the attention of all but the most obsessive Porsche fans.

There's no firm data on how many arrived in the UK, though it's said there's just three RHD UK cars, making the Millennium an exceptionally rare car indeed. That might not come as a surprise when you consider what it cost, the Millennium adding just under £5,000 to the price of a standard Carrera 4. Commanding £73,918 for the six-speed manual or £77,218 for the Tiptronic



Model	996 Millennium Edition
Year	2000
Engine	
Capacity	3,387cc
Compression ratio	11.3:1
Maximum power	300hp @ 6,800rpm
Maximum torque	350Nm @ 4,600rpm
Transmission	Six-speed manual, four-wheel drive
Suspension	
Front	Independent; MacPherson
Rear	Independent; LSA multi-link
Wheels & tyres	
Front	8x18-inch; 225/40/ZR18
Rear	10x18-inch; 285/35/ZR18
Dimensions	
Length	4,430mm
Width	1,765mm
Weight	1,375kg
Performance	
0-60mph	5.2 secs
Top speed	174mph

S, this was at a time when a GT3 cost £76,500. Porsche went fairly wild with the specification to justify that hike, loading it with every possible option. The 996 came with electrically adjusted Sports seats with memory function and heating; a tinted screen; rear wiper; aluminium accented dials; PCM with navigation; a six-disc CD changer (remember them?) with upgraded audio; Litronic headlights with beam adjustment and headlight washers; a sunroof; C30 sports suspension; and all that leather and wood, along with those wheels and the special paint. There's an obligatory build number plaque inside, while the engine cover's simply adorned with a polished 911 badge rather than 'Carrera 4', and the larger diameter tailpipes are chrome-plated stainless steel.

This Cl6-coded, genuine UK car, badged 493 of the 911 built, is fitted with the six-speed manual, which, given the otherwise luxurious specification, is a surprise. Like those wheels, the interior is a matter of debate, but unlike them it's not easily changed. Some love the mix of natural brown leather and dark burl maple woods,

but I'll admit I'm not immediately one of them. There's no questioning the execution of the fit, the hand-stitched interior is beautifully finished, the trimming exemplary, even if the colours and materials fall into the category of divisive. The fine tactility of the wood is at odds with the visual shock it delivers; it's a surprisingly backward-looking nod to tradition in a car that's celebrating a new dawn, or at least a significant calendar change, and is at its core a sports, rather than luxury car. Carbon fibre might have been more appropriate and would have worked with that rich natural brown leather, which is more 'tan' in reality. The little black plastic that is on show contrasts neatly enough with the leather, though like everything, it's down to individual tastes.

Sitting in it is like stepping back in time, the standard sat nav looking ancient, and it's always surprising how small the 996 feels inside compared to a contemporary 911. The most obvious element that betrays the 16 years since this car rolled out of a Porsche showroom and into Jersey, the Channel Islands, is the passive



handset for the telephone attached to the centre console. We're not sure what the legality of those are today, but just try not to grab it and place it to your ear and shout the obligatory 'buy, buy, sell, buy, sell'. It's absolutely impossible. Or perhaps I just need to grow up? Silliness aside, putting the key in the ignition and turning it sees the odometer reveal this is about as close as you'll get to buying a new 996. Reading a little over 23,000 miles, even that's a surprise, its condition such that you'd be convinced it's not done that many.

This is, essentially, a new 16-year-old car that's hugely engaging and capable. I remember driving 996s when they were new and they were sensational. Against its contemporaries it looked modern and fresh, something that you could rarely say about its air-cooled forebears. Yet, it retains all the signatures that make it a 911, and it's instantly recognisable as one. And, while photographer Steve Hall is pointing his camera at the 996, I find myself admiring the car's lines. It looks delicate and light; it's simple in its form and flat of flanks like the very first 911s, and it's all the

better for it. That admiration is with the proviso of ignoring those wheels; I'd replace them with something less gauche. The paint rarely looks violet, its hue flipping between black and deep green, though photos of the car under brighter skies reveals the purple tones.

Hearing the engine fire and settle immediately is so familiar, the 996's water-cooled flat-six turbine smooth and so refined compared to the air-cooled engines it replaced. It revs with an enthusiasm that's hugely enjoyable, and brings back memories of driving the 996 new and being blown away by the performance. Time has inevitably softened that, though not as much as you might think: it delivers 300hp at 6,800rpm, but charges hard all the way there. It will go from 0-62mph in 5.2 seconds if you're brutal with it, the C4's four-wheel-drive system making the best use of the available traction to enable you to chase that number regardless of road and weather conditions. If the 993 represented a leap in development of Porsche's four-wheel drive, the 996 was a moon shot, as it's so effectively ➔

Other limited edition 911s: Collectable or a gimmick?

911 Carrera S Endurance Racing Edition

Endurance racing and Porsche... stands to reason, right? Of course it does, Porsche rolling out the Carrera S Endurance Racing Edition earlier in 2016, just in time for Porsche's overall 18th win at Le Mans. With no bumps in power, this Carrera S falls into the stickers and options category. You'll have to make do with sills lighting up 911 Carrera S Endurance Racing Edition script in lieu of some backlit number roundels on the doors. There's more kit, as there needs to be to justify the £21,359 hike in price over the standard Carrera S, but surely a car celebrating Porsche's racing success should have been built on its homologation model? A GT3 RS Endurance Racing Edition. Now we like the sound of that.

911 Turbo S 918 Edition and Exclusive GB Edition

Your 918 Spyder's in for a service and you need a brisk runabout? Porsche obliged with its Turbo S Edition 918 Spyder, an acid green highlighted, buy-one-get-one-for-£125,865 Turbo S that was exclusively offered to those lucky enough to be on the list for a 918 Spyder. Porsche said all took up the option, but we're not so sure. Still, we'd not consider a 918 Spyder buy complete without its Turbo S tender, as having one without the other makes you look like a peasant. When it comes to the Turbo S Exclusive GB Edition, however, we just wouldn't bother. One of 40, it's a badges and tick-box exercise that's limited in appeal, and oddly offered in Red, White or Silver.

Porsche 911 Carrera Black Edition

We've yet to see one, but Porsche's details on the new Carrera Black Edition suggest it'll be offered in Carrera and Carrera 4 Coupe and Cabriolet, and that it comes with 20-inch '911 Turbo' style alloy wheels, Porsche Dynamic Light Systems Plus, black paint and a black interior. There's nothing wrong with a black Porsche, indeed, we're rather partial to one, but the Black Edition is another spec-box special, though admittedly one that bundles in some kit you'd probably specify anyway. The standard 3.4-litre Carrera is listed at £75,074, though it's unlikely you'll ever have people talking reverentially about the Black Edition as a must-have or worth seeking out. It's more of a curiosity for those too lazy to use Porsche's configurator, rather than something truly special.

Above The Violet chromaflair paint "changes from black to dark green to an elegant shade of violet", according to the sales brochure





Above top The 996 C4 Millennium boasts a luxurious hand-stitched interior, featuring natural brown leather and dark burl maple woods

Right Of the 911 limited numbers produced, there is said to be only three RHD UK cars, making this a very rare Porsche 911 indeed

integrated that you'll really need to be looking for the difference between it and its rear-wheel-drive C2 relation to notice. Yes, a C4 will push as much as 40 per cent of drive to the front axle, but it's never something that dominates – real commitment is required to reveal that those front wheels have driveshafts reaching the hubs.

Likewise, you'll be hunting for the differences between a Millennium and a standard Carrera 4. There's a 10mm drop thanks to the Sport Chassis option, but that's not unique to the Millennium, also a simple check-box option on the C4, so it differs in no way to drive. That could be seen as a negative, but the C4 is a joy to drive, the ride beautifully damped, the body control fine and its compact dimensions allowing you more of the road to place it where you want it. You can do so with accuracy, too, the steering delightfully weighted, and a stark reminder that steering feel is something that was once a given, not something to search for. It's all enough to have you ignoring the leather and wood-covered wheel, the driving experience so immersive and enjoyable that you find yourself snicking up and down the crisp six-speed manual just for the hell of it, the pedals perfectly positioned to ease downshifts with a blipped flare of revs. It's still fast, more than enough for any road. The engine doesn't need all its revs, with peak torque arriving at 4,600rpm, but you'll find any excuse to use them, not just for the urge they bring, but the added aural appeal.

Those larger tipped pipes aren't particularly vocal, that true of any 996, but as these cars become occasional tools rather than everyday hacks, there's no denying that the Millennium is slightly lacking in a rousing sound track. Like those wheels, I'd look to change them, though that would arguably take away from the Millennium's authenticity as a bona-fide special, as unmolested cars are the most sought after among collectors. Whether this car falls into that category remains genuinely debatable: I'm not sure there are enough 911 collectors who are so complete in their desire to seek out a 996 Millennium to add to the collection. That might explain why at the recent Silverstone Auction it failed to sell (that or an ambitious reserve). It's offered elsewhere now for £39,995, which is a lot for a 996 C4, even one as nice as this. As a special it's undeniably different, the limited numbers appealing, but the spec is so divisive that it's a very small audience who'll consider paying such strong money for it. That so few have even heard of it doesn't help.

There are plenty of 996s that will drive exactly as this car does, perhaps with the exception of its low mileage and 'as new' feeling, for significantly less money. Perhaps the market needs to come to this car, maybe it never will, though the specialists I have spoken to admit its appeal is marginal. Its limited status does mean one thing; the car has been obsessively looked after. The time-warp condition is more of a draw than its limited number status, and that might be worth paying for, but its rarity, to me at least, isn't. **911**

ULTIMATE GUIDE TO ORIGINALITY

If you've set your heart on owning a 911, then you'll have no trouble finding one for sale, but how do you ensure it's genuine? Total 911 steers you in the right direction

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

Air-cooled or water-cooled, classic or modern. There's an absolute wealth of choice when it comes to buying a Neunerfer, but the one thing they all have in common is the need for circumspection before you part with any money. And finding an example that hasn't been unsympathetically modified, messed with, or that's hiding some murky secret in its past is becoming more important than ever. Why? Because according to some specialists, including revered expert, Lee Maxted-Page of the eponymous Porsche specialist, the relentless rise in values has shown signs of slowing down – especially at auction – and it's led to buyers becoming more critical than ever when it comes to condition and provenance.

And one of the issues that exercises those buyers more than anything is originality; owning a 911 with period and model correct details and parts that match the day it left Zuffenhausen. Along with an unimpeachable history, it's about finding the very best. Clearly, more than 50 years of production ensures that establishing such details presents a mammoth task, which is why we can only address the subject in the broadest sense. There are some superb books that define the 911's development, and arming yourself with one of these is highly recommended. Our guide, though, provides a starting point for your investigations and the first step to unearthing a genuine, original car.





BODYWORK

As the largest part of a Porsche 911, and a key aspect of understanding the car you have in front of you, there are plenty of things to consider in establishing a car's veracity. It goes without saying that you'll need to establish the quality of the structure and the panels – so whether crash repairs have been carried out – and the appearance of welding or sealing, which wasn't always that tidy originally.

And, as Phil Hindley at Liverpool-based specialist, Tech 9, points out, the paintwork can tell you a lot, too; for example, check if there has been a front-end re-paint in the past, something common on water-cooled cars that have likely suffered from stone chips. A depth gauge can be

used to check for re-spraying, while a specialist will be able to identify areas that have been fully painted where they weren't originally. Research into original colours and paint codes will pay dividends, and there's even the issue of whether some bolt heads attaching panels were painted or not at the factory.

Understanding option codes and ensuring that they tally with sales documentation is crucial, too, and will help identify non-original parts (as will research into the specific model year changes). Take the whaletail rear wing fitted to the 3.2 Carrera as an example; paperwork should show the M473 code, but is the front air dam fitted as well? And does the engine lid have two support

struts? Just the one strut indicates a rear wing that's been fitted later on. And the popularity of the wide-body look led to later fitment on some cars – look out for extra wheel spacers that wouldn't have been needed with the correct Turbo running gear, and cars that pre-date the factory offering (it only became available on the 3.2 Targa and Cabriolet for the model year 1985, so anything earlier isn't genuine.)

Then there is the minefield of chassis numbers. Decoding them, understanding how they changed over time (chassis numbers changed from six to eight digits in 1968, for example), and being able to tell whether they have been tampered with will need research and specialist advice.





INTERIOR

It's an area that can be taken for granted, but also one that can provide plenty of vital clues when it comes to establishing the originality of a potential new addition to your garage. It's especially important on pre-964 models, where the broad similarity across model years makes it easier to mix and match parts, so once again some detailed homework will be required before you part with any money.

You'll certainly need to understand how the interior design evolved over the Porsche 911 generations – for example, the various fabrics and materials used and the different equipment fitted – with reference to individual model year changes. Original documentation will identify the exact specification of the car when it left the factory, so this should always be your starting point; clearly, if things don't tally up at this stage then further investigation will be needed.

Some interior components – although certainly not all of them, particularly for the older models – will also have serial numbers or date stamps/tags, with seat belts being an obvious example here, along with the electronic control units on later 911 models. However, establishing which parts to check and where the specific markings are located isn't necessarily straightforward, so a specialist should be your first port of call. Don't be afraid to ask questions and be meticulous with the details.

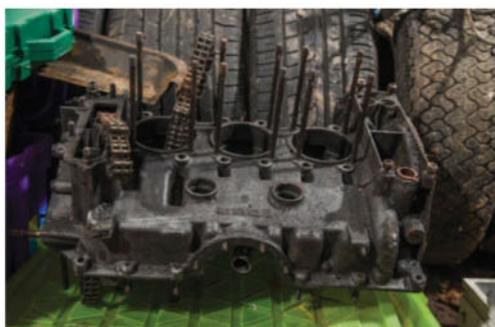


ENGINE & GEARBOX

Given the almost unlimited scope for modifications, rebuilds, and swaps – all of which proved a temptation when values were low – this area can often give the most headaches when it comes to establishing whether an example is original. And that's without taking into account the rapid pace of development during the 911's earliest years, with myriad changes to materials and specifications that allowed externally identical units to be very different in reality.

First off, then, is ensuring that the correct motor is fitted for the model you're considering, so look for the type number (911/83 denoting a 1975 2.7, for example), and then you'll need to locate and check the serial number for both the engine and the gearbox. You'll find these in areas such as the crankcase and transmission casing, and on air-cooled cars the engine number can also be found on the fan housing support – the serial number is on the vertical surface and the engine type number on the horizontal surface. It might seem straightforward enough so far, but there are numerous other aspects to consider, which is where specialist scrutiny is invaluable.

Numbers that have been ground off are an obvious cause for concern, but there are techniques that can help to recover seemingly lost numbers; and care is needed when it comes to even the style and depth of any stampings. It might look okay at first glance but deeper investigation could unearth something far from genuine. And then, of course, there are the numerous changes and details that need to be considered and understood as the 911 evolved later in its life. There are some obvious differences, such as the swap to an 11-blade cooling fan from the 1978 model year 911 SC onwards, but the type and location of even the smallest component will provide vital clues when it comes to establishing provenance.



CLOCKING

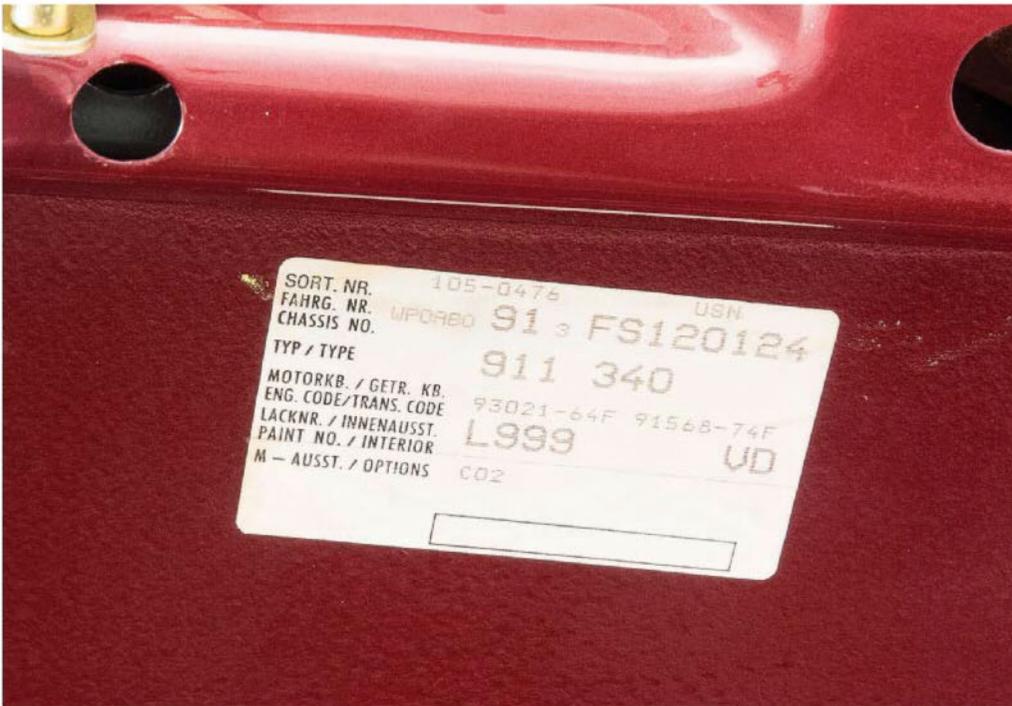
It might be a practice that is mostly associated with down-at-heel car lots and dodgy Arthur Daley-style traders, but the alteration of car mileages is a sophisticated business and a practice that can have a significant effect on a car's perceived value. Clearly, this is an area where close examination of the paperwork and documentation, such as MOT certificates and service records, will help root out anomalies between the figures recorded on paper and those showing on the odometer.

On older Porsche 911 models, physical examination of the speedometer will reveal whether it's been replaced with one from a different or later model, or it will indicate whether it has been tampered with, although it will take a specialist's knowledge and keen eye to be absolutely certain.

And there's another way to check a later 911, and that's via interrogation of the engine management system and other key modules. These electronic systems record a vast amount of data including mileage, average speeds, and operating hours for the engine. Multiplying the latter by an average speed should give a figure that tallies fairly closely with the number showing on the odometer, although some variance is to be expected (it is worth noting here that the level of variance is a matter for debate, but somewhere in the region of ten per cent is possible.)

The legal loophole that allows mileage correction firms to still legally operate in the United Kingdom is due to be closed in May 2018, which will therefore make the practice illegal, but for now it remains a serious risk for buyers and an issue that is not to be ignored.





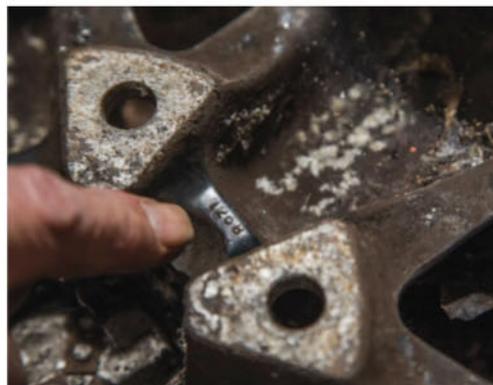
STICKERS

There's nothing nicer than opening the engine lid of a 911 and seeing all of the advisory and operating stickers present and correct. They contain important information and they also speak of a car that's been cherished, but like other aspects we've highlighted, care is needed. Take the 993 for example; with around 18 in total, you

should find them in the luggage compartment and door shuts, and there are half a dozen in the engine bay alone (total numbers and locations can differ between US and RoW models.)

Yet again, detailed research will be needed for the car you're considering to establish where they were placed and what each one signified. Their

absence could be due to age, or could be a signal that certain panels or parts have been replaced, and with aftermarket items available for just a few pounds, it needs an expert eye to ensure they are genuine. Far from being a frivolous addition, they are another important pointer to originality so don't underestimate their importance.



WHEELS

At the risk of sounding like a broken record, when it comes to the wheels of your Porsche 911, this is another area of investigation where research will pay dividends. Specifications changed throughout the various 911 generations, so understanding the key model developments is an important first step (an example here is the change in 1992 from seven-spoke alloys fitted to early 964s to five-spoke 'Cup' items.)

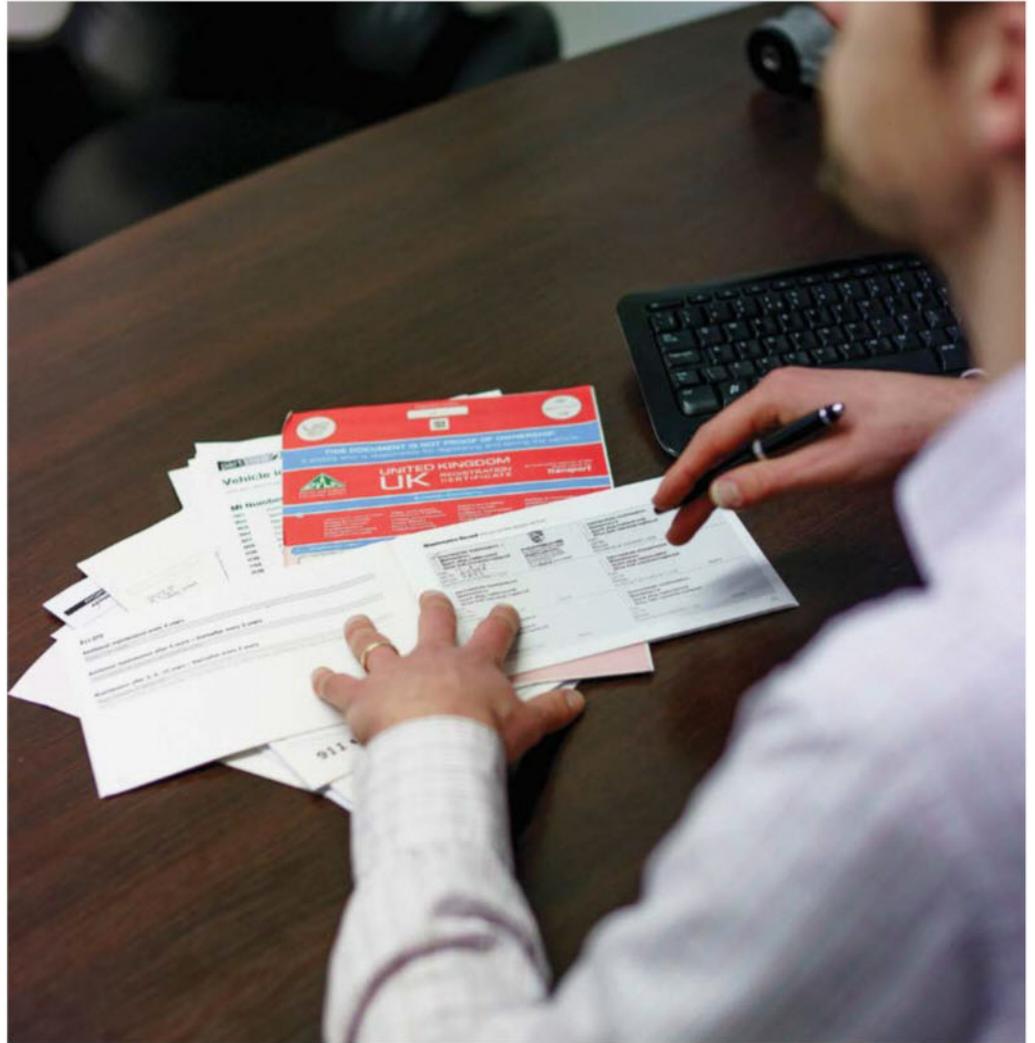
Assuming those first appearances are correct, more detailed investigation can be undertaken such as the existence of date stamps or part numbers on the wheels. Fuchs wheels should have the manufacturing date stamped inside one spoke, close to the centre of the wheel - it is normally in the form of a four-digit code, but numbering changed over time so consulting a specialist is best here. And on 993/996 models you can easily distinguish the hollow-spoke wheels from the solid items - the rear of the spokes are smooth on the former and ridged on the latter. Reasonably straightforward, perhaps, but the availability of numerous wheel styles and sizes presents something of a minefield, another reason why establishing the original options fitted is important.

PAPERWORK

It's easy to be seduced by that shiny Neunelfer sitting in front of you, but diligent scrutiny of the paperwork is just as important as anything we have mentioned so far – possibly more so, in fact. Clearly, this is an easier prospect with later 911 models, where electronic records of MOTs, servicing and maintenance can be obtained from OPCs and specialists, but it's worth taking the time to examine the paperwork carefully, looking for any gaps or anomalies.

But when it comes to older, more valuable examples then, according to Lee Maxted-Page, you're looking to establish a detailed factual timeline of the car's life. From sales and build sheets through to maintenance and restoration history, everything should be accounted for with no unexplained gaps. Tech 9's Phil Hindley agrees, pointing out the importance of checking for as much original documentation as possible, including operation/instruction booklets as well as maintenance records. Quite simply, the more detailed the history, the easier it is to identify anything that might have happened that impacts on originality. And if you have any doubts about the authenticity of documents then approach an OPC or specialist for confirmation.

Last of all, it's worth mentioning the 'Certificate of Authenticity'. Obtained through Porsche Club GB for just £65, it contains plenty of useful information including the options fitted, details of original colour and trim, production date, details of the selling dealer, and vehicle identification numbers. It might only be one part of the paper trail, but it's a good starting point.



BACKDATING & UPDATING

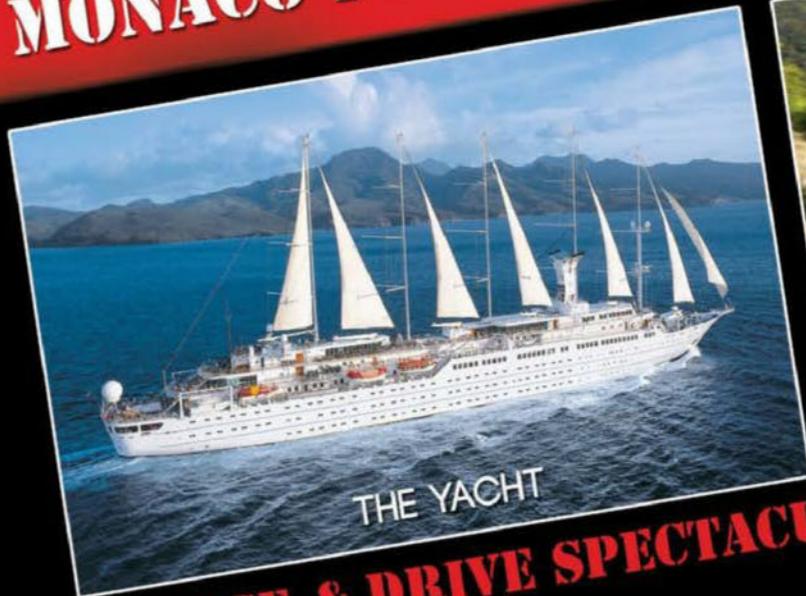
This is certainly a matter for strong debate among 911 enthusiasts. There isn't the space to discuss it in detail here, but it's another aspect of buying that will need consideration and care. Projects could have ranged from major metalwork changes to more subtle, harder to spot alterations to trim or fittings, or attempts to update a water-cooled model from Gen1 to Gen2 specification. That last one aside, which won't be hard to identify, it's easy to assume that changes will be obvious, but that can be far from the case as the amount of time and money lavished on such projects often means an expert eye is needed. Whether you admire or dislike such cars is down to personal opinion, but it further illustrates the challenges faced with finding a genuine example. **911**

Thanks

The low-miles 3.2 Carrera in our pictures is available for immediate inspection at Hexagon Modern Classics. For more information visit www.hexagonclassics.com or call Jonathan on +44 (0)7522 911 911.



MONACO FORMULA 1 GRAND PRIX VIP TOUR



THE YACHT



THE CARS

CRUISE & DRIVE SPECTACULAR. MAY 24 - JUNE 7, 2017

\$16,995 PER PERSON
DOUBLE OCC

AUTOBAHN ADVENTURES
Luxury European Driving Tours



- * ALL INCLUSIVE LUXURY CRUISE & DRIVING TOUR
- * FEATURING ITALY, FRANCE, GERMANY & AUSTRIA
- * DRIVE THE ALL NEW 911 ON THE AUTOBAHN
- * EXPERIENCE THE MONACO F1 GP IN STYLE
- * LUXURIOUS SUITES ONBOARD THE YACHT
- * DON'T MISS THIS EXCLUSIVE VIP EVENT

702.997.7675 | autobahnadventures.com

DOWN TO THE LAST LETTER

Which collectable 997-series model is the more prudent purchase and which is the more satisfying to drive? We line up fine examples of a GTS and a GT3 to find out

Written by **Wilhelm Lutjeharms**
Photography by **Charles Russell**





997 GTS v GT3: investment prospects

Over the past few years, the level of interest in the 996 GT3, originally the most undervalued GT3, has dramatically increased. This has further hiked the desirability, from an enthusiast's point of view, as well as an investor's, in all GT3s. Equipped with an engine based on that original flat six, designed by Porsche engineer Hans Mezger, the GT3 has a level of appeal for driving enthusiasts which the GTS will never be able to match. However, compared with a Carrera, S or 4S, the GTS is the better bet in terms of performance and accessing the best optional equipment Porsche offered at the time.

A sales manager at OPC Cape Town had the following to say regarding these two GT models: "The GTS was a perfectly-timed model for Porsche. It was released after the global recession and offered all the best options. From our dealership's perspective, they sold quite well. There is still a healthy interest in the car, partly because of the more analogue driving experience, as well as the fact that it is more compact than the subsequent 991 series. However, owners are rather picky, and they would want a specific colour combination or they have a specific mileage cap in mind. GT3s are different. They have become highly collectable, and we have less showroom enquiries for these cars, partly because many buyers assume that the car will be sold immediately – which is usually the case. They might be similar in output and based on the same platform, but they are two very different cars."

The nomenclature consists of three simple letters: G, T and S. During the past few decades, many sports car manufacturers have employed the GTS designation in naming selected models, so much so that the abbreviation has become synonymous with "sportiness", but the value of the respective distinctions can vary dramatically. Even Porsche is guilty of applying the GTS badge randomly; those letters have been used on race cars (the 904 Carrera GTS), as well as road cars other than the 911 (the 928 GTS and latterly, the Cayenne GTS, for example). As expected, when Porsche returned this particular badge to the 911 range in late 2010, a lot was expected of this new model.

It was quite clear that Porsche aimed to bridge the gap between the sportier Carrera S and more track-oriented GT3. The model is based on the Carrera S with the optional Powerkit, which, fortunately, also included the Sports exhaust system and, although this specific GTS has the classic rear-wheel drive configuration, it was clad in the wider body of the all-wheel-drive version. Besides, who could ignore the allure of those motorsport-inspired centre-lock RS Spyder wheels? Six years ago the GTS received much praise from the motoring press, but since then the

Porsche marketplace has changed significantly. At the time of writing, one popular UK-based automotive trading website listed only seven 997 Carrera GTS Coupes, but no fewer than 16 Gen1 997 GT3s for sale. We would frankly have expected it to be the other way around. Although there might be a price gap between these two models, at only £10,000 to £20,000 difference in the £70,000 to £90,000 price range, it makes sense to weigh up the pros and cons of each model. Is it as straightforward as simply discarding the GTS and opting for the track-inspired GT3?

As I arrive at our rendezvous for the morning's proceedings, the sight of two 997s is more than enough to justify that pre-sunrise alarm clock disturbance of around two hours ago. The cars' owners are utter petrol heads, but their respective car collections are very different. However, parts of their car history and recent purchases do show some interesting similarities. The owner of the GTS bought the car earlier this year, as incidentally, did the owner of the GT3. Other 911s in the former's garage include a 1973 911T, as well as a meticulously maintained (and totally original) 1983 911 SC. The GT3 owner also owns a perfectly kept 911 SC, while he added a Tiptronic 996 Turbo to his collection around two years ago, exactly when those cars' values had bottomed out.

Despite this, their approaches to their (featured) cars are totally different. The GTS was bought as a daily driver – the owner can even transport his two young kids in the car when required. It is a PDK-equipped model, which makes sitting in traffic, executing parking manoeuvres and driving short distances a breeze. The GT3's owner doesn't beat around the bush: he bought the car as an investment, but also to enjoy it on the occasional breakfast run. Needless to say, neither of these cars have lost any value since they were bought earlier this year. Which model is the one to consider though, even if you factor in the slight discount of the GTS compared with the GT3? I happened to have had a great run with a GTS press car on this very mountain pass, and getting behind the wheel again six years later brings back very exhilarating memories.

Today, the interior of the first-generation GTS still feels rather modern. Given the dark Aqua blue metallic exterior finish, the lighter Sand beige full leather interior is a welcoming contrast and lifts the interior – especially on this crisp autumn morning – even more so compared to the usual dark interiors that seem to be most Porsche buyers' preference. There are only a few buttons above the gearlever that will be of consequence for this test. These include one for the Sports ➔



The lighter Sand beige full leather interior contrasts nicely against the dark Aqua blue metallic paintwork of this PDK-equipped 997 GTS



The Gen1 997 GT3's interior has fewer luxuries than the GTS, with a basic steering wheel and Alcantara-clad stubby gearlever



Model 997 Carrera GTS

Year 2010

Engine

Capacity 3,800cc

Compression ratio 12.5:1

Maximum power 408hp @ 7,300rpm

Maximum torque 420Nm @ 4,200-5,600rpm

Transmission Seven-speed PDK

Suspension**Front** Independent; MacPherson struts; transverse link; coil springs; dampers**Rear** Independent; multi-link; coil springs; dampers**Wheels & tyres****Front** 8.5x19-inch; 235/35/ZR19**Rear** 11x19-inch; 305/30/ZR19**Dimensions****Length** 4,435mm**Width** 1,852mm**Weight** 1,420kg**Performance****0-62mph** 4.6 secs**Top speed** 190mph

exhaust, which allows for a fruitier engine sound at the mere push of a button, followed by those to engage the Sport Plus driving mode and toggle the suspension settings respectively. As expected, I select Sport Plus first... I have a mountain pass in front of me, after all. I pull away and immediately the car feels ready to be driven hard and to its limit.

The PDK transmission keeps to its gear selection programme, but I override the electronic system by calling the steering wheel-mounted paddles into action. There is (what feels like) very little inertia in the engine. As I feed in the power through the throttle pedal the rev needle rises towards 3,000rpm, then faster towards 5,000rpm, but it is from here to the 7,400rpm redline that the engine gives its best.

Now the Sports exhaust really makes its voice heard as the hollow metallic sound permeates the cabin. It only further encourages you to pull on

**“Every time I shift a gear
I experience euphoria...
the GT3 is such an utterly
wonderful car to drive”**

the right paddle and make the rev counter needle swing past 6,000rpm again.

The optional carbon ceramic braking system feels quite effective, you can really lean on the

anchors repeatedly. As this car has only 33,000 kilometres (20,500 miles) on the odometer, the cabin emits no notable creaks or rattles. But, apart

from the engine delivery, what is an especially joyous experience is having all this feedback through the steering wheel, replete with its hydraulically assisted system. The steering wheel also points the car into the desired direction eagerly while those wide wheels and tyres (8.5x19-inches with 235/35/ZR19s front and 11x19-inches with 305/30/ZR19s rear) provide copious amounts of grip. I'm impressed; the GTS is still a

proper sports car, but also one that can be driven every day. And the shape of the GTS is so true to the 911's classic form – another reason why the owner likes this specific car so much.

Model **997 Gen1 GT3**
Year **2006-2008**

Engine

Capacity 3,600cc
Compression ratio 12.0:1
Maximum power 421hp @ 7,600rpm
Maximum torque 405Nm @ 5,500rpm
Transmission Six-speed manual

Suspension

Front Independent; MacPherson struts; transverse link; coil springs, dampers
Rear Independent; multi-link; coil springs; dampers

Wheels & tyres

Front 8.5x19-inch; 235/35/ZR19
Rear 12x19-inch; 305/30/ZR19

Dimensions

Length 4,445mm
Width 1,808mm
Weight 1,395kg

Performance

0-62mph 4.3 secs
Top speed 192mph



After parking the GTS at the foot of the pass, I settle myself into the GT3. For a moment, it doesn't feel too different: it is also a 997-series model, but while the GTS is based on the second-generation 997, this is a Gen1 997 GT3. The interior shows its age more than the GTS (it has fewer luxuries and features), but to the true driver that would matter little. There is a basic steering wheel devoid of the small displays that feature in the spokes of the GTS's tiller. The centre console is less cluttered than that of the GTS too, and the Alcantara-clad stubby gearlever draws my attention almost as much as the double rear wing that looms in the views of the side and rear mirrors. And it has a manual gearbox - now that's a rarity in a 911 these days! Excuse my enthusiasm, but a standard Gen1 997 GT3 had slipped through my fingers until today.

The moment I turn the key the GT3 produces a slightly wilder exhaust note than the GTS. A quick glance through the simplistic steering wheel reveals a rev counter that is marked all the way to an 8,400rpm redline. I press the clutch and immediately notice that it is slightly heavier than a standard 911's clutch action but, then again, you would expect that of a GT3. I try to pull away, but promptly stall the car. That's rather embarrassing. I turn the key again as the owner walks over to me and says: "Don't worry, it still happens to me!"

Once I get away smoothly, I again savour the feedback, even at low speeds, through the steering wheel. It is probably something we are unlikely to ever experience on a 911 again. Every time I shift a gear I experience a form of euphoria... the GT3 is such an utterly wonderful car to drive. The short gearlever allows for snappy, direct and

smooth gearshifts. It simply encourages you to pull or push it into the next gear to experience the upper echelons of the rev range or to execute a throttle blip before engaging a lower ratio. The howling engine note never abates. Shift early (at 5,000 or 6,000rpm) and the GT3 already offers ➔





a serious amount of pace. But, as I keep my foot flat and run the engine all the way past 8,000rpm, I'm starting to focus on the abundance of grip, the way that leading edge of the low front splitter darts into your desired direction while the white centre line of the asphalt dances beneath the apron. At these high engine speeds, the motor is even more responsive and you can manage your pace with small inputs through the throttle pedal.

It is such a thrilling and wholesome driving experience that if I had the money to buy the 997 GT3, I would have handed it to the car's owner shortly after pulling into the lay-by and driven this car home. Instead, I let the engine idle a little and then switch it off. "Seems like you enjoyed it?" comments the owner. Yes, very much so. But more importantly, for almost double the money of this first-generation 997 GT3, you can purchase its Rennsport equivalent.

As much as I have enjoyed every moment behind the wheel of an RS, you can't justify that premium over and above the base GT3. The cars' driving experiences are really too similar. However, earlier this year, when the owners bought their respective cars, the GT3 traded for exactly 50 per cent more than the GTS. But now

I can see why; the former does offer more to the discerning buyer/driver. It is without a doubt the more exciting, involving and focused car.

An unsurprising result then? But hang on a minute... The GTS ticks more boxes than the GT3. It is better equipped and for some enthusiasts, the clean and traditional 911 shape, without the fixed rear wing, will be more appealing than the motorsport-inspired front nose of the GT3 and an interior that is much more basic than those of more luxuriously trimmed models. As an everyday proposition, the GTS is the clear winner. However, for those special drives once a week, or a drive you've promised yourself after you've successfully achieved an objective or finished a particularly arduous task during the weekend (or week!), I have to recommend the GT3.

As we wrapped up the morning's proceedings, the two owners swapped cars for the 15-mile drive back home. The owner of the GTS had never driven a GT3 before and during the next five minutes he phoned me twice. He was immensely impressed by how great the car was, saying: "Wow, this is really something special, the engine is so strong and marvellous!" Ah, another 911 enthusiast convinced. **911**





Need Quality Used Porsche Parts?

- | | |
|---------------|----------------|
| Engines | Seats |
| Transmissions | Consoles |
| Brakes | Chassis |
| Suspension | Head Lights |
| Axles | Tail Lights |
| Wheels | Interior Parts |

Los Angeles Dismantler is the leading supplier of used OEM Porsche parts. We have it all. Call or click now.



1-818-767-7243

ladismantler.com

sales@ladismantler.com

9819 Glenoaks Blvd
Sun Valley CA 91352



Thinking of selling your Porsche?

Call Marc Sears on 07917 725 734 to arrange a no obligation appraisal and valuation of your car.



PORSCHE

Porsche Centre Reading
Bath Road
Calcot, Reading
Berkshire RG31 7SG
0118 930 3911
info@porschereading.co.uk
www.porschereading.co.uk

TURBO ON TOUR

Total 911 tackles the winding routes around Ireland's Wicklow Mountains in the latest 911 Turbo S – but is this supercar as spectacular as the scenery?

Written by **Lee Sibley**
Photography by **Louis Ruff**

Oh how we all enjoy an impressively good road trip. Just think about it; I'd wager that for most reading this fine magazine, there's not too much in life that can usurp the idea of slinging some essential luggage into the front of your Porsche 911 and taking on a drive to unfamiliar territory, hitting up some of the most delectable roads on Earth in the process. It is what Butzi's seminal sports car was built for, after all.

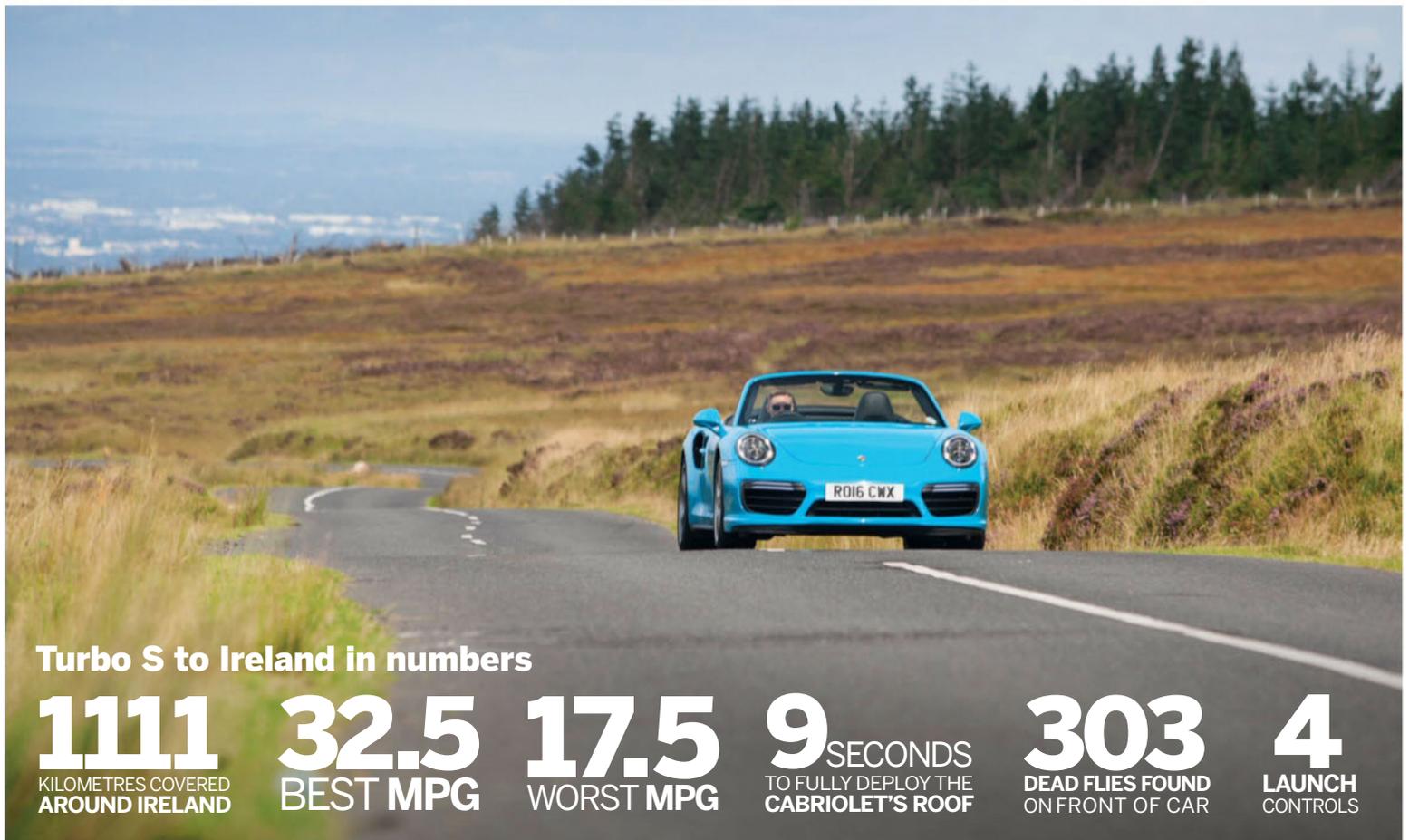
Your editorial team is no different, of course, and you'll commonly find our excursions through the continent documented in detail among these very pages. A **Total 911** road trip usually sees us head east, too, this being the direction you'll find most of Europe from the magazine's humble UK offices. However, for our latest venture I'm breaking with tradition and heading to the second most westerly territory in Europe: the Republic of Ireland. Ireland's blend of coastal and mountain roads is among the best on the continent to drive, offering plenty of technically challenging routes

set among stunning natural topography. Better still, the roads on the Emerald Isle are quiet compared to the oft-driven mountain passes on Europe's mainland.

Previously in **Total 911** we've championed the merits of the Wild Atlantic Way, an extraordinary trail of some 1,600 miles that closely follows the jagged extremities of Ireland's remarkable west coast. This time though, my automotive playground is the Wicklow Mountains, an expansive national park of some 20,483 hectares situated just south-west of the capital, Dublin. The roads are great, the accompanying views beautiful, and there's plenty of history to unearth from the area, too. Already, this is sounding like the perfect road trip.

My steer for the jaunt across the Irish Sea is a 991.2 Turbo S Cabriolet. In striking Miami blue, my mission is to find out if this all-singing, all-dancing 911 has any real substance to its drive, or if it really is the mobile poseur's paradise it looks like from the outside. The roads I'm headed for will help settle that dispute in no time. ➔





Turbo S to Ireland in numbers

1111
KILOMETRES COVERED
AROUND IRELAND

32.5
BEST MPG

17.5
WORST MPG

9 SECONDS
TO FULLY DEPLOY THE
CABRIOLET'S ROOF

303
DEAD FLIES FOUND
ON FRONT OF CAR

4
LAUNCH
CONTROLS

I awoke early to a glorious day in Dublin, having arrived on the Emerald Isle the previous evening. My journey over in the Turbo S was pretty much standard fare: after negotiating the rural roads through the UK's West Country and the never-ending M4 motorway along the bottom of Wales, the Turbo S and I eventually arrived at Pembroke docks with 40 minutes to spare before our boat set sail (UK-Ireland crossings only require a half-hour check-in period prior to departure). Four hours and one smooth crossing of the Irish Sea later, I was headed north from Rosslare harbour in County Wexford to my night-stop just outside the capital.

Venturing out to the Turbo S at 9am, the clear blue sky high above prompts the removal of the roof. As with all 991-generation Cabriolets and Targas, this operation can be done remotely via the key, so I stand next to the wide-bodied 911 and watch as its four-panel roof peels back and folds onto itself before stowing immaculately between the engine and rear seats. The decklid panel, more expansive across the rear of open-topped 911s, swings out during the procedure and locks back into place over the stowed canvas, neatly hiding the entire roof and running gear. With the roof deployable at speeds of up to 30mph, the

process is sheer engineering perfection. I pick up my photographer, Louis, from the airport to the north of Dublin, before pointing the Turbo S back south to our first point of interest at Ticknock Park. Ticknock is actually in the Dublin Mountains, situated to the immediate south-west of Ireland's capital city. Easily accessible from the M50 orbital, Ticknock Park is at the top of a steep, single carriageway (there's a one-way system in place to avoid any obstructions from oncoming traffic). Reaching the top, there's ample space to

“With nothing ahead but the horizon, I squeeze the Turbo S's throttle open. The ensuing rush of pace is absurd”

park up and take in a breathtaking panoramic view of the city of Dublin. Climbing onto a huge rock perched next to the Turbo S, I take a good five minutes to soak up the expansive vista.

There's a real omniscience to the experience: the city's so busy yet it's deftly silent up here, my ears attuned only to the occasional pinging sounds from the 991 as its exhaust begins to cool. Louis, who suggests we get moving again, eventually interrupts my dreamy haze, and we climb back in and begin the descent, heading south towards Wicklow Mountains National Park.

To date, the Turbo S has practically been in autopilot. Keeping in 'Normal' mode, the car has soaked up the miles (and then kilometres) with aplomb; I've found my sweet spot in the 18-way adjustable Sports seats and damping is nowhere near as crashy as I anticipated for a stiffened Cabriolet chassis riding on 35 and 30 profile tyre sidewalls. Meanwhile, the Turbo S has returned 32.5mpg – not bad for a car packing 580hp yet weighing a portly 1,670 kilograms.

We soon reach the famous Military Road, the spinal road to the Wicklow Mountains National Park, giving me a platform in which to test the car's sporting credentials. Starting just off the Dublin orbital and winding 50 kilometres south to Aughavannagh, the Military Road (signposted as R115) was built by the British Army after the failed Irish rebellion of 1798 as a trunk road through the heart of Wicklow. Today, the road is a glorious slither of tarmac, darting hither and yon through sprawling marshlands. The Military Road is narrow and bumpy in places, but well sighted – it's the perfect challenge for car and driver.

Twiddling the 'Mode' dial from the steering wheel, I select 'Individual', which commands the Turbo S to adopt a manually preselected mapping and chassis setup (in my case Sport mapping, ↻)



Above The road sign says 'bad', but we think 'exciting' may be the more appropriate adjective to attribute to the character of the Wicklow Gap's sprawling countryside route. **Left** Lee checks the proximity of Ticknock Park to Dublin city using Apple Maps. **Right** Sights, sounds and performance of the Turbo S enthralls ever more so with the Cabriolet's roof stowed. **Below** Driving the Military Road, Lee selects 'Individual' on the Mode wheel, engaging preselected mapping, chassis and aerodynamic settings



PDCC Sport damping and all spoilers extended for extra pizzazz). PDK immediately drops a cog as engine revs sit slightly higher, but I push the gearlever away from my body to engage Manual mode and take charge of when the car changes ratios. Now, we're primed for action.

With nothing ahead but the horizon, I squeeze the throttle with intent for the first time. The ensuing rush of pace is absurd: response rivals that of a naturally aspirated car, the 991 shooting forward with a scary immediacy. Peak torque feels perpetual; there's no let-up to the drama as my right foot meets the floor. The only drawback is no sooner have I pinned the accelerator, I'm having to lift off sharply, the Porsche having reached the speed limit all too soon. The rush of straight-line speed may be ferociously addictive in the Turbo S but on the public road, any quest for it will only frustrate, as limits curtail the car before it really flexes its might. Fun at sensible speeds is going to have to be found in the corners.

We're in the right place though, and as the Military Road darts here and then there, I'm using my left foot to brake and right foot to balance the throttle through each sweeping turn. I'm pointing the nose through each apex and flicking incessantly up and down between second, third and fourth gears, the minimal travel of those PDK paddles when pulled adding to the sensation of instant, precise gear selection. It's hard, too, not to wax lyrical about the stability of the chassis through each turn, aided by that game-changing rear axle steering. The rear just feels so planted. Granted, the steering lacks any great feel but there's at least a pleasing directness to turn-in from the front – push too hard though on tight turns and the Turbo S will still invoke understeer.

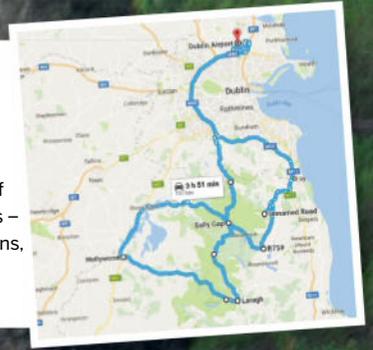
Before long we're at Sally Gap via a short stop at Glenree (the only one of five Military barracks built along the road that's open to the public today). A crossroads of the main routes heading north-south and east-west through the middle of the Wicklow Mountains, we turn right here and head along the R759 towards Blessington. The route is similar in character and topography to the R115 but this time headed in a westerly trajectory and, with minimal traffic to thwart us, we're making great pace. At times the Turbo S is truly flying and my elbows rise and fall in sharp contrast to one another as I work hard at the wheel from corner to corner, yet my fingertips and feet controlling the car's gearing and speed are only ever moving a few millimetres at a time. From Blessington we head south on the busier, ↻

Model	991.2 Turbo S
Year	2016
Engine	
Capacity	3,800cc
Compression ratio	9.8:1
Maximum power	580hp @ 6,750rpm
Maximum torque	750Nm (with Overboost) @ 2,250-4,000rpm
Transmission	Seven-speed PDK; active all-wheel drive; rear-axle steering
Suspension	
Front	Independent; MacPherson struts; PDCC
Rear	Multi-link; MacPherson struts; PDCC;
Wheels & tyres	
Front	9x20-inch centre-locks; 245/35/ZR20
Rear	11.5x20-inch; 305/30/ZR20
Dimensions	
Length	4,507mm
Width	1,880mm
Weight	1,670kg
Performance	
0-62mph	3.0 secs
Top speed	205mph



The route

Our route (outlined right) encompasses nearly 200 kilometres of driving to and from the Dublin port/airport area, with some four hours of driving. However, we recommend stopping off at the numerous points of interest and spreading the drive over two or more days – don't forget, these roads are enjoyable in both directions, too! If you've time to spare and are yearning for more, head to the west coast to tackle the Wild Atlantic Way.





yet no less wriggly, N81 and turn off 11 kilometres later, rolling into Ireland's very own Hollywood.

Differing somewhat in extravagance to the home of the US film industry, this pretty, petite village near the Wicklow/Kildare border plays home to a community of less than 100. Fittingly, one of those is a farmer whose land enjoys a steep rise overlooking a public house and a smattering of houses and, teemed with a great sense of humour, he has erected nine large letters spelling the town's name in homage to the famous sign on Mount Lee in Los Angeles. After pausing for a chuckle to admire the farmer's handiwork, I input 'Glendalough' to the 991's PCM, taking us east along the rather more cavernous R756, known as the Wicklow Gap. Faster paced than Military Road, this route skirts along the bottom of the Wicklow Mountains. The scenery here is spectacular; if it wasn't for the enthralling drive offered by the Turbo S, I'd stop to take a look.

As I'd previously discovered, outright acceleration in the Turbo S is ludicrous: smatterings of tourist traffic moving along the route are dispatched of with relative ease. Ignoring the Overboost button in the centre of the Mode wheel (which I find more gimmicky than practical), I use the Kickdown function instilled in all PDK-clad 911s to drop several cogs at once, giving instant, brutal torque with a press of the accelerator – perfect for overtaking quickly and safely on a single carriageway such as this. Doing so makes me realise that, despite the absurd power at my disposal, the car never feels remotely edgy or fidgety as it shoots along the road. It's a clear marker of this supercar's

character: fulfilling its duty (and £154,614 price tag) as the all-conquering current 911, while the Turbo S's straight-line performance is GT2-like in its savagery, it's aided by a chassis composure to rival that of a well-specced Carrera 4S, so rounded and polished is it as an engineering feat.

In fact, the more kilometres roll underneath the Turbo S's 20-inch centre-lock wheels, the more I realise that, pleasingly, there are several facets to the car's character, too. Sure, there's a gung-ho side as the Turbo S tries to engage warp speed while remaining glued to the asphalt, but it's also possible to drive the Turbo S in a rather more gentle fashion, soaking up the sights and, in the case of a Cabriolet, enjoying the fresh air. It really is such a bloody good all-rounder.

Second-generation 991 Turbos and Turbo Ss still have the brilliant 9A1 engines as their beating hearts, don't forget, though exhaust acoustics have been retuned to address the Gen1's Achilles heel of being far too quiet. Porsche has delivered with expert finesse, those quad tailpipes emitting a gruff roar behind me and, letting off the gas in Sport mode, there's a lovely popping too.

After stopping for a refuel (that 68-litre tank just doesn't seem big enough in the Turbo S!) and an ice cream at Glendalough, we turn left and head north on the lower half of the R115 back up to Sally Gap. This is by far the most glorious section of Military Road; the road snakes through the base of the mountains before rising up, where the scenery becomes more dramatic. I finally pull over and take in the breathtaking vista before me.

As I perch atop a rock, overlooking a beautiful, evergreen valley, I ponder my thoughts of the

Turbo S. Porsche's all-singing, all-dancing 911 is certainly a crowd pleaser. Adept as both a comfortable city cruiser (if you can hack derisory returns in MPG) and a blistering B-road warrior, it is perhaps the ultimate grand tourer – the exemplary automotive partner to those with a diverse driving lifestyle. The caveat to such an indomitable car usually means the driver is often bored behind the wheel, with little input needed to get the best from it. But that's not true here: I'm surprised by how much I enjoyed munching through the kilometres, its improved acoustics sustaining my levels of engagement. Is it worth its price tag of more than double a bog-standard Carrera? Probably not, but that speaks more of the value for money a Carrera holds in comparison to this top-spec Turbo than anything else.

Hopping back into the car, we leave the Wicklow Mountains via Lough Tay, a spectacular lake owned by the Guinness family and which, ironically, looks like a pint of Guinness thanks to its dark, peaty waters and imported white sandy beach running along the northerly tip. I drop Louis back at the airport for his flight back to Bristol, leaving me in Ireland for four days on my own with just a Miami blue Turbo S for company. What to do next? Well, what would you do with an exemplary 911 and thousands of kilometres of breathtaking road at your disposal? **911**

Thanks

For more information on the many points of interest on the Emerald Isle, visit www.ireland.com. Thanks to Irish Ferries for the crossing, and to Liam and Fionnuala and Mark and Alison Kinnucane for the hospitality.

NINEMEISTER

BOOK NOW CALL 01925 242342



£99

Price includes VAT, booking required.

NINEMEISTER

OFFER APPLIES TO ANY CAR

£199

Price includes VAT, booking required.

NINEMEISTER

OFFER APPLIES TO ANY CAR

Ninemeister, 12 Chesford Grange, Warrington, Cheshire WA1 4RE Visit: www.ninemeister.com or email us at: ask@ninemeister.com

Brake Upgrade Kits

13 FABULOUS CHOICES

 to suit every driving style and budget.

All **EBC** discs are now black **GEOMET**® corrosion resistant coated ...

These discs WILL NOT RUST

- PDK Kit Ultimax daily driver pads and Geomet® black OEM (non slotted) style discs
- PD01K Kit Greenstuff sport pads and Geomet® black OEM (non slotted) style discs
- PD02K Kit Redstuff premium fast street pads and Geomet® black OEM (non slotted) style discs
- PD03K Kit Yellowstuff highest friction pads and Geomet® black OEM (non slotted) style discs
- PD06K Kit Greenstuff sport pads and USR slotted black Geomet® discs
- PD07K Kit Redstuff premium fast street pads and USR slotted black Geomet® discs
- PD08K Kit Yellowstuff highest friction pads and USR slotted black Geomet® discs
- PD012K Kit Redstuff premium fast street pads and GD sport drilled black Geomet® discs
- PD013K Kit Yellowstuff highest friction pads and GD sport drilled black Geomet® discs
- PD016K Kit Greenstuff sport pads and BSD blade style slotted black Geomet® discs
- PD017K Kit Redstuff premium fast street pads and BSD blade style slotted black Geomet® discs
- PD018K Kit Yellowstuff highest friction pads and BSD blade style slotted black Geomet® discs
- PD040K Kit Ultimax daily driver pads and Geomet® black OEM (non slotted) style discs - this full vehicle kit includes 2 sets of pads and 2 pairs of discs



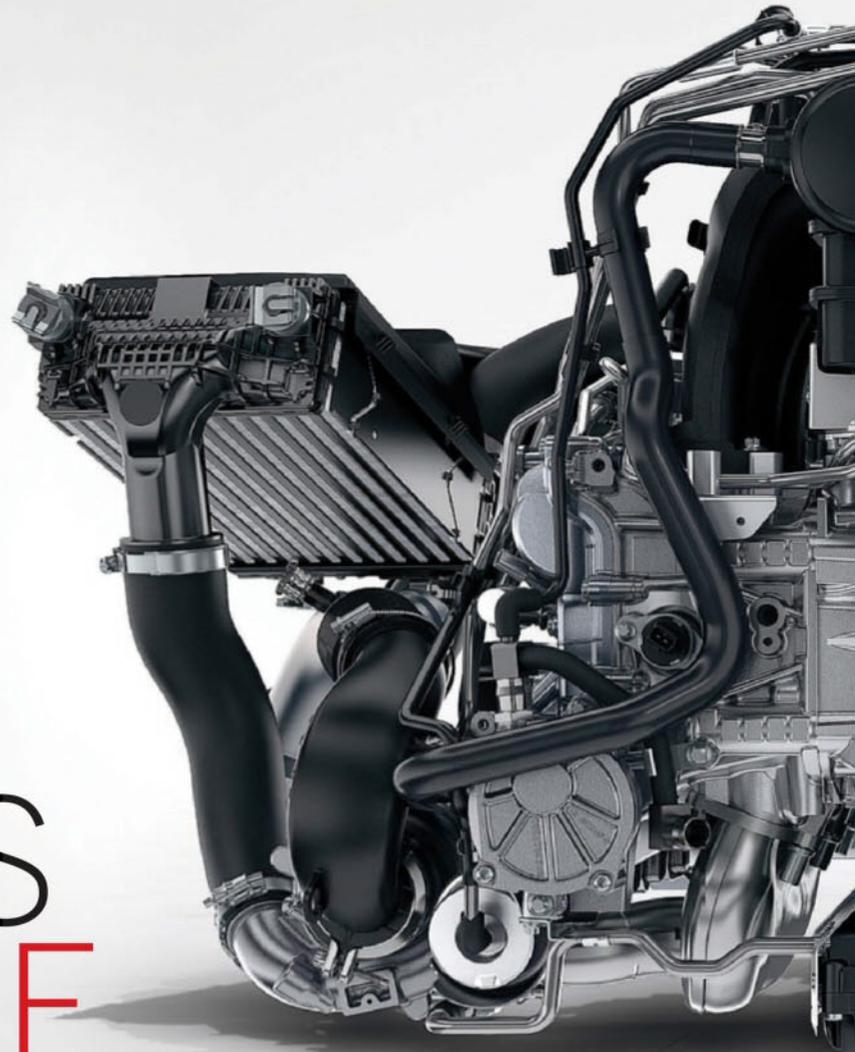
Kits include 100% British made ECO friendly quality high efficiency EBC brake pads, fully tested and approved to meet or exceed all known standards, plus premium Geomet® corrosion resistant G3000+ iron discs of your pattern choice. Geomet® is the NUMBER ONE brake disc anti corrosion surface coating used by OEM builders (they use silver, we prefer black Geomet®). Coating withstands severe salt spray tests for corrosion resistance. **Kit prices from £45.**

EBC BRAKES

www.ebcbrakes.com

Written by **John Tallodi**

CAN THE 991.2 CARRERA'S 9A2 ENGINE BE MODIFIED?



Is the new turbocharged Carrera a tuner's dream come true? Total 911 investigates the potential of the 9A2 engine

Constantly tightening emissions regulations and the resultant focus on ever-more efficient engines means the day of the turbocharged Carrera was inevitable. Thanks to the industry-leading technical expertise of Porsche engineers, the new 991.2 Carrera has retained most of the outgoing 9A1 engine's naturally aspirated charm, while introducing massive gains in usable midrange performance, allied with improved efficiency.

While the previous Gen1 Carreras were available in 350hp/3.4-litre and 400hp/3.8-litre capacities, the new Gen2 cars all share the same 3.0-litre swept volume. Their power differences are achieved mainly through changes in the turbocharger impellers: 49mm for the Carrera and 51mm for the Carrera S, along with varying boost pressures of 16psi for the Carrera S and 13.1psi

for the Carrera. Detail changes such as relocated fuel injector nozzles and much higher injection pressures also help to increase output and lower emissions. Peak power is up by a modest 20hp in both cases but it is their extra 60Nm of torque that defines the new 9A2's character. All this extra plumbing adds weight to the engine, so a plastic oil pan, redesigned crankcase and new exhaust system mitigate the increase to just 20kg extra.

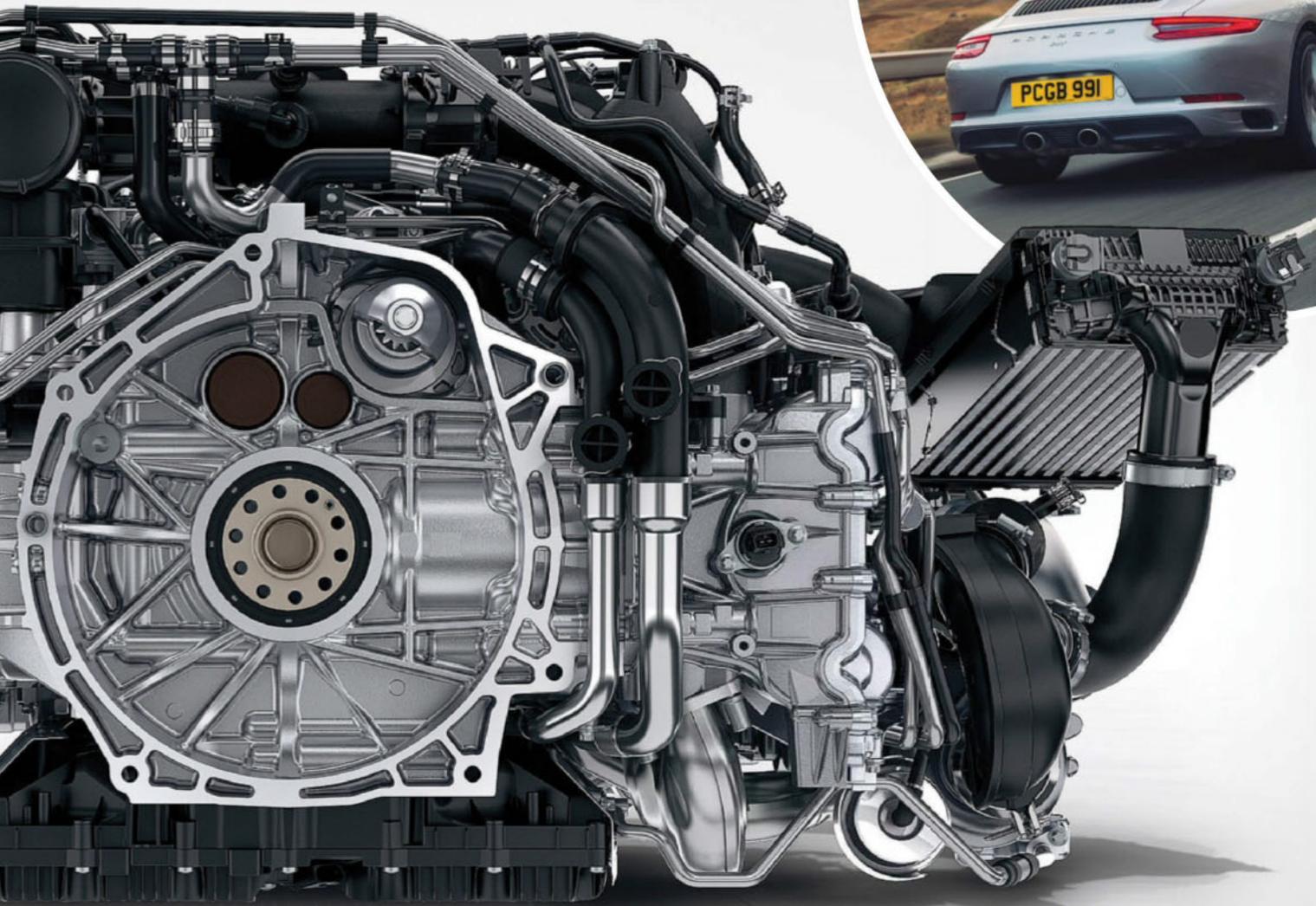
Since the two cars are now that much closer in basic engine architecture, many new owners have been wondering whether they can buy an entry-level 911 and simply remap the engine to achieve Carrera S levels of power. To answer this question, we took a deeper look into the differences between the two new Carreras as well as what tuning options are out there.

One of the benefits of forced induction is that meaningful power gains can be realised from cost

effective modifications, such as engine remapping. However, the Gen2 991 is so new that Porsche has not yet released an in-house Powerkit, so for now it is up to the aftermarket 911 specialists to offer a solution for owners.

The 991.2 ECU is a complex unit, deeply integrated into the car's subsystems, and Porsche engineers have understandably not made it easy for specialists by encrypting the control units. While there are already a number of companies offering plug-and-play solutions, Adam Reardon from specialists Nine Excellence claims that the potential for irreversible damage to both the electronics and running gear, not to mention warranty invalidation, are all very real, so be wary of cheap remaps offering massive power gains.

Clearly, modifying the new 991.2 requires some expertise and UK Porsche specialists, Tech 9, are the first to bring to market a viable aftermarket



Above: The new 3.0-litre 9A2 engine, introduced on the Gen2 991 Carrera range, has increased power and torque by 20hp and 60Nm respectively for both the Carrera and Carrera S

option with their Techart Powerkit package. Phil Hindley, managing director of Tech 9, says their system is fully integrated into the CAN data bus system, bypassing the encryption and allowing seamless integration with the Porsche software. Tech 9 won't divulge the kit's secrets but do say that it is far more complex than just cranking up boost pressures, although a comprehensive warranty offers further peace of mind.

Currently available for 991.2 Carrera S and 4S owners, the new mapping is activated when selecting Sport and Sport Plus modes. They claim that power and torque increase by 59hp and 80Nm respectively, cutting a PDK-equipped Carrera S's 0-62mph time down from 4.1 seconds to a GT3-worrying 3.7 seconds. That type of performance increase from a Powerkit for previous-generation Carrera owners is practically unheard of. As a comparison, the factory-fitted Powerkit for a 997.2 Carrera S cost twice as much, consisted of more components and yielded a paltry power hike of 22hp and a 0.1 second improvement in acceleration from 0-62mph. That's great news for Carrera S owners but what

about the base Carrera? Well it makes do with slightly smaller diameter turbos and lower boost pressures to achieve its 370hp, and while its performance is a big step up from the 3.4-litre car, there is clearly scope for extracting a fair bit more. Hindley says that Tech 9 are working on a Powerkit for these models too, and while he has no specs available just yet, judging from their current offering, an improvement of around 55hp and 70Nm should be easily achievable.

This brings the base model Carrera right in line with its more expensive stable mate on power terms and, factoring in an almost £10,000 saving, at first glance it seems like the better choice. However, it is important to bear in mind that, while power can easily be increased, Porsche has ensured that some desirable equipment is not available on the entry-level Carrera. For example, Porsche Torque Vectoring is standard on the S while it is not even an option on the base models. Some other useful kit, such as rear-axle steering and Porsche Dynamic Chassis Control, can also only be optioned on the more powerful 911 models. However, as is often the case in

the Porsche range, the base models can be the sweetest and an entry-level manual-shift Carrera with over 400hp does sound like a tempting performance bargain.

As Adam Reardon from Nine Excellence explains, it is only a matter of time before we see many more tuning options out there other than ECU modifications, such as hybrid turbos and high-flow injectors. So the future looks promising for 991.2 owners looking to get meaningful performance gains from their cars. For the present though, the aftermarket industry is still getting to grips with the new engines and while Porsche products tend to be well engineered and can take a lot of abuse, it goes without saying that sticking with reputable specialists is essential.

Porsche, meanwhile, has not confirmed when they will be making a Powerkit available, but if and when it does arrive, it will almost certainly be reserved for Carrera S versions to avoid upsetting the model hierarchy. Base Carrera owners may still need to look to aftermarket options for their power gains but this time the improvements will most certainly be worth it. **911**



CHAMPION'S CHAMPION

Total 911 delves into the history of the car that thrust Florida's other Porsche race squad firmly into the limelight

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



No. 74 Champion 993 GT2/GT2 Evo results

Race	Qualifying	Overall Pos.	Class Pos.	Car
1995 24 Hours of Daytona	20th	61st (DNF)	24th	GT2
1995 12 Hours of Sebring	21st	6th	2nd	GT2
1995 Three Hours of Atlanta	16th	35th (DNF)	12th	GT2
1995 Three Hours of Watkins Glen	15th	8th	2nd	GT2
1995 California Grand Prix	14th	11th	3rd	GT2
1996 24 Hours of Daytona	14th	54th (DNF)	21st	GT2 Evo
1996 12 Hours of Sebring	13th	6th	1st	GT2 Evo
1996 California Grand Prix	15th	15th (DNF)	5th	GT2 Evo
1996 Three Hours of Daytona	59th	11th	3rd	GT2 Evo
1997 24 Hours of Daytona	17th	6th	2nd	GT2 Evo
1997 12 Hours of Sebring	16th	53rd (DNF)	10th	GT2 Evo
1997 Sebring Octoberfest	7th	17th	6th	GT2 Evo

With 18 overall triumphs at the 24 Hours of Daytona and the 12 Hours of Sebring, Porsche is the most successful manufacturer in American endurance racing. But dyed-in-the-wool patriots need not wince; three of Weissach's Daytona wins (and one of the Sebring triumphs) were achieved by a team of home state heroes: Brumos Racing. To anyone with more than a passing interest in Porsche's US triumphs, the name is synonymous with success, with Peter Gregg and Hurley Haywood's wins turning the white, red and blue 911s into icons. Brumos' racing arm was closed in 2013 and in 2015 the dealership's long and illustrious history was brought to a halt when a buy-out was led by Fields Auto Group, now trading under the "Porsche Jacksonville" banner.

Florida and Zuffenhausen's synergy has not been completely cast aside though. Based in the south of Florida, Champion Porsche has also tasted the spoils of success on the US endurance scene, all while regularly achieving the accolade of 'Largest Porsche dealer in America', a mantle it has maintained since Dave Maraj took over the site in Pompano Beach 29 years ago. The son of a jewellery dealer, Maraj had raced and rallied with minor success in his native Trinidad but, having been out of the motorsport loop since moving to the US in the late 1980s, he had no plans to return to the grid with Champion until, in 1992, a new salesman - Mike Peters - joined the team.

Peters' amateur racing exploits with the Sports Car Club of America reignited Maraj's flame and, when IMSA's 'Supercar' series visited Miami in 1993, the decision was taken to enter a 964 RS America fresh from

Champion's showroom. With Peters at the wheel, contact with the wall meant that it was hardly an auspicious debut but Champion's presence had been noticed. With Maraj convinced by the extra exposure for the dealership, just a few weeks later the 964 (quickly repaired by cannibalising another RSA) raced at the 12 Hours of Sebring, finishing 21st overall and seventh in class.

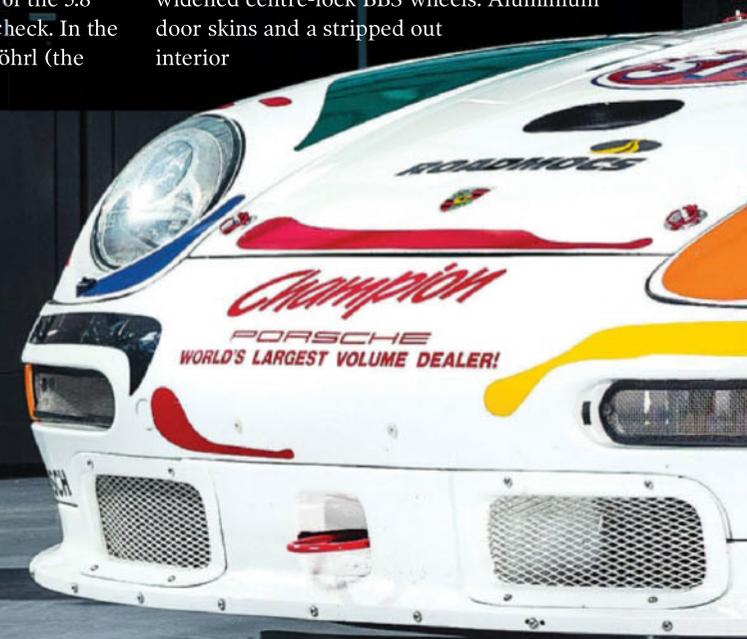
Armed with what Maraj described as "a horse trailer" and "pop-up tent", Champion's paddock setup at that initial race marked the team out as the plucky upstarts; the antithesis of Brumos' slick professionalism. The boss wouldn't let that be the case for too much longer though. The 1994 season saw the Champion Racing team contest selected IMSA GT races with their own 'home-built' 993 Turbo racer. However, tuned to around 800hp, the car was unreliable leaving Maraj (in a new partnership with Michael Colucci Racing) seeking a proven quantity for the following year. He found it in Porsche's new 993 GT2, the latest track weapon for customer race teams.

Unveiled in racing spec at the Essen Motor Show in November 1994, the original 911 GT2's story actually began the year before at Sebring, where Porsche entered the one-off 964 Turbo S LM-GT. Homologated by the Exclusive-built Turbo S, the LM-GT was powered by a bespoke 3.2-litre flat six, its 480hp transmitted via the huge rear slicks housed inside inflated arches, while an enlarged, adjustable version of the 3.8 RS rear wing helped to keep it all in check. In the hands of the Brumos squad, Walter Röhrl (the

project's development driver), Hurley Haywood and Hans-Joachim Stuck won the Invitational GT class. Lady Luck did not shine on the duo at Le Mans though; the French enduro race featured a GT class for the first time since 1985, but the 964 was out of contention due to a crash.

Further successes for the LM-GT in the inaugural BPR series in 1994 with Larbre Competition convinced customer motorsport boss, Jürgen Barth, that a cross between the RSR and the soon-to-be unveiled 993 Turbo was needed for the 1995 season. The result was the GT2. In competition trim, the GT2 featured a number of changes over the production car debuted at the 1995 Geneva Motor Show, not least in the engine bay where a new M64/81 flat six turned out 550hp at 6,000rpm when running at full boost without an air restrictor. Even in BPR spec, the motor made an improved 450hp, requiring a beefed up G50/54 six-speed gearbox. The limited-slip differential's locking effect was also increased for racing, providing 40 per cent lock under acceleration and 65 per cent when coasting (compared to the road car's 25:40).

The bulging plastic arches (8mm wider at the front) were designed with the rigours of competition in mind. Bolted on to the wide-body 993 Turbo shell, the flares were easily replaceable in the event of contact with other cars and provided a lightweight solution to housing the widened centre-lock BBS wheels. Aluminium door skins and a stripped out interior



Above The DayGlo red, blue, yellow, and green livery of the Champion Racing 993 GT2 Evo caught the eye of all at its debut in 1995

meant that, despite the large fuel tank and air jack system, the 993 GT2 racers hit the scales at just 1,150kg, nearly 150kg lighter than the road car.

Dealing through Alwin Springer (the famed founder of ANDIAL), Maraj ordered his GT2 directly through the factory, with chassis no. 3062 delivered just before the 1995 season. To make the most of this top-line racer, Champion put together its most formidable driver line-up yet, anchored by Canadian sports car stalwart, Bill Adam and ex-factory ace, Stuck. Joining the duo for the opening race of the year – the 24 Hours of Daytona – would be former DRM winner, Harald Grohs and US racer, Dorsey Schroeder. With such a strong partnership, spirits were high within the Champion camp heading to Daytona Beach.

The hope of a good result wasn't misplaced come race time either. Heading into the night, the no. 74 car was running solidly in contention

for a podium in the GTS-1 division (IMSA's equivalent of BPR's GT1 class). Late in the night though, while Adam was at the wheel, any chance of Daytona glory was dashed when a collision with another car forced the Champion GT2 into retirement. It was a bitter blow for Maraj's concern but, once the team decamped back to its Pompano Beach base, it became clear that there was still something to smile about. The 1995 24 Hours of Daytona had marked the debut of Champion's new racing livery and it turned out that the DayGlo blue, green, red and yellow streaks had proven a hit with photographers, especially at night where the flashes of colour spectacularly reflected the circuit's floodlights. An iconic colour scheme had been born.

After the disappointment of Daytona, it wasn't long until Champion had a chance to make amends in its back yard at the 12 Hours

of Sebring. With Stuck and Adam sharing the driving duties, the 993 GT2 proved more than a match for the hugely demanding airfield circuit, the duo bringing home chassis no. 3062 in sixth place overall. More importantly, after just two years of racing, second in class marked the team's best result to date. Although there was another DNF next time out in Atlanta, Stuck and Adam proved that Sebring wasn't a fluke with another second place in GTS-1 at the Three Hours of Watkins Glen, before the German star guided the GT2 to third in class at the California Grand Prix at the end of the season. By now it wasn't just the distinctive glow-in-the-dark livery that was attracting attention but Maraj wanted to go further. The FIA and BPR regulations allowed for a level of in-season development so, ahead of the 1995 24 Hours of Le Mans, Porsche announced a 993 GT2 Evo. The early European races had



shown Weissach's new challenger was no match for the McLaren F1 GTR but, with a number of developments by Roland Kussmaul, Porsche hoped to take the fight to the British supercar. The most prominent change was the revised M64/83 engine. Retaining the GT2's 3,600cc capacity, the Evo gained larger K24 turbochargers, a new intercooler, hotter camshafts, a revised Motronic ECU and an improved oil cooling system, resulting in 600hp at 7,000rpm and a much higher torque curve.

The bolt-on arches were even more swollen to accommodate the larger GT1-spec rubber while Kussmaul overhauled the car's aerodynamics to provide more grip. At the front, the splitter featured more aggressive turning vanes on the outer edges while the valance was restyled to an air-dam style, housing two large intake vents to feed the twin oil coolers. The rear was home to the GT2 Evo's real visual flourish; the glass fibre wing now had extended aluminium side plates, atop which sat a much wider top plane, thrust firmly into the airflow to increase downforce.

Just 11 factory GT2 Evos were built, with Maraj upgrading no. 3062 over the winter of 1995/96 in time for the 24 Hours of Daytona. Champion was

going all out to secure victory, hiring ex-Grand Prix winner, Thierry Boutsen, to partner Stuck and Adam but, incredibly, in a near carbon copy of the previous year, the no. 74 car was taken out of the race by another car coming out of the pits. Were Champion destined to never win? It was a question that was finally answered at the 1996 12 Hours of Sebring. In a race hit by rain early on, Stuck stormed into a lead early on and the no. 74 car took the chequered flag first in the GTS-1. Maraj's squad, not long before a part-time team, working in the dealership in the day and the race shop at night, had done it.

Chassis no. 3062 – now owned by *Take That's* Howard Donald – would race a further five times with Champion Racing, including a second place in the 1997 24 Hours of Daytona. The team's experience with the 993 GT2 Evo nurtured a strong relationship with the factory, leading to Maraj's squad racing a 911 GT1 Evo in the American Le Mans Series in 1999. Fast-forward six seasons and Champion would take a dramatic upturn, conquering the world at the 24 Hours of Le Mans (albeit with an Audi R8 prototype). They couldn't have done it, though, without the lessons learned racing this ultimate GT2. **911**



Model 993 GT2 Evo
Year 1996
Engine
Capacity 3,600cc
Compression ratio 8.0:1
Maximum power 600hp @ 7000rpm
Maximum torque 649Nm @ 4,000-6,500rpm
Transmission Six-speed manual

Suspension

Front Independent; MacPherson strut; adjustable Bilstein coilover damper; anti-roll bar

Rear Independent; multi-link; adjustable Bilstein coilover damper; anti-roll bar

Wheels & tyres

Front 10x18-inch BBS alloys; 250/640R18

Rear 11x18-inch BBS alloys; 288/680R18

Brakes

Front 380mm drilled & vented discs; four-piston calipers

Rear 330mm drilled & vented discs; four-piston calipers

Dimensions

Length 4,245mm

Width 1,855mm

Weight 1,150kg

Performance

Top speed 190mph (dependent on gearing)

Thanks

Total 911 would like to thank Howard Donald and Maxted-Page for access to the ex-Champion Racing Porsche 993 GT2 Evo for this feature.





RSJ SPORTS CARS

Specialising in Porsche Cars



997 Targa 4S 3.8 PDK (2008 - 58)
Silver with Black Leather, Sat Nav,
45k miles.....**£48,000**



997 "2S" Gen 2 3.8 PDK (2009 - 09)
White with Black Leather, Sat Nav,
34k miles.....**£46,000**



997 "2S" Gen 2 3.8 PDK (2010 - 10)
White with Black Leather, Sat Nav,
37k miles.....**£45,000**



997 "2S" Gen 2 3.8 PDK (2008 - 58)
GT Silver with Red Leather, Sat Nav,
31k miles.....**£43,000**



997 "C2" Gen 2 3.6 PDK (2009 - 09)
Silver with Black Leather, Sat Nav,
34k miles.....**£40,000**



997 Turbo 3.6 (2008 - 57)
Basalt Black with Black Leather, Sat Nav,
42k miles.....**£56,000**



997 Turbo 3.6 Tip Cab (2008 - 08)
Basalt Black with Black Leather, Sat Nav,
45k miles.....**£55,000**



997 Turbo 3.6 Tip (2007 - 56)
Slate Grey with Grey/Black Leather, Sat Nav,
33k miles.....**£53,000**



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



997 "4S" 3.8 Tip (2007 - 57)
Basalt Black with Black Leather, Sat Nav,
40k 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 "2S" 3.8 (2007 - 07)
Basalt Black 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 "2S" 3.8 (2007 - 56)
Silver with Black Leather, Sat Nav,
55k miles.....**£31,000**



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



997 "4S" 3.8 Tip (2006 - 06)
Seal Grey with Grey Leather, Sat Nav,
55k miles.....**£30,000**



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



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



Cayman "S" 3.4 PDK (2013 - 13)
Amaranth Red with Black Leather, Sat Nav,
27k miles.....**£44,000**



Cayman 2.7 PDK (2014 - 64)
Sapphire Blue with Black Leather, Sat Nav,
8k miles.....**£44,000**



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



Cayman 2.7 PDK (2014 - 64)
Red with Black Leather/Alcantara, Sat Nav,
13k miles.....**£43,000**



Cayman 2.7 PDK (2014 - 14)
GT Silver with Black Leather, Sat Nav,
6k miles.....**£42,000**



Cayman 2.7 PDK (2014 - 14)
Red with Black Leather, Sat Nav,
16k miles.....**£40,000**



Cayman 2.7 PDK (2014 - 14)
Agate Grey with Black Leather, Sat Nav,
18k miles.....**£40,000**



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



Cayman Gen 2 2.9 PDK (2011 - 61)
Platinum Silver with Black Leather, Sat Nav,
24k 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**



Cayman "S" Gen 2 3.4 (2010 - 10)
White with Ocean Blue Leather, Sat Nav,
43k miles.....**£27,000**



Boxster "S" 3.4 PDK (2013 - 63)
Basalt Black with Black Leather, Sat Nav,
12k miles.....**£42,000**



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



Boxster "S" 3.4 PDK (2012 - 12)
Basalt Black with Black Leather, Sat Nav,
18k miles.....**£37,000**



Cayenne 4.8 Turbo (2012 - 12)
White with Black Leather, Sat Nav,
22k miles.....**£55,000**



Cayenne 3.0 Diesel Tip (2012 - 12)
Basalt Black with Black Leather, Sat Nav,
44k miles.....**£37,000**



Cayenne "GTS" 4.8 Tip (2009 - 09)
Basalt Black with Black Leather, Sat Nav,
45k miles.....**£26,000**



Cayenne "GTS" 4.8 Tip (2009 - 09)
Silver with Black Leather, Sat Nav,
55k miles.....**£26,000**



Cayenne "GTS" 4.8 Tip (2009 - 09)
Basalt Black with Black Leather, Sat Nav,
53k miles.....**£26,000**

STS House, Bristol Way, Slough, Berkshire, SL1 3QE | T: 01753 553 969 | www.rsjsportscars.com

PORSCHE WANTED (2003 TO 2014)



WANT MORE?

Go to GreatDigitalMags.com and get great deals on brilliant back issues & exclusive special editions

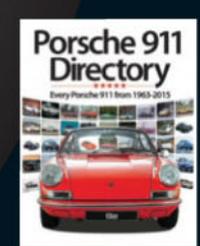
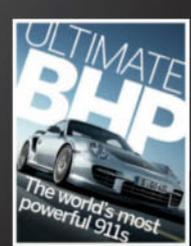
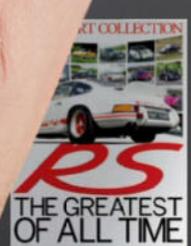
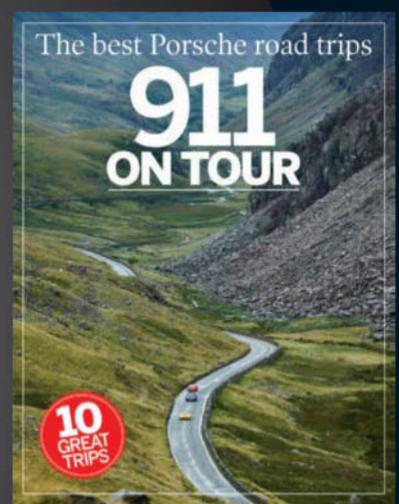
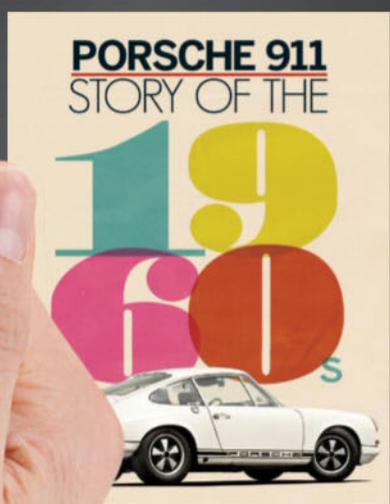
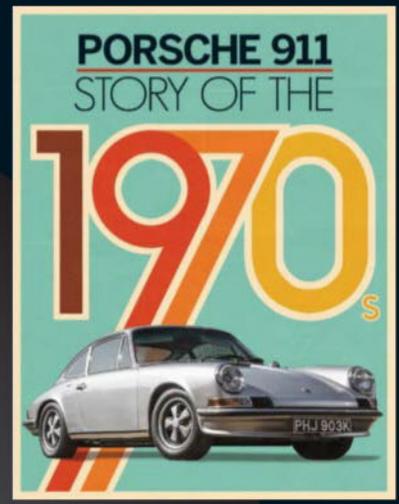
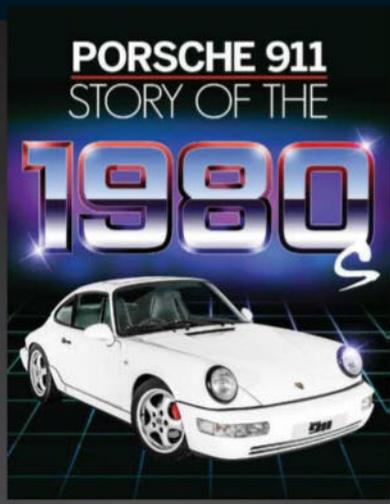
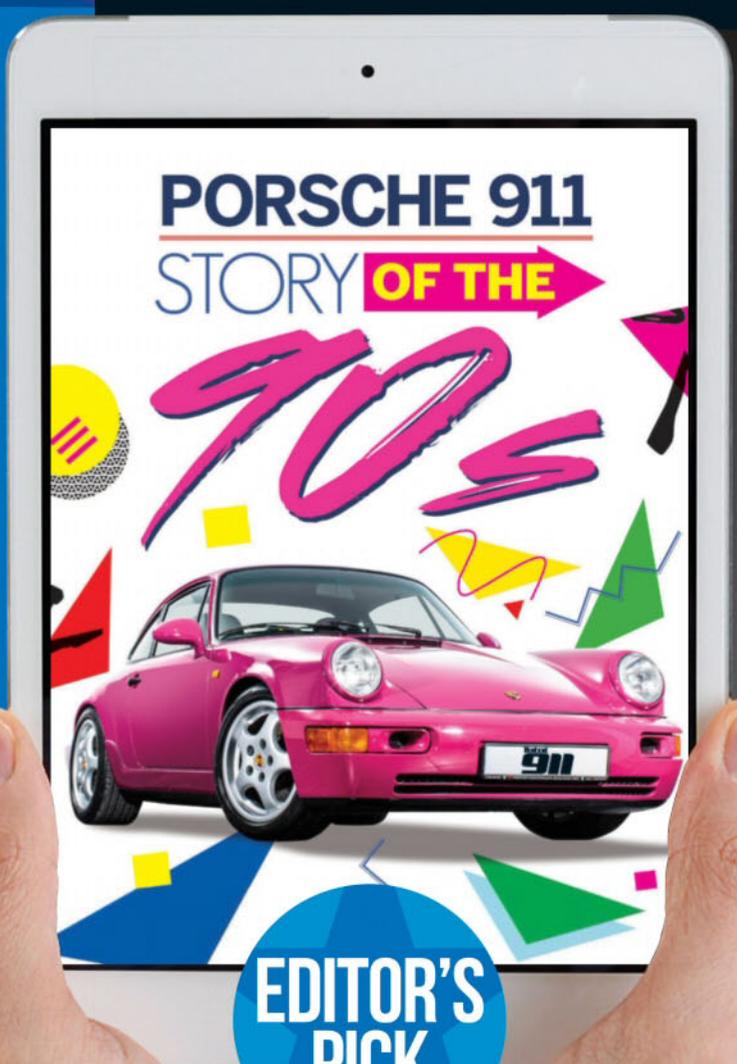
INSTANT ACCESS TO BACK ISSUES



★ ★ ★
**PLUS SAVE
 EVEN MORE
 IF YOU
 SUBSCRIBE**

EXCLUSIVE BOOKS & SPECIAL EDITIONS

★ GO TO GREATDIGITALMAGS.COM NOW ★



ALL AVAILABLE TODAY ON
GREATDIGITALMAGS.COM

Living the Legend

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



Joe Croser
Northamptonshire, UK

Model 9972 Turbo
Year 2010
Acquired March 2016

It was back in April that *Porsche Post* arrived and Salon Privé requested 911 Turbo entrants for the Pirelli 'Prestige & Performance' Competition. I wanted "in" so I emailed Dan Barkaway at Salon Privé and pitched my case for one of ten places. A couple of months later I received the good news and I invited my pal Rich to join me.

While my car is a fine example, it gets used and carries a forensic record of fun – that's stone chips to you and I – so I didn't expect to win; I hoped simply to enjoy the experience. Still, having committed to enter, I had to prepare my car to a standard worthy of its place in this world-class event so I laid out my plan: deep clean and clay bar the paint to remove contamination; machine polish to remove light swirls; seal the paint

with a modern water-and dirt-repelling product to lock-in the shine; refresh all plastic trim; and feed the leather for an authentic softness and smell.

I also did a little research and found out that Porsche Crested Wheel centres should point to the tyre valve; locking wheel bolts should be positioned above the Porsche crest; wheel spokes should be clean on all surfaces; and tyre dressing should be applied a day or two before the event for a clean and dry finish. Good to know. I set aside the week before Salon Privé for detailing and decided to try out a few new products; Korrosol from Bilt Hamber for deep cleaning the wheels; CarPro Essence polish for an extremely deep gloss; and CarPro Hydro 2 – at the recommendation of paint and valet expert Rob from

CarPro – a spray on, wash off sealant. The car was looking in tip-top condition.

On Saturday morning we left at 6.45am for Blenheim Palace near Oxford. We made good time; the sun was out and the roads were dry. Arriving at Blenheim we rolled into the Great Court, passing some of the most incredible cars ever produced, to park among automotive royalty before giving the car a final once-over. The judges, Paul Keeling from PCGB and Steve Cropley from *Autocar*, wanted to hear all about the car's history as they circled the car. And then the judging was over. Phew!

With five hours to spare we explored the rest of Salon Privé, enjoying a lobster and champagne lunch and the rare cars on show, including GT3 RSs, a single 911R, a bank of Lamborghini Miuras, a

Photo by Rich Watson



Photo by Rich Watson



Photo by Rich Watson



couple of 918 Spiders, a Koenigsegg, and many more. Sadly, it poured down for most of the afternoon, but the rain showcased the phenomenal beading properties of my car!

At 4.45pm we returned to our car ready for the parade. It had been an incredible day and even with the rain, the Salon Privé organisers pressed on unaffected; true professionals showing great spirit. After much praise, an immaculate Slate grey 930 Turbo was awarded first prize. We were next in the parade. "Congratulations, you are the runner-up in the 911 Turbo class," said the compère. Thrilled doesn't even describe it. Surprised, ecstatic and incredulous, all come a bit closer. The hard work paid off. We completed our parade lap with the crowd clapping before we set off for home in the rain; reliving every moment and pinching ourselves about our great fortune.



Sean Parr
Harpenden, UK

Model 912
Year 1967
Acquired November 2014

Model 911 SC
Year 1976
Acquired May 2015

This month has mainly been about travel, largely without the Porsche, but occasionally with it. Three weeks, 6,000 kilometres and a 30-year-old VW Westfalia Camper with my wife, two daughters and Bill the dog; the less said about this trip, the better! Stressful comes close but in the end we went to the Porsche Museum, the Enzo Ferrari Museum and also travelled to Maranello to visit a friend who works at the Ferrari factory, where we had lunch at the Cavallino Restaurant, Enzo's lunchtime haunt. The Porsche Museum was spectacular (top right); this time the focus was on the transaxle cars celebrating their 40th anniversary (last time I went was for the 911's 50th). The Ferrari Museum, less so. It's a bit underwhelming and it makes you appreciate just how special the Porsche Museum is.

The high point this month was the Living the Legend trip to Wales for a weekend of fun and driving – more on that next month! Suffice to say, it was great to meet all the other contributors, we all had a blast and my car was the fastest (when things got twisty and Lee was in front!) Although it did break down twice. The first thing I did on my return was call Max Levell at Revival Cars and book it in for an



oil change (these old cars need an oil change every 2,500 miles religiously – there is no easy 10,000 mile changes for 912s!), and electronic ignition and a new high torque starter. While it's in there I'll get my new Turbo Thomas twin exit exhaust muffler fitted and then the little 912 will be ready for its next adventure.

What did the weekend teach me? Well, a lot really. After the last 18 months with the SC restoration, it reminded me that these cars are for driving and enjoying, and the 912, the poor man's Porsche, is actually a fantastic car that is the equal of any modern supercar on the right road. As for the 911 SC, it is nearly finished and will be absolutely superb, but as I've mentioned, I'm not cut out for restorations of this level and I've fallen out of love and out of money with the car. As a result, it will soon be up for sale, so if you're interested drop me a message via the editor.



Gina Purcell
Oxford, UK

Model 911 SC
Year 1982
Acquired April 2014

Model 964 Carrera 4
Year 1989
Acquired September 2004



Some say, in regards to travel, preparation is the key to success. Others say never touch your car before a long journey. I'm in the former camp, so Wolfi the 964 has had a major service, plus some extras, in preparation for our next Europe foray in September. One of the jobs will sadly have to be postponed until winter or beyond, and that's the passenger door check strap. It has broken behind the A-post and it will need some surgery to get at it. And there I was, blithely thinking it was a simple task... every day's a school day!

Other 'whilst-you're-in-there' items were completed during the

service, including work to fix some oil leaks, replacement of brake lines plus fluid, a bumper retaining bracket and reinstatement of an emergency front boot release. Could anything be worse than having your luggage trapped on holiday?

It's been over seven years and tens of thousands of hard miles since Wolfi had his complete engine rebuild, but being a 964 motor, it was determined to lose some oil. The leak inevitably dropped onto the heat exchangers, making Wolfi a very smelly travelling companion. Leaks were quickly traced to weeping chain box gaskets, but the worst culprits were the cam covers. These were the original, painted magnesium ones, which had given their best but were now crumbling away at their porous edges, resembling thick slices of lightly nibbled cake! Updated alloy covers now sit proudly atop the motor's banks, under a thin coat of Waxoyl. So, French travel kit: check. Spare DME relay: check. GB sticker: check. Prep done, let's go!



Chris Wallbank
Leeds, UK

Model 997.1 Carrera S
Year 2005
Acquired November 2012

This month the 997 Carrera S was due a major service and MOT so I booked it in at my usual friendly Porsche specialist, Strasse in Leeds. I also wanted to take this opportunity to try and get to the bottom of an unusual misfire issue, which only seemed to happen after washing the car, something that had been happening for a couple of months now.

I couldn't really find anything online about the misfire/lumpy engine idle, other than some people suggesting to cover the air inlet on the engine when jet washing the car. I did try this but still no joy as the problem returned again straight after. Sometimes it even throws the check engine/visit dealer warning immediately on the dash, which isn't something you want to see and can be quite worrying. Hopefully the technicians at Strasse could shed some light on the annoying problem!

I dropped it down at Strasse with Dave early in the morning and he assured me they would find out what was causing it. They already had a good idea that it might be the coil packs. I returned mid-afternoon to find that all six coil packs needed replacing due to severe cracking and corrosion! Seeing them for myself I was quite shocked – not something you would expect from a low mileage car but apparently it's a common problem. The guys at Strasse explained that it's quite common as



the coil packs sit right at the bottom of the engine and are quite exposed to the elements. The last coil pack closest to the rear wheel is most vulnerable to cracking/corrosion as it's the one most exposed to the elements and water splash. 911 owners in countries with warmer and drier climates won't see this problem as much as us here in the UK, with our particularly wet weather and salty roads during the winter.

The good news is that was all that needed replacing and apart from the coil packs, the car was as good as new! I was reassured I had a great example of a low mileage 997 S, which is always nice to hear from a reputable specialist! It also passed the MOT with no issues at all, so hopefully that's me all sorted for the next year or so now. Since getting the coil packs changed



it's amazing how much more responsive the car now feels, especially lower down in the revs – it feels like a different car. It is something I would recommend getting checked if you've got an early 997. As always, many thanks to Dave and the team at Strasse for fitting me in at short notice, very accommodating and I really couldn't wish to deal with a better bunch of people!



Joel Newman
London, UK

Model 996 Turbo
Year 2003
Acquired April 2014

I've just got back from a pretty epic driving tour that you'll hear about in a future issue of this fine magazine, but the tour threw up a nasty surprise for me on day two. As I made my way back to the hotel, I started to hear a funny noise emitting from both the front end of the car and the engine! A quick glance gave a clue at the front end: due to the lowered suspension and my ability to drive far too fast across bumpy and uneven roads, I've managed to smash both front arch liners to pieces. I can deal with that!

More worryingly though, the click and clatter from the engine was troubling me. The sound got louder as I revved the engine, but the car was driving well and the power steering was working with no warning light on the dash.

The sound continued to amplify, so I had another look at the engine and noticed a belt had been reduced from a thick wedge of rubber to an automotive G-string. I prayed it was not connected



to a broken water pump, as that can be expensive to fix and will more than likely lead to catastrophic damage as the engine cannot regulate its temperature (something I keep a keen eye on). Luckily, as I pulled into Welwyn Garden-based Porschacare some 300 miles later, the engine light did come on.

The probable cause is a stone that managed to get under the belt, which we think led to an idler roller running out of synch, and which after many miles continued to worsen. The belt in the end was probably just a few moments away from snapping.



Porschacare fixed the problem quickly but, knowing the car well, pointed out that performance-wise it was driving like a standard Turbo, and not a remapped Turbo. I had thought it felt a little slower in recent weeks, but I had put that down to familiarity. It turns out that boost was capping out at 0.5 bar rather than 1.0 bar. We suspect an airflow sensor is on the way out; another issue that needs to be sorted but at least one we have diagnosed.



Ben Przekop
Georgia, USA

Model 991.1 Carrera
Year 2013
Acquired January 2016

The recent Brexit vote in the UK got me thinking about the similarities between countries and car companies. I find that car companies have the same kind of pride in their identity as countries do in what makes them unique. Would Porsche be Porsche without the iconic 911, virtually the only car left with its engine in the rear?

When Porsche introduced the new 991, the tagline to the ad campaign was "The New 911: Porsche Identity". I have owned several BMWs in my lifetime, and in addition to their own "design language", they all had a distinct BMW "feeling" in the way they drove. And if you have ever listened to a product manager from



either Porsche or BMW, you hear what is almost a fatherly pride and passion that is intensely felt. I had the chance to test drive a few new BMWs and got chatting with the representative about the differences between BMW and Porsche. He had recently driven several Porsches, and while I wasn't surprised to hear that he loved the performance and handling, I was shocked to hear how much he had been taken aback at the sight of so many buttons on the console and the dash!

It's good to be "different", but competitive pressures mean that companies have to meet the demands of the market, which is reflected in 0-62mph times, horsepower, torque, braking distances and electronic features. While you might think from looking at specs and figures that modern cars are becoming amazingly similar, the real shock is how differently these companies arrive at the same result! But, as car enthusiasts, most of us rather revel in this rich tapestry of diversity and take pride in our own marque's unique character.



Michael Meldrum
Houston, Texas

Model 911T Targa
Year 1972 Acquired 2013

Model 911E
Year 1972 Acquired 2014

Model 930 Turbo 3.0
Year 1977 Acquired 2014

Model 930 Turbo 3.0
Year 1977 Acquired 2015

Model Carrera 3.0
Year 1977 Acquired 2016

Model 911 SC
Year 1981 Acquired 2015

Model 911 Carrera
Year 1986 Acquired 2015

Model Carrera M491
Year 1988 Acquired 2015

Model 993 Carrera 4S
Year 1996 Acquired 2016

Model 964 Carrera 4
Year 1994 Acquired 2016



In issue 143, I shared my thoughts on my newly acquired 964 Werks Turbo Look. Since then it has firmly cemented its spot as my favourite all-rounder in the clan. The 964 chassis has great potential but a 964 wide-body C4 is not the nimblest iteration. My 964 is well kept and rare (one of 254 US factory wide-bodies) so I'd be daft to modify it. So I needed a modified 964 RS America, essentially a lightweight version of the 964; it has weight savings, minimal factory options, sports suspension, sport seats and power steering delete.

I began hunting for a track orientated RSA, which would be less money and could be brought back to street configuration without concern over originality. I found a 1993 Guards red RSA race car, which left enough money to convert it back to street configuration. I was delighted and

had it shipped directly to RS-Werks to commence the transformation, including removal of the full track cage, swapping out the 3.8 rear wing, and installation of ventilation system, seats, carpets and door panels.

A few days after the purchase, I stumbled upon another 1993 Guards red RSA, modified for Drivers Education and Autocross. It had all the modifications; Big Reds, upgraded suspension and it was rebuilt to a 3.8-litre. But crucially, the interior, ventilation and most of the car was in street configuration. The price was significantly less than the 'original' example but crucially, it was very close to the setup I wanted, so it was a no brainer. I'm now the proud owner of RSA v1.0 and RSA v2.0. So the RSA v1.0 (race car) is for sale... I think. I mean, who actually *needs* an exceptionally fast RSA race car?



Rob Clarke
Bristol, UK
Model 996.1
Carrera 4
Year 1999
Acquired February 2014

So since I had that new warning light last month, this meant another trip to my specialist. I use a Classic and Motorsport Specialist based in north Bristol and it is always good to pop in to see the progress of the latest projects in the workshop. My car is one of several 911s that AVM maintain alongside other classic, sports and motorsport prepared cars. AVM do also deal with the normal cars but motorsport seems to be the passion.

So this visit for the car was in the workshops with pressure tests. While the car was warming up I had a coffee with the owner, Dave, chatting about all things cars, but when we turned and looked at the car a large puddle had formed under the offside front. Even with my basic skills I could work out this was a problem, and on quick investigation it was discovered it was the radiator. This was actually a relief as I always fear the worst, so knowing that it was not a head gasket was actually good news.

As this was just before a planned weekend of driving, Dave sourced some radiators and fitted them – thankfully he fitted them into his busy schedule and the car was prepped and ready to go. This was one of the first occasions where AVM have sourced the parts, as normally I would hunt down a part either to get the best price, or to get a particular option, but on this occasion, time was of the essence! This is why I prefer using AVM over other specialists, as they are open to options in terms of parts and are happy to fit parts supplied by the customer. Luckily it was all turned around quickly and I could get away for my weekend of driving!



David Grover
Harpenden, UK

Model **997 Cup**
Acquired **July 2015**

Model **991 Carrera S**
Year **2014**
Acquired **March 2016**

It seems odd to be thinking of the summer being over, but the good news is that cruise control has been retrofitted to the 991 for £550 via my local OPC. I think this is a bargain and I have no doubt that with a tour of southern France and Northern Italy ahead, it will be money well spent.

My other recent niggle has unearthed an interesting dilemma with regards to the PCM system. Trying to work out why the sat nav voice wouldn't turn off and stay off has actually been traced to the settings on the ignition key, which has necessitated the need to actually read the owner's manual – yes I did say that – a job that as true Porsche enthusiasts we feel we should never have to do.

All I can say is my god, it's so complicated. There are so many things you can set to the key for it to remember that it takes pages of explanation. Anyway, I sat in the car and managed to overcome this particular problem but have now created others in collateral damage. The seat position used to push back to comfort mode to make it easier to get in and out, and that has now stopped, despite me re-reading the literature and pressing loads of buttons. Maybe the holiday will give me the chance to work it out in much less stressful circumstances. Next time I write we will be on our trip and this will be the first time I can genuinely comment on how good the 991 C2S actually is. It has all the potential but there just hasn't been enough time to find it so far.

When enquiring about the GT2 RS at my local OPC last week, I spotted this lovely Paint to Sample yellow RS, which almost got my cheque book out. Sadly it's already been sold. Maybe next time!



Greg James
Mercer Island, Washington

Model **3.2 Carrera**
Year **1985**
Acquired **2008**

Model **993 Turbo**
Year **1997**
Acquired **March 2016**

I've owned the 1996 993 TT for a couple of months and the car has been all I imagined it would be: fast, reliable, smooth-shifting and fun. If I was to have one complaint, it's that the RS clutch and light flywheel are too sensitive and tricky when taking off – especially if you're stopped on a hill. When releasing the clutch on a steep uphill, the combination of the fast revving, powerful engine and the sensitive clutch create a scenario in which you either stall or over rev and find yourself smelling burned clutch plate. Maybe I need more practice.

But the TT's road handling ability and acceleration are spectacular. It's a great addition to my garage, which includes the 1985 3.2 Cabriolet, and a 2007 Ferrari 430 F-1. Interestingly, the three cars represent top sports cars from three decades, and are essentially ten years apart (1985, 1996 and 2007). Evaluating them and comparing how they drive is actually quite interesting (and a contrast). The classic 1980s 3.2 is not fast by



today's standards, but is a superb, well-built, ageless machine. I've had it for a decade now and it's never let me down. Which brings me to comparing the 993 TT and the Ferrari F-430...

I bought the Ferrari new in 2007 and have put 14,000 miles on it. It's a reliable, comfortable, super-fast, beautiful car. But the 993 TT, with its manual six-speed gearbox, is much more engaging and requires more attention and it seems to be the more fun of the two. That said, when stopped on a steep hill, it sure would be nice to magically go from manual six speed to F-1 in the Porsche for just a few seconds!



Richard Klevenhusen
Rio de Janeiro, Brazil

Model **930 3.3**
Year **1976**
Acquired **May 2012**

Although it is not possible to identify all factors that contribute to accidents, experts say that speeding is among the leading causes of death as a result of traffic accidents. Excessive speed increases the time necessary for braking and increases the probability of the driver losing control of the car, so breaking a speed limit can be fatal.

The World Health Organisation claims that an increase in average speed by 1kmh will result in a three per cent increase in the risk of accident and a five per cent increase in the likelihood of fatality. Driving just 5kmh above the speed limit in urban areas, and 10kmh above the speed limit in rural areas, is enough to double the risk of an accident. It's very simple: never exceed the speed limits.



Kyle Fortune
Warwickshire, UK

Model **993 Carrera 2**
Year **1994**
Acquired **December 2014**

All my Porsche miles this month have been in other cars (996 Millennium Edition, 718 Cayman S, 991 GTS, 2.4S, 930 Turbo, 993 C4S and Panamera Turbo). A very nice position to be in, but I still haven't had my 993 MOT'd and serviced. I had an unexpected cost this month as

the insurance firm I'm underwritten by has gone bust. It's still legal to drive with the policy, but the chances of a pay out on a claim are zero. So I had to cancel that policy, hope for a refund and take out another. My schedule, the lack of an MOT and the need for some family time did mean that I had to miss the Living the Legend meet in Wales. Following it on social media left me regretting my decision, but I'm sure it'll run again next year...



Tony McGuiness
San Diego, USA

Model 997.2 GT3 RS
Year 2011
Acquired February 2011

Model 991 GT3
Year 2015
Acquired December 2014

In issue 139 I wrote about the Secret Car Club in Southern California that has some of the most exotic cars in the world on offer. Every week, various owners bring their rare Porsches out of their temperature-controlled garages. This gathering allows you to see Porsche 911s that you would only see in this magazine or at an auction. This week was no different, with the star of the show at the Secret Car Club being an ultra rare 993 GT2. According to the current owner, only two in the world came in this Arctic silver colour. This particular 911 is based in Southern California and the other is apparently in the UK.

It had been a few years since I last saw this car, as the owner doesn't take it out on the roads very often. That isn't very surprising given the million dollar plus price tag on the car. This stunning car looks like it came right off the showroom floor and the Arctic silver colour really is very striking. It may be some time before this rare beauty turns up again at the Secret Car Club.

There are always one or two GT3s that turn up at the Secret Car Club, including the one parked behind my white GT3. It has a beige Paint to Sample colour. Most agree that it looks a bit of an odd colour for a GT3, but the owner has a 356 in



the same colour. I personally felt the light beige would look better on a 911 Cabriolet instead of a GT3, but that is the wonderful thing about Paint to Sample and personalising your 911.

Rounding off the interesting 911s on display were a couple of beautiful Targas from the 1960s that looked just

incredible. One in green and one in white with only 3,500 original miles on the odometer and bearing a California Historical Vehicle License plate. The Secret Car Club always has special Porsches turning up and I look forward to seeing what rare 911s will surprise us each week.



Lee Sibley
Bournemouth, UK

Model 996.2 Carrera 4
Year 2004
Acquired February 2016



As regular readers to my 'Living the Legend' column will know, one of the first nuances of the 996 I sought to correct was its muted exhaust note. This was duly corrected with the fitting of Milltek rear silencers, which has since proved itself as a great purchase in accentuating that beautiful flat-six bark right through the rev range.

To complement this, I decided to look at induction noise too, as I've always been rather besotted with the sharp rasp from Rennsports such as the 997.2 3.8; it seemingly sucks the entire atmosphere into its flat-six engine when the throttle is opened. Admittedly, I'd have to take a lot of sound deadening out of my C4 to experience similar levels of this deep 'thwarp' sound in the cabin – who knows, maybe one day I might go for it.

In the meantime though, I sought an aftermarket air intake. I shied away from conical filters as it's a bit too 'Max Power' for my liking (yes, the 997 RS 4.0 has conical filters but it's masked by a neat carbon fibre covering), settling on a panel filter from K&N. My decision was based on experience: I ran a K&N filter on my first car and have never forgotten that neat induction sound as air was robbed from the atmosphere and chucked into my humble four-banger all in the name of happy motoring. I loved it.

The panel arrived in double-quick time (despite being an American company, K&N has a large UK base in the northwest of England) and I was impressed by its quality. Fitting the panel took less time than it takes to read this column: simply undo the top of the

airbox via half a dozen screws, whip the OEM filter out, slip the K&N item in, and then tighten those screws back up.

As K&N expertly put it, their air filters have up to six layers of cotton gauze sandwiched between two epoxy-coated aluminium wire screens. The cotton is treated with a specially formulated grade of oil, causing tackiness throughout the cotton's microscopic strands. The nature of the cotton allows high volumes of airflow, and when combined with the tackiness of the oil creates a powerful filtering media that ensures engine protection. The filter has a million-mile warranty and lasts up to 50,000-miles before a clean is required, though I'll do this once a year around service time just to keep things simple. I'll never need to replace the filter and it comes with a timely sticker to attach to the airbox, notifying service personnel not to swap the product out for a factory item.

I've not particularly noticed any difference in acceleration or power (my engine's internals are standard don't forget) but that was never a reason for my purchase. What I do have is a lively induction rasp to accompany my every prod of the right pedal. Perfect.



Porsche Club
Great Britain



From £600 to 600 hp, we are here for you

Founded in 1961, our mission is to enhance the Porsche-owning experience of our 14,000 members. We do this by embracing all models of the marque, from the earliest 356 to the very latest 991 Gen2. Whether it is £600 or 600 hp, Porsche Club Great Britain is here for you.

Porsche Club GB benefits

- | | |
|-------------------------------------|---------------------|
| Porsche Certificate of Authenticity | Regions & Registers |
| High quality monthly magazine | Race Championship |
| Comprehensive events calendar | Valuation service |
| Club insurance scheme | Factory visits |
| Members' discounts | Trackdays |

Join Us

We are proud to be the only officially Porsche AG recognised Porsche Club in the UK and we would love to welcome you as a member.

To become a Porsche Club member visit www.porscheclubgb.com or call the Clubhouse on **01608 652 911**

[porscheclubgb](https://www.facebook.com/porscheclubgb) [@pcgb](https://twitter.com/pcgb)

Patron: Dr Wolfgang Porsche

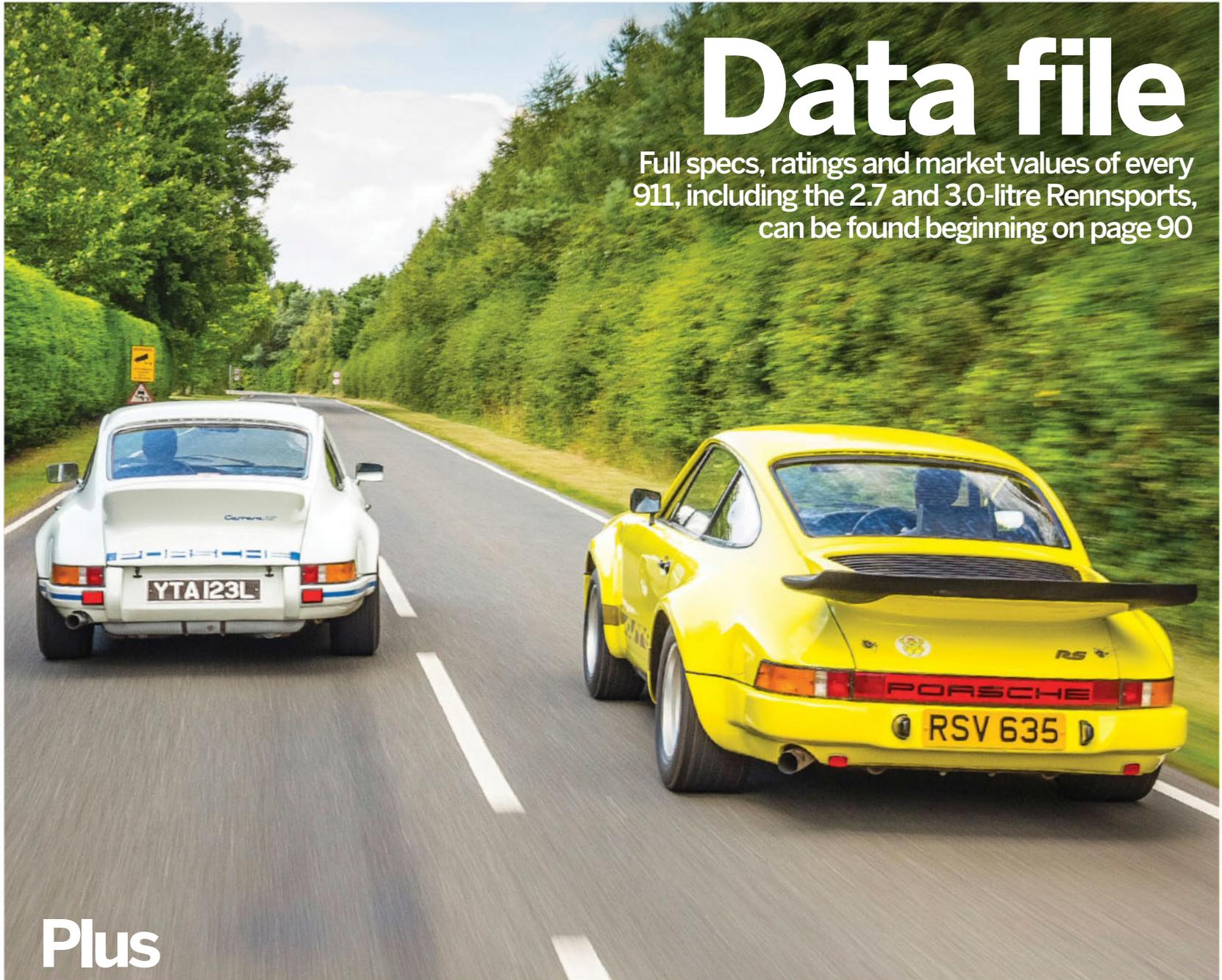


PREMIER PORSCHE

Everything you need for your 911

Data file

Full specs, ratings and market values of every 911, including the 2.7 and 3.0-litre Rennsports, can be found beginning on page 90



Plus

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

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 December 2016. The last was for September 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 carburetors.

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

Production numbers:	6,318
Issue featured:	127
Engine capacity:	1,991cc
Compression ratio:	8.6:1
Maximum power:	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 carburetors led to the relatively lower power output of 130bhp despite the new 2.34lcc engine size.

Production numbers:	16,933
(including F series)	
Issue featured:	n/a
Engine capacity:	2,341cc
Compression ratio:	7.5:1
Maximum power:	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. Engine oil filler on right rear wing confused some.

Production numbers:	5,054
(including 1973)	
Issue featured:	120
Engine capacity:	2,341cc
Compression ratio:	8.5:1
Maximum power:	193hp @ 6,500rpm
Maximum torque:	211Nm @ 5,200rpm
0-62mph:	5.6sec
Top speed:	140mph
Length:	4,163mm
Width:	1,610mm
Weight:	1,077kg
Brakes:	
Front:	282mm discs
Rear:	290mm discs
Wheels & tyres:	
Front:	6x15 inch; 185/70/R15
Rear:	6x15 inch; 185/70/R15

★★★★★

(F series) ▲

Carrera 2.7 RS 1973



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

Production numbers:	1,590
Issue featured:	145
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:	144
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/R15
Rear:	7x15 inch; 215/60/VR15

★★★★★

930 3.0 1975-77



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

Production numbers:	2,850
Issue featured:	144
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/R15
Rear:	8x15 inch; 215/60/VR15

★★★★★

930 3.3 1978-83



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

Production numbers:	5,807
(plus '78 '79 Call cars)	
Issue featured:	116
Engine capacity:	3,299cc
Compression ratio:	7.0:1
Maximum power:	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:	8x16 inch; 225/50/VR16

★★★★★

911 SC 1978-83



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

Production numbers:	60,740
Issue featured:	127
Engine capacity:	2,994cc
Compression ratio:	8.5/8.6/1/9.8:1
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/R15
Rear:	7x15 inch; 215/60/VR15

★★★★★

(B series) ■

911E
1968-69



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

Production numbers: 2,826
 Issue featured: n/a
 Engine capacity: 1,991cc
 Compression ratio: 9.11
 Maximum power: 142hp @ 6,500rpm
 Maximum torque: 175Nm @ 4,500rpm
 0-62mph: 7.6sec (est)
 Top speed: 130mph
 Length: 4.163mm
 Width: 1.610mm
 Weight: 1,020kg
 Brakes:
 Front: 282mm discs
 Rear: 290mm discs
 Wheels & tyres:
 Front: 5.5x15 inch; 185HR
 Rear: 5.5x15 inch; 185HR

★ ★ ★ ★ ★

(B series) ▲

911S
1968-69



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

Production numbers: 2,106
 Issue featured: n/a
 Engine capacity: 1,991cc
 Compression ratio: 9.91
 Maximum power: 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: 9.11
 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: 9.81
 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: 145
 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: 8x15 inch; 215/60/VR15
 Rear: 9x15 inch; 235/60/VR15

★ ★ ★ ★ ★

(G, H, I, J series) ▲

911
1974-77



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

Production numbers: 9,320
 Issue featured: 121
 Engine capacity: 2,687cc
 Compression ratio: 8.0:1
 Max power: 150hp @ 5,700rpm (165bhp from 76)
 Max torque: 235Nm @ 3,800rpm (4,000 from 76)
 0-62mph: 7.5sec
 Top speed: 130mph
 Length: 4.291mm
 Width: 1.610mm
 Weight: 1,075kg
 Brakes:
 Front: 282mm discs
 Rear: 290mm discs
 Wheels & tyres:
 Front: 6x15 inch; 185VR
 Rear: 6x15 inch; 185VR

★ ★ ★ ★ ★

(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: 144
 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

★ ★ ★ ★ ★

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

★ ★ ★ ★ ★

930 SE
1986-89



Slant-nosed and based on 935 race cars, with pop-up headlights. 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: 178mph
 Length: 4.260mm
 Width: 1.775mm
 Weight: 1,335kg
 Brakes:
 Front: 304mm discs
 Rear: 309mm discs
 Wheels & tyres:
 Front: 7x16 inch; 205/55/VR16
 Rear: 9x16 inch; 245/45/VR16

★ ★ ★ ★ ★

959
1986-1988



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

Production numbers: 337
 Issue featured: 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 callipers
 Wheels & tyres:
 Front: 8x17 inch; 235/45/VR17
 Rear: 9x17 inch; 255/40/VR17

★ ★ ★ ★ ★

Speedster
1989



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

Production numbers: 2,274 (for both wide and narrow-bodied)
 Issue featured: 128
 Engine capacity: 3,164cc
 Compression ratio: 10.3:1
 Maximum power: 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

★ ★ ★ ★ ★

TO VIEW CALL: 07522 911 911

PERFORMANCE AND SERVICE THAT DOESN'T COST THE EARTH!

- Boxster / Cayman / Cayenne / all 911 Models (1984 – present)
- 944 Turbo / 944 S2 Specialists
- Fixed Price Servicing
- Main Dealer Equivalent Diagnostics
- Courtesy Cars Available
- Very Competitive Labour Rates, Exceptional Service, Fast Turnaround
- Large Spares Inventory
- Comprehensive 3D Alignment and Geometry Facilities
- Bilstein and KW Suspension Kits
- 15 minutes from Milton Keynes



ProMAX Motorsport Ltd, The Warehouse, Sunnyhill Farm, Little Horwood Road, Great Horwood, Bucks. MK17 0NZ. Tel: 01296 714856
 service@promaxmotorsport.com • parts@promaxmotorsport.com



www.promaxmotorsport.com



Nine Excellence Porsche Independent Specialists



Servicing

- Servicing, Repairs & MOTs
- Engine & Transmission Rebuilds
- Restorations
- Pre-Purchase Inspections
- Detailing & Aftercare
- Alignment & Geo
- All Porsche Models Covered
- Fully Trained Porsche Technicians
- Fixed Price Servicing

Performance

- 9e Performance Packages
- 9e Performance Exhausts
- 9e Suspension & Brakes
- 9e Engine Builds
- 9e Custom Builds

Unit 3, Axiom Business Park,
41 Balcombe Road, Horley,
(Nr Gatwick) Surrey, RH6 7HF

www.nineexcellence.com
01293 226 911
service@nineexcellence.com



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 uprated 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; 205/50/VR17
 Rear: 9x17 inch; 255/40/VR17



964 Turbo 3.6 1993-94



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

Production numbers: 1,437
 Issue featured: 120
 Engine capacity: 3,600cc
 Compression ratio: 7.5:1
 Maximum power: 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/VR18
 Rear: 10x18 inch; 265/35/VR18



964 Anniversary 1993-94



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

Production numbers: 911
 Issue featured: 112
 Engine capacity: 3,600cc
 Compression ratio: 11.3:1
 Maximum power: 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/VR17
 Rear: 9x17 inch; 255/40/VR17



TO VIEW CALL: 07522 911 911

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: 144
 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/VR18
 Rear: 10x18 inch; 285/30/VR18



TO VIEW CALL: 07522 911 911

993 Carrera S 1997-98



The features that come with the Carrera S are similar to the Carrera 4S, 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/VR18
 Rear: 10x18 inch; 285/30/VR18



TO VIEW CALL: 07522 911 911

993 Turbo S 1998



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

Production numbers: 345
 Issue featured: 115
 Engine capacity: 3,600cc
 Compression ratio: 8.0:1
 Maximum power: 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/VR18
 Rear: 10x18 inch; 285/30/VR18



TO VIEW CALL: 07522 911 911

964 Carrera 2 1990-93



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

Production numbers:	19,484
Issue featured:	119
Engine capacity:	3,600cc
Compression ratio:	11.3:1
Maximum power:	254hp @ 6,100rpm
Maximum torque:	310Nm @ 4,800rpm
0-62mph:	5.6sec
Top speed:	162mph
Length:	4,250mm
Width:	1,653mm
Weight:	1,350kg

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

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

★★★★★

964 Turbo 1991-92



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

Production numbers:	3,660
Issue featured:	116
Engine capacity:	3,299cc
Compression ratio:	7.0:1
Maximum power:	324hp @ 5,750rpm
Maximum torque:	450Nm @ 4,500rpm
0-62mph:	5.4sec
Top speed:	168mph
Length:	4,250mm
Width:	1,775mm
Weight:	1,470kg

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

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

★★★★★

964 C4 Lightweight 1991



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

Production numbers:	22
Issue featured:	131
Engine capacity:	3,600cc
Compression ratio:	11.3:1
Maximum power:	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

★★★★★

TO VIEW CALL: 07522 911 911

964 RS 1991-92



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

Production numbers:	2,405
Issue featured:	131
Engine capacity:	3,600cc
Compression ratio:	11.3:1
Maximum power:	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 bodysell, large rear spoiler and 18-inch Speedline wheels. Power came from a new 3.8-litre unit with hot-film air sensor and twin exhaust.

Production numbers:	55
Issue featured:	n/a
Engine capacity:	3,746cc
Compression ratio:	11.6:1
Maximum power:	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: 9x16-inch; 245/45/ZR16

★★★★★

993 Carrera 4 1994-97



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

Production numbers:	2,884 (Coupe)
Issue featured:	111
Engine capacity:	3,600cc
Compression ratio:	11.3:1
Maximum power:	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

★★★★★

993 Carrera 4S 1995-96



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

Production numbers:	6,948
Issue featured:	109
Engine capacity:	3,600cc
Compression ratio:	11.3:1
Maximum power:	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

★★★★★

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

★★★★★

TO VIEW CALL: 07522 911 911

TO VIEW CALL: 07522 911 911

TO VIEW CALL: 07522 911 911

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/R17
Rear: 9x17-inch; 255/40/R17

★★★★★

996 Carrera 4 1998-2001



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

Production numbers:	22,054
Issue featured:	111
Engine capacity:	3,387cc
Compression ratio:	11.3:1
Maximum power:	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/R17
Rear: 9x17-inch; 255/40/R17

★★★★★

996 GT3 1998-2000



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

Production numbers:	1,858
Issue featured:	117
Engine capacity:	3,600cc
Compression ratio:	11.7:1
Maximum power:	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/R18
Rear: 10x18-inch; 285/30/R18

★★★★★

996 Turbo 2001-05



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

Production numbers:	20,499
Issue featured:	114
Engine capacity:	3,600cc
Compression ratio:	9.4:1
Maximum power:	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/R18
Rear: 11x18-inch; 295/30R18

★★★★★

996 Carrera 4S 2001-05



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

Production numbers:	23,055
Issue featured:	124
Engine capacity:	3,596cc
Compression ratio:	11.3:1
Maximum power:	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/R18
Rear: 11x18-inch; 295/30/R18

★★★★★

996 GT2 2001-03



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

Production numbers:	1,287
Issue featured:	127
Engine capacity:	3,600cc
Compression ratio:	9.4:1
Maximum power:	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/R18
Rear: 12x18-inch; 315/30/R18

★★★★★

Sales debate: Have modern classics slowed the pre-impact bumper market?



"Modern classics": in the car collecting community it seems to be the hot new phrase, as buyers look to get behind something a bit more contemporary. In 911 circles, the resurgence of the 964, 993 and even the 996 seems to have crossed paths with the slowing of the previously inexorable pre-impact bumper market. Is it more than pure coincidence? We put it to two of the UK's leading experts.

For Alan Drayson, it's an issue of perspective. The plateauing of the pre-impact bumper market is less to do with the success of modern classics, according to the Canford Classics founder, and more as a result of the market's previous growth. "The average pre-impact bumper is £80,000-£100,000," he explains. "You would spend about half that for a pretty nice 964." In Drayson's opinion, people have become "a bit more aware" too. The success of the early 911 market has opened people's eyes to other Neunelfers, with more customers "orientated to what they are looking for."

The appeal of modern classics has had an effect on the market for older 911s, in Mark Sumpter's opinion though. "A lot of people have gone in and bought classics and we're finding they're not necessarily the people that understand classics," explains the head of independent specialist, Paragon. "After living with it for a while, we have people say, 'I like it, but I just don't use it enough', which has definitely affected the classic market slightly." The knock-on effect of this has, in Sumpter's mind, drawn people towards the likes of the 964 and 993 (a generation that is actually considered classic thanks to an influx of younger buyers) because "you can actually use that car pretty much as you'd use a modern car." Later 911s also have greater investment potential he points out, and this has proved an important incentive to many buyers.

However, Sumpter admits that it's not simply down to the appeal of modern cars. "When the market was going well, there were some lovely classics," the Paragon boss explains. "But then there were so many rushed restorations." This meant that underwhelming auction results were entirely understandable. Drayson agrees, pointing out that "people have just become really cautious because the market got flooded" at the end of last year. The Canford boss doesn't feel it's all doom and gloom for the classic 911 though: "If I'm honest, the signs are that in the last month or two, it's actually picked up again", with Canford recently selling three cars via their sales arm. Sumpter agrees, stating that, "good quality classics still seem to be selling okay." There's possibly life in the old dog yet then, and space in the market for a burgeoning modern scene too.

Gen2 996 C2 2002-04



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

Production numbers: 29,389
Issue featured: n/a
Engine capacity: 3,596cc
Compression ratio: 11.3:1
Maximum power: 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: 11.3:1
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: 11.3:1
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: 11.7:1
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: 41,059
Issue featured: 107
Engine capacity: 3,824cc
Compression ratio: 11.8:1
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



997 Carrera 4 2005-08



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

Production numbers: 8,533
Issue featured: 3
Engine capacity: 3,596cc
Compression ratio: 11.3:1
Maximum power: 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, 355hp engine as the Carrera S, with four-wheel-drive system on C4. 44mm wider than Carrera S to accommodate for wider rear wheels and tyres.

Production numbers: 30,973
Issue featured: 111
Engine capacity: 3,824cc
Compression ratio: 11.8:1
Maximum power: 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: 9.8:1
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: 144
Engine capacity: 3,614cc
Compression ratio: 12.5:1
Maximum power: 345hp @ 6,500rpm
Maximum torque: 390Nm @ 4,400rpm
0-62mph: 4.9sec
Top speed: 179mph
Length: 4,435mm
Width: 1,808mm
Weight: 1,415kg
Brakes:
Front: 330mm discs
Rear: 330mm discs
Wheels & tyres:
Front: 8x18 inch; 235/40/ZR18
Rear: 10.5x18 inch; 265/40/ZR18



Gen2 997 C2 S 2008-12



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

Production numbers: 15,000
Issue featured: 61
Engine capacity: 3,800cc
Compression ratio: 12.5:1
Maximum power: 385hp @ 6,500rpm
Maximum torque: 420Nm @ 4,400rpm
0-62mph: 4.7sec
Top speed: 187mph
Length: 4,435mm
Width: 1,808mm
Weight: 1,425kg
Brakes:
Front: 330mm discs
Rear: 330mm discs
Wheels & tyres:
Front: 8x19 inch; 235/35/ZR19
Rear: 11x19 inch; 295/30/ZR19



Gen2 997 C4 2008-12



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

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



Gen2 997 C4S 2008-12



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

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



TO VIEW CALL: 07522 911 911

TO VIEW CALL: 07522 911 911

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



TO VIEW CALL: 07522 911 911

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: 1,803mm
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/ZR19
Rear: 12x19 inch; 305/30/ZR19



Gen2 997 Turbo
2009-13



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

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



Gen2 997 GT3 RS
2009-12



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

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



- Servicing
- Repair
- MOT testing station
- Restoration
- Rebuild
- 4 wheel alignment



www.brauntonengineering.co.uk

Devon Porsche 01271 814144



@DevonPorsche



Gears, differentials, and components for racing



Limited Slip Differentials

- Billet 4340 Chromoly Body
- CNC machined
- Fully adjustable

Close Ratio Gearsets

- CNC Machined
- Shotpeened for longer life
- Latest F1 gear profiles



GUARD
Transmission LLC

Coming Soon!

- 991 Cup Car LSD
- 991 Cup Car Ring & Pinion

(970) 669-7144 www.guardtransmission.com

ENGINE REBUILDS FROM £2,200 + VAT



ENGINE REPAIR SPECIALISTS

986 987 996 997 Cayman



SEE OUR NEW VIDEO ON OUR WEBSITE!

T: 01204 302809

E: auto@hartech.org

www.hartech.org

Porsche Torque Porsche Specialists

We carry out a full range of Porsche servicing and Porsche repair projects on all popular and classic models including diagnostics and body repair work. Porsche Torque are able to undertake all types of mechanical, cosmetic and restoration work to your complete satisfaction.

Fully Equipped Workshop
Bodywork and Restorations
Diagnostics and Tuning
Free Estimates
Engine & Gearbox Rebuild Specialists
Collection & Delivery Service
Alignment and Geometry Facilities
Audio & Alarm Fitting

50 YEARS COMBINED EXPERIENCE FROM EX OPC MASTER TECHNICIANS (AFN, RUF & HATFIELD)

DISTRIBUTORS FOR



01895 814446

07507 623997

www.porsche-torque.com

Unit C2, Arun Buildings, Arundel Road, Uxbridge. UB8 2RP



all major credit cards are accepted

92 | Data file in association with



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 @ 7300rpm
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 @ 7300rpm
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 @ 7400rpm
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 @ 7400rpm
Maximum torque: 390Nm @ 5,600rpm
0-62mph: 4.9sec
Top speed: 177mph
Length: 4.491mm
Width: 1.852mm
Weight: 1.430kg
Brakes: Front: 330mm discs
Rear: 330mm discs
Wheels & tyres: Front: 8.5x19 inch; 235/40/ZR19
Rear: 11x19 inch; 305/35/ZR19



991.1 Carrera 4S 2012-15



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

Production numbers: Unknown
Issue featured: 118
Engine capacity: 3.800cc
Compression ratio: 12.5:1
Maximum power: 400hp @ 7400rpm
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



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: 10:1
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 turbo, 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: 10:1
Maximum power: 420hp @ 6,500rpm
Maximum torque: 500Nm @ 700-5,000rpm
0-62mph: 3.9sec
Top speed: 191mph
Length: 4.499mm
Width: 1.808mm
Weight: 1.440kg
Brakes: Front: 350mm discs
Rear: 330mm discs
Wheels & tyres: Front: 8.5x20 inch; 245/35/ZR20
Rear: 11.5x20 inch; 305/30/ZR20



N/A
997 918 Edition
2010



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

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



997 GT2 RS
2010-11



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

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



TO VIEW CALL: 07522 911 911

997 C2 GTS
2010-12



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

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



TO VIEW CALL: 07522 911 911

997 C4 GTS
2011-12



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

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



997 Turbo S
2011-13



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

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



991.1 Carrera
2011-15



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

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



991 GT3
2013-



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

Production numbers:	Currently in production
Issue featured:	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 & 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:	330mm discs
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:	145
Engine capacity:	3.800cc
Compression ratio:	9.8:1
Maximum power:	580hp @ 6,750rpm
Maximum torque:	750Nm @ 2,250-4,000rpm
0-62mph:	2.9sec
Top speed:	205mph
Length:	4.507mm
Width:	1.880mm
Weight:	1.600kg
Brakes:	
Front:	350mm discs
Rear:	330mm discs
Wheels & tyres:	
Front:	9x20 inch; 245/35/ZR20
Rear:	11.5x20 inch; 305/30/ZR20



991 R
2016-



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

Production numbers:	991
Issue featured:	138
Engine capacity:	3.996cc
Compression ratio:	13.2:1
Maximum power:	500hp @ 8,250rpm
Maximum torque:	460Nm @ 6,250rpm
0-62mph:	3.8sec
Top speed:	201mph
Length:	4.532mm
Width:	1.852mm
Weight:	1.370kg
Brakes:	
Front:	410mm discs
Rear:	390mm discs
Wheels & tyres:	
Front:	9x20 inch; 245/35/ZR20
Rear:	12x20 inch; 305/30/ZR20



N/A
991.2 GT3
2016-

Coming soon!

HEXAGON

MODERN CLASSICS



Porsche 911 (930) 3.3 Turbo Cabriolet (1989)
 ▪ 650 Gearbox Model ▪ 23,400 Miles ▪ 2 Owners
£119,995



Porsche 911 3.2 Carrera Targa Super Sport (1989)
 ▪ 34,000 Miles, UK Supplied
£99,995



Porsche 911 3.2 Carrera Coupe LHD, 1985
 ▪ 4,428 Miles ▪ Metallic Paintwork & Black Leather
£79,995



Porsche 911 (964) Carrera RS, 1992
 ▪ 36,900 Miles, UK Supplied
£275,000



Porsche 911 3.2 Carrera Coupe Sport, 1988
 ▪ 74,400 Miles, UK Supplied
£49,995



Porsche 928 5.4 GTS Automatic (1993), RHD
 ▪ 14,250 Miles
£49,995



Porsche 911 (964) Turbo X88 3.6 RHD (1994)
 ▪ 58,800 Miles
£219,995



Porsche 911 (997) Carrera 4 GTS PDK Coupe 2012
 ▪ 17,100 Miles ▪ UK Supplied
£74,995



Porsche 911 (993) Carrera 2 Coupe (1995)
 ▪ 38,500 Miles ▪ UK Supplied
£69,995

Experienced Porsche trained technicians on site to service and maintain your car to the highest standard.

Over 100 prestige cars in stock. Find out about our flexible finance offers. Visit Hexagonmodernclassics.com to see more.

Jonathan Franklin
Jonathan Ostroff

M: +44(0)7522 911 911
M: +44(0)7801 629 270

T: +44 (0)208 348 5151
T: +44 (0)208 348 5151

E: jonathan@hexagon.uk.net
E: jono@hexagon.uk.net



PARAGON

The Natural Choice for Porsche

01825 830424



911 S 2.0

Silver Metallic • Black Half Leather Sport Seats • Manual Gearbox • Matching Numbers • Professional Restoration • 1968 (F)

£174,995



911 GT3 RS (997)

Jet Black • Black Nomex Bucket Seats • Manual Gearbox • Satellite Navigation • Porsche Ceramic Composite Brakes • 22,012 miles • 2008 (57)

£149,995



Boxster Spyder (981)

Carrera White • Black Half Leather Bucket Seats • Manual Gearbox • Touchscreen Satellite Navigation • 2,348 miles • 2016 (65)

£79,995



911 GT3 (997)

GT Silver • Black Half Leather Sport Seats • Manual Gearbox • Satellite Navigation • Sport Chrono Pack Plus • 37,739 miles • 2007 (57)

£79,995



911 SC Targa

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

£76,995



911 Turbo S (997)

Meteor Grey • Black Leather Seats • PDK Gearbox • Porsche Ceramic Composite Brakes • Touchscreen Satellite Navigation • 54,973 miles • 2011 (11)

£76,995



Macan S Diesel

Jet Black Metallic • Black Leather Seats • PDK Gearbox • Touchscreen Satellite Navigation • 20" RS Spyder Wheels • 16,669 miles • 2015 (65)

£54,995



911 Turbo (996)

Arctic Silver • Black Leather Seats • Manual Gearbox • 18" Turbo II Wheels • BOSE Sound System • 47,979 miles • 2003 (03)

£49,995



911 Carrera 4 S (997)

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

£46,995



911 Carrera 4 S (997)

Guards Red • Magnolia Leather Seats • Tiptronic Gearbox • Factory Aerokit • 19" Carrera Sport Wheels • 41,941 miles • 2006 (06)

£34,995



911 Carrera 2 S (997)

GT Silver • Black Leather Seats • Manual Gearbox • 19" Carrera 'S' Wheels • Satellite Navigation • 53,727 miles • 2005 (05)

£28,995



Cayman S

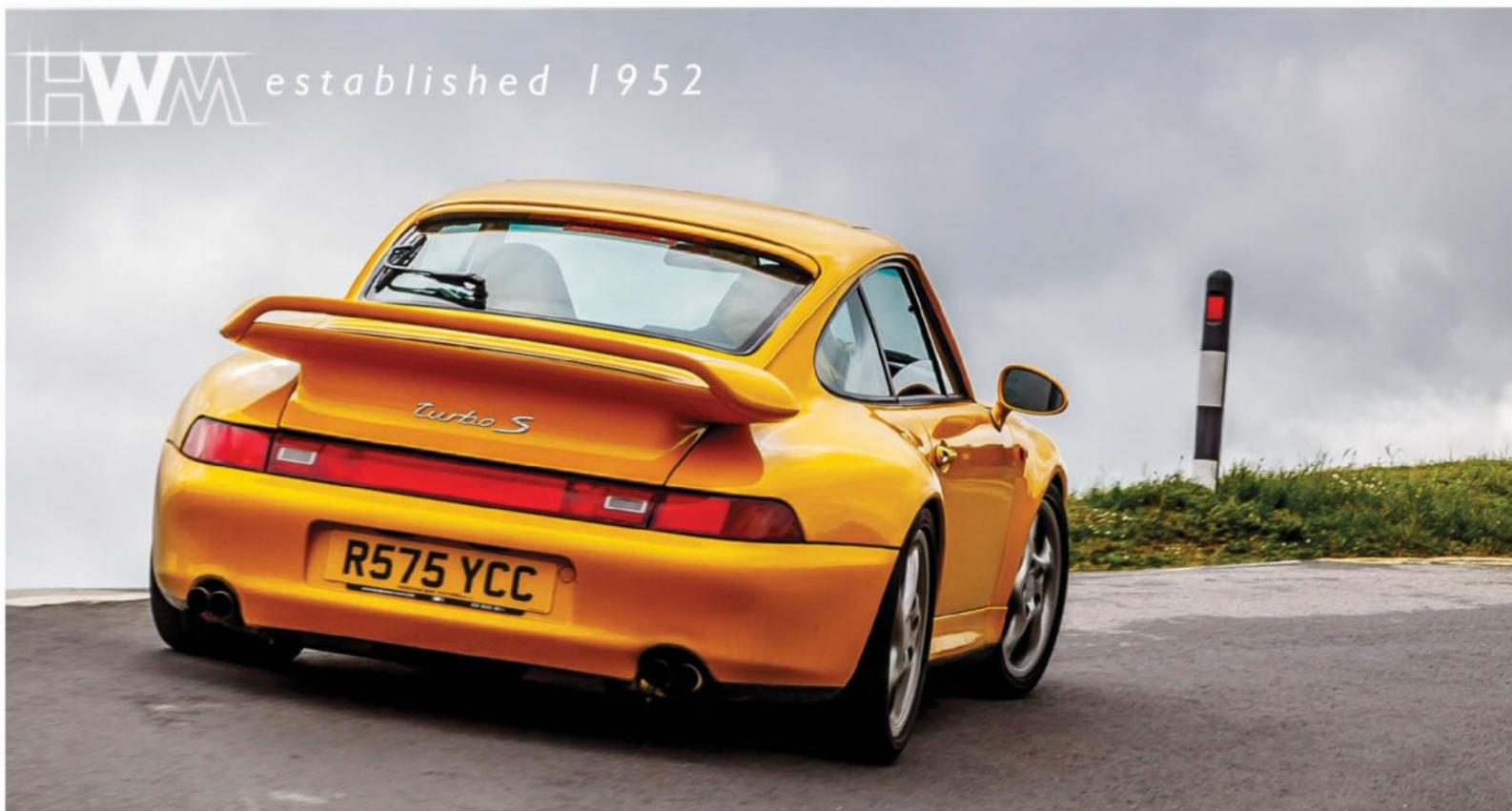
Arctic Silver • Stone Grey Leather Seats • Manual Gearbox • 19" Carrera S Wheels • Porsche Sound Package • 56,867 miles • 2006 (06)

£20,995

At Paragon, we have superb in-house workshop and preparation facilities. Each car is supplied fully serviced with a new MOT and our 12-month/12,000-mile comprehensive parts and labour warranty.

See more of our current stock at paragongb.com

HENDON WAY MOTORS



1998 PORSCHE 993 TURBO S - SPEED YELLOW - 61K MILES

FOR COLLECTORS OF MODERN ART



PORSCHE 993 C2 TARGA-TIPTRONIC - 1996



PORSCHE 991 C2S CABRIOLET - 15K MILES



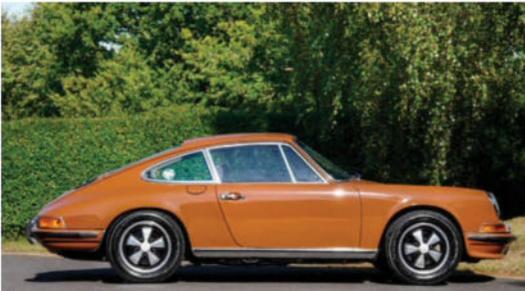
PORSCHE 997 GEN II GT3 RS 4.0 - 2011



PORSCHE 964 CARRERA 4 COUPE - 1989

See all of our cars at www.hendonwaymotors.com

393 -395 Hendon Way London NW4 3LP tel +44(0)20 82028011 fax +44(0)20 82028013



1972 911 2.4S Coupe LHD



1984 911 3.2 Carrera Targa



1996 993 Carrera 2 Manual



1988 911 3.2 Carrera Coupe



1991 964 C2 Targa Manual



1997 993 C2S Manual

Paul Stephens. Specialist in original and bespoke Porsche

Classic and Modern Sales
Service and Performance Upgrades
PS Autoart Restoration and
Bespoke Builds

Sudbury Road
Little Maplestead
Halstead
Essex, CO9 2SE

paul-stephens.com
01440 714884



PAUL STEPHENS
EST 1994

NORTHWAY PORSCHE LIMITED
INDEPENDENT PORSCHE SPECIALISTS

GRANGE PLACE, GRANGE LANE,
BEENHAM INDUSTRIAL AREA,
BATH ROAD, READING,
BERKSHIRE, RG7 5PT

*Repairing and servicing of Porsches
for over 20 years*

USED PORSCHEs IN STOCK AND WANTED FOR
OUTRIGHT PURCHASE

TELEPHONE: 0118 9714333 MOBILE: 07831 424911
EMAIL: INFO@NORTHWAY.CO.UK WWW.NORTHWAY.CO.UK

AUTOFARM
PURELY PORSCHE SINCE 1973

OVER 40 YEARS OF PURELY PORSCHE
Independent specialists for servicing, repair,
improvement, storage, sales and restoration

Best 911 Restoration Specialist
Best Independent Porsche Specialist For Servicing
Total 911 Awards 2015

workshop@autofarm.co.uk
www.autofarm.co.uk
01865 331234

WORLD motorsports

FREE SHIPPING WORLDWIDE

When ordered from

WORLD-MOTORSPORTS.com

PORSCHE TITANIUM LUGS

AEROSPACE QUALITY

ALSO AVAILABLE FOR: VW, Audi, BMW, Lamborghini, McLaren, Nissan, Mercedes and more.
See website for full list.



PORSCHE
Water-Cooled Lug Bolts
\$275.00

PORSCHE
Air-Cooled Open Ended Lug Nuts
\$260.00

PORSCHE
Air-Cooled Closed End Lug Nuts
\$260.00

WORLD-MOTORSPORTS.com

TARETT ENGINEERING

Competition Suspension Components

NEW!!!

981 & 991

SUSPENSION COMPONENTS



Swaybar and Drop Link Kits

- Fully Adjustable Roll Stiffness
- Balanced Handling
- Hollow 4130 Chromoly Material
- Adjustable Drop Links To Eliminate Preload



Monoballs and Camber Plates

- Increased Camber Adjustment Range
- Precision Teflon Lined Spherical Bearings
- Replaces Compliant Factory Rubber Bushings
- Quicker Steering Response For Better Handling



Control Arms

- Pro-Series, Cup-Series & GT3 LCA's
- Tie Rods & Toe Control Arms
- Increased Camber Adjustment
- Improved Feedback & Handling Stability



More 981 & 991 Products!

- Bolt In Roll Bars
- Brake Caliper Studs
- Competition Wheel Studs
- JRZ High Performance Coilover Kits



WWW.TARETT.COM

(858) 674-5573

SALES@TARETT.COM

EuroCupGT.com

PERFORMANCE & STYLING



Carbon Fibre Exterior	Carbon Fibre Interior	Exhaust Systems	Interior Trim	LED Lights	Performance Brake Rotors	Steering & Suspension	Turbo Upgrades	Wheel Spacers & Accessories
-----------------------	-----------------------	-----------------	---------------	------------	--------------------------	-----------------------	----------------	-----------------------------



82mm Throttle Plenum Kits



996 / 997 Turbo Intercooler Kits



Highflow Induction Kits



Billet Re-Circ Valves & Silicon Hoses

Performance Brake Kits

LED Light Kits

Intake & Induction Kits

Carbon Fibre Parts

Performance Exhausts

EuroCupGT Product Showcase



DISTRIBUTORS / TUNING AGENTS

Please go to EuroCupGT.com for your local distributor and fitting agent. All EuroCupGT distributors are established tuners in their own right and can advise on upgrade options and the compatibility of items available for your vehicle.

WEBSITE & CONTACT

www.eurocupgt.com
enquiries@eurocupgt.com

EVERY PART FOR every PORSCHE

Call our Sales Team on
+44 (0) 20 8500 8811

Visit our Online Catalogue at
www.design911.com

E-mail us on
sales@design911.com

DESIGN 911 Centre for Porsche

- LIGHTING & RUBBER SEALS
- SERVICE PARTS
- AIR COOLED ENGINE PARTS
- WHEEL & TYRES
- REPAIR & RESTORATION PARTS
- GEARBOX & DRIVE TRAIN PARTS
- SUSPENSION & EXHAUST
- PARTS DEPARTMENT
- WORLDWIDE SHIPPING



WAYS TO BUY



IN PERSON



PHONE



MOBILE SHOP



WWW



E-MAIL



DESIGN911
CLASSIC CAR CENTRE

Telephone:
+44 (0) 20 8500 8811



Porsche 911 Turbo (930)
3.3L 1987, Manual Gearbox,
LHD, Black with Black leather
interior.



Porsche 911T 1973 Targa
2.4L, Manual Gearbox, LHD,
Black with Black leather interior.



Porsche 912 Coupe 1966
Manual Gearbox, LHD, Slate Grey
with Red interior.



Porsche 912 1965 Coupe
Manual Gearbox, LHD,
Champagne Yellow with Black
interior.



Porsche 911S 1975 Targa
3.0L, 5-Speed Manual Gearbox,
LHD, Silver with Black & Red
interior.

SEE OUR WEBSITE FOR A FULL LIST: WWW.DESIGN911.COM/CARS

Dansk
Official UK Distributor

51 TALLON ROAD • BRENTWOOD • ESSEX • CM13 1TG

Complete Suspension Packages

Build yours at ElephantRacing.com 3 clicks... Done!

Home | About | Contact | Careers | News | Tech Topics | Shopping Cart

Advanced Suspension Systems For Porsche Cars Design & Development | Fast Shipping Worldwide | Sales & Support +1.408.297.2789

911 ▾ 964 ▾ 993 ▾ 996/997 ▾ 991 ▾ Boxster/Cayman ▾ 914 ▾ 944 ▾ 356 ▾ Merchandise ▾ Search ▾

Suspension Builder

ONLINE TOOLS
Suspension Navigator
Suspension Builder

1 Select Year & Model

Year: 2004 ▾
Model: 911 ▾
996/997/986/987
991
993
914
964
944

2 Select Your Package

Street Performance 2 ▾

3 Review & Approve
Add, update, or remove parts using the tables below

Add To Cart

Front

Rear

PACKAGE CHARACTERISTICS +

RIDE COMFORT	41
PERFORMANCE	63



+1 408.297.2789
ElephantRacing.com
Santa Clara, California, USA
Fast Worldwide Shipping



CarBone

NEED AN IGNITION SWITCH COVER DECAL?

WE CAN HELP YOU!



WWW.CAR-BONE.PL



WHAT DO YOU KNOW ABOUT IMS BEARINGS?

FACT 1  The M96 and M97 Engine is wet sump – the IMS is submerged in oil.

FACT 2  Ceramic hybrid bearings only need 1cc of oil per minute.

FACT 3  The dual row bearings used in the Single Row Pro and Classic Dual IMS Retrofit have load ratings equal to similarly sized roller bearings.

FACT 4  The IMS Solution, US PATENT 8,992,089 B2, is the only permanent solution that backdates your IMS to work like in an aircooled flat 6 engine.

FACT 5  With over 20,000 installations since 2008, the IMS Retrofit and Solution are trusted worldwide as the first and best.

IMSSOLUTION 

IMS RETROFIT 



**STRONGER AND COOLER.
RUN FASTER AND LAST LONGER.**



PRECISION PERFORMANCE SINCE 2002

EXCLUSIVE DISTRIBUTOR:

FAST FORWARD 
AUTOMOTIVE

Burscheider Str. 75
D-51381 Leverkusen, Germany
Phone: +49 2171 3416980
info@fastforward-automotive.com

RENNSPORT



EVOLVING THE CLASSIC 911

1993 PORSCHE 964 CARRERA 4 COUPE.

THE FINAL EVOLUTION OF THE CLASSIC 911 WITH ITS 3.6 BOSCH MOTRONIC INJECTION ENGINE, 4 WHEEL DRIVE RUNNING GEAR, ADJUSTABLE COIL SPRING SUSPENSION, POWER STEERING AND BREMBO POWER BRAKES WITH ABS.

Equally at home on a classic car run as being used every day.

E: PAUL@911RENNSPORT.CO.UK T: 0788 1973 911
COTSWOLD BUSINESS VILLAGE, MORETON-IN-MARSH,
GLOUCESTERSHIRE, GL56 0JQ

911RENNSPORT.CO.UK



THE ULTIMATE IN PROTECTION & PRESERVATION

TAILORED CAR COVERS FOR INDOOR & OUTDOOR STORAGE



SPECIALISED COVERS

For over 35 years, we've been the market leader in supplying innovative solutions in car protection.

British designed and manufactured we're proud of our heritage and it shows in the unrivalled quality of our products.

10% Discount Code **T911-2016**

Call us on 01943 864 646

Email info@specialisedcovers.com

Visit specialisedcovers.com



To advertise in

Total 911
THE PORSCHE MAGAZINE



Contact us on
01202 586442

adinfo@imagine-publishing.co.uk

HILLCREST SPECIALIST CARS

SPECIALIST IN PORSCHE



Service, Repair and Sales by factory-trained technicians



www.hillcrestspecialistcars.com 01491 642911
Whitehouse Garage, High Street, Nettlebed, Henley on Thames RG9 5DB

ZIMS
AUTOTECHNIK
PORSCHE SPECIALISTS

ORDER ONLINE
www.allzim.com

PARTS FOR ALL PORSCHE • LOW PRICES • FAST SHIPPING



1804 RELIANCE PKWY. BEDFORD, TX 76021 USA



FedEx UNITED STATES POSTAL SERVICE

Fax: 001-817-545-2002
Phone: 001-817-267-4451



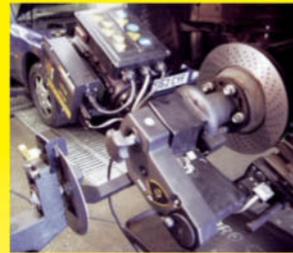
ENGINE REBUILDS - ALL MODELS
GENERAL REPAIRS & SERVICING



GEARBOX REBUILDS
ALL MODELS



AIR CONDITIONING



DISC RE-FACING



TYRE SUPPLY & FITTING
WHEEL ALIGNMENT



WHEEL BALANCING,
WHEEL STRAIGHTENING &
RE-FURBISHMENT

RGA

LONDON'S MAJOR PORSCHE SPECIALIST

UNITS 32-34 MILES ST, VAUXHALL SW8 1RY
WWW.RGAPORSCHELONDON.CO.UK

EMAIL BOB@RGAPORSCHE.CO.UK

ALL WORK TO THE HIGHEST STANDARD AND CARRIED OUT IN HOUSE

MON-FRI 7AM-7PM, SAT 9AM-6PM, SUN - CALL

TEL: 0207 793 1447 - ASK FOR BOB FOR BOOKING ADVICE



JIG REPAIRS



RESTORATION & RESPRAYS



DAMAGE REPAIR INCLUDING
FOR ALL INSURANCE COMPANIES



TORQUE TUBE OVERHAUL
924.944.968.928

Grill'n season is not over yet, it just started!



October only **20%** off the "Original" Radiator Protection Grill Screen System.

Choose by Model >

Classic 911 964 993 996 997 991 924 944 968 928 Boxster Cayman Cayenne Panamera

WORLD LEADERS IN PARTS DIRECT

Tel: 0121 585 6088

SPECIALIST

Web/Mail Order

Accessories & Gifts
 Body & Trim Parts
 Body Styling
 Books & DVDs
 Car Care & Touring
 Clothing & Shoes
 Interior Trim
 Mechanical Parts
 Motorsport Related
 Performance Parts
 Pre 74 Classics Parts
 Seats & Belts
 Sports Exhausts
 Steering Wheels
 Wheels & Accessories
 Zymol Products

Onsite Services

Porsche Car Sales
 Retail Shop
 Workshop Services

Map



Address

Unit 4 Block 2,
 Shenstone Trading Est,
 Halesowen, West Mids.
 B63 3XB. UK

Phone Number

0121 585 6088
 +44 (0) 121 585 6088

Opening Hours

Mon-Fri: 9-5:30pm
 Sat: 10-2pm

Vehicle Valuations



Pre & post purchase vehicle inspections, & insurance valuations on pre-bookings

£125+VAT

Gen-2 997 Body Updates



- All G-1 to G-2 updates are undertaken at our premises
- Using all factory Porsche parts
- 20+ Custom options available
- See website for full menu!

Available from £1,500+VAT

Service & Workshop



- Free MOT or brake fluid change with every major service
- Free collection & delivery service
- Courtesy car option on request

See Website for Menu Pricing

(All work is quoted prior to being undertaken)

Advertise your car for sale



- Pre sale valuation & inspection at our workshop (where required)
- You decide how referrals are dealt with
- Interact with 80,000+ Porsche owners & enthusiasts through proven website visibility & interactive media
- £495+VAT, includes a minor service

No Commission!

Racewear & Helmet Deal!



Free Nomex underwear with any combination of Alpinestars, Adidas suits, and/or Arai helmets (or any two of the above combination).
 Fitting room available at our shop

Save over £100...

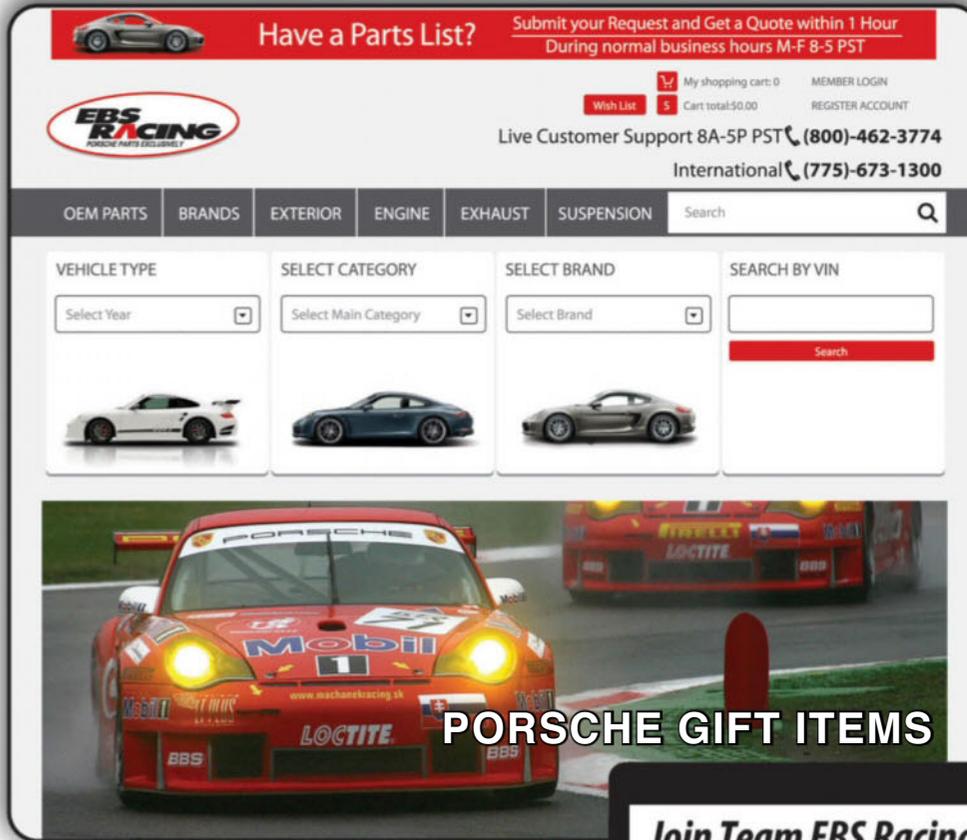
Website & Mail Order



- PayPal Express checkout
- Automatic page translation
- Immediate dispatch on all stock
- UK & Worldwide courier via UPS
- iPhone & Tablet compatible

All Parts for All Models

New EBS website means...



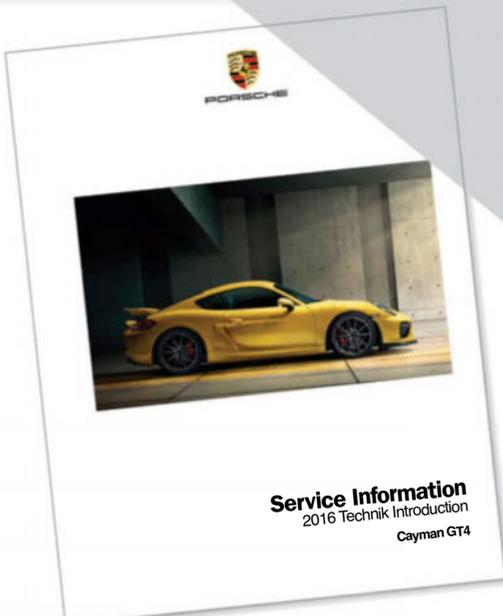
NEW Products

LOWER Prices

FREE Shipping

NO Sales Tax

2-Year Warranty



Join Team EBS Racing
at
www.ebsracing.com
Dealers and customers:
Subscribe to our newsletter to see new product releases, tech info, videos, photos and more.
Signing up is absolutely FREE!

Enter Your Contact Info

Your First Name...

Your Email Address...

SUBSCRIBE HERE

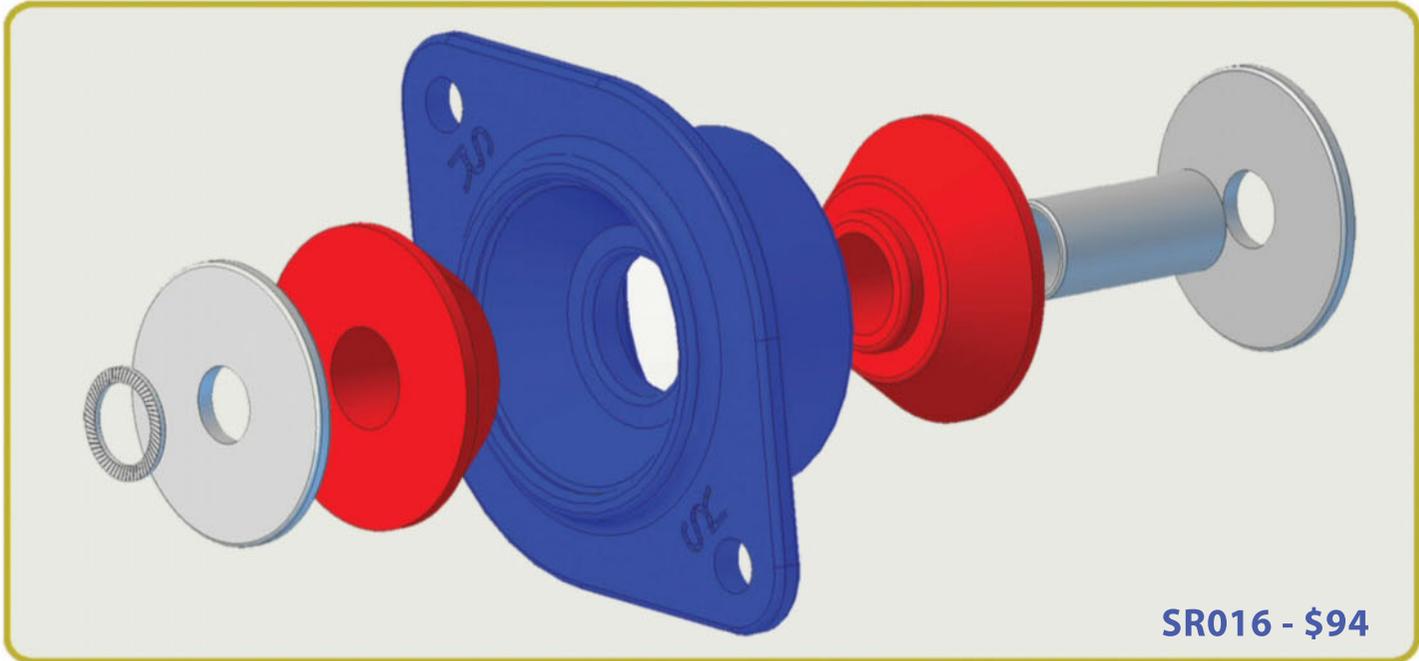
This subscribes you to our newsletter

Join Team EBS Racing
Dealers and customers: join Team EBS Racing to receive our newsletter filled with new product releases, tech info, photos, videos and more. Sign up this month and receive a free pdf copy of the 2016 Porsche Cayman GT4 Technik Introduction.
Sign up at www.ebsracing.com.



EBSracing.com
email ebsracing@aol.com
toll-free **800-462-3774**
international **775-673-1300**
international fax **775-673-2088**
4068 S. McCarran Blvd. | Unit B | Reno, Nevada 89502

YOUR TICKET TO THE WINNER'S CIRCLE
STOMSKI RACING



SR016 - \$94

911 Semi-Solid Engine/Transmission Mounts

Rigid engine and transmission mounts provide for better handling, better acceleration, and better performance in general. Mounts that are too rigid, however, will transmit vibration and harshness into the driver's cabin. Until now.

STOMSKI RACING has developed the **FIRST** truly symmetrical 911 Semi-Solid (SS) Engine/Transmission Mount, thus allowing you to run stiffer mounts without sacrificing comfort or ride quality. Our symmetrical design allows you to custom tune your ride- determining feel, function, and fun. We provide 3 different durometers of inserts that allow you to custom tune your ride, now, and later if your application might change.

911
Precision Shift Coupler



SR010 - \$198

911
Rear Monoballs



SR018 - \$205

911
Bump Steer Kit



SR055 - \$326

911
Brake Caliper Adapter



SR046 - \$195

996/997/986/987
Rear Toe Control Arm



SR082 - \$342

996/997/986/987
Tie Rod/Bump Steer



SR083 - \$168

997 GT3 Control Arm
Monoball Assembly



SR049 - \$280

996/997/986/987
Front Camber Plates



SR121 - \$440

+001(410)571-9779

www.STOMSKIRACING.com





TOPCAR
TUNING & AUTODESIGN



PORSCHE 991 TURBO STINGER GTR



PORSCHE MACAN
URSA



PORSCHE CAYENNE
VANTAGE 2015



PORSCHE PANAMERA
STINGRAY GTR



PORSCHE 991 CARRERA
STINGER

WWW.TOP-CAR.RU

INFO@TOP-CAR.RU

RUSSIA - GERMANY - FRANCE - SPAIN - USA - CANADA - JAPAN - AUSTRALIA

PARACHUTE

NOT INCLUDED

At EVOMSit we are dedicated to achieving ultimate perfection. The technological advances made with our world record breaking Porsche street and race cars, allows us to push the limits and integrate our technology into all of the cars we tune. Each Porsche software upgrade is designed by EVOMSit engineers for European vehicles, fuels and climate. The result is an increase in power, torque, drivability and fun! EVOMSit: the ultimate software tuning for your Porsche available exclusively from Regal Autosport.





- // TUNING
- // MODIFICATION
- // UPGRADES



- // EXPERIENCE
- // SERVICING
- // REPAIR



- // CLASSICS
- // RESTORATION
- // SALES



- // KNOWLEDGE
- // FACILITIES
- // VALUE



THE COMPLETE SERVICE

With nearly 30 years experience, Parr is the UK's leading Porsche specialist.

Porsche service work remains the core business for Parr and we offer the best possible service to our valued customers. Not only are we unrivalled in our Porsche knowledge and expertise but we offer excellent value – if in the unlikely event you are quoted a lower fixed price for your Porsche we will match the price on receipt of a written quote.

PARR Specialists In Porsche
 5 The Faraday Centre, Faraday Road, Crawley,
 West Sussex RH10 9PX
+44 (0) 1293 537 911 // PARR-UK.COM

UK DISTRIBUTOR FOR:
cargraphic
Thomas Schwaib GmbH



- Genuine Porsche parts & Mobil oils
- Fixed price servicing on all models from classic to modern
- Dedicated Porsche engine & gearbox rebuild facilities
- Approved used Porsche sales with showroom facilities
- Race & Track preparation
- Classic Porsche restoration & bespoke project builds
- Porsche tuning & upgrades, including CSR conversions

Please get in touch today

+44 (0)1296 663 824
www.rpmtechnik.co.uk

Based Nr Tring, Hertfordshire

USE PROTECTION ADD STYLE

RIMBLADES
Buy Online
www.rimblades.com
£29.99 a set. Available in 10 colours
A GREAT BRITISH INVENTION



Nigel Norman



FINE JEWELS OF ALL PERIODS
CUFFLINKS A SPECIALITY

Stand 335/6, Grays Antique Centre,
58 Davies Street, London W1K 5LP

T: 020 7495 3066 M: 07801 789316 E: jewels@nigelnorman.co.uk



Pair of heavy 18ct gold cufflinks,
18x15 mm, weight 16.5 grms

www.nigelnorman.co.uk

“The Best Classic Car Insurance”

RICHARD, HANTS - JAN 2016

YOUR CLASSIC CAR INSURANCE POLICY INCLUDES:

- ▶ Free Agreed Value¹
- ▶ Salvage Retention²
- ▶ UK & EU breakdown worth over £100 - includes Homestart
- ▶ Up to £100,000 Legal Expenses cover in the event of an accident that's not your fault
- ▶ Club member discounts²

YOU COULD
SAVE 41%
WITH A MULTI-CLASSIC POLICY*



Carole Nash, a name you can trust
0800 144 4677

Classic | Camper Van | Specialist | Military | Performance
cherished.carolenash.com [f /insideclassics.com](https://www.facebook.com/insideclassics) [@insideclassics](https://www.twitter.com/insideclassics)



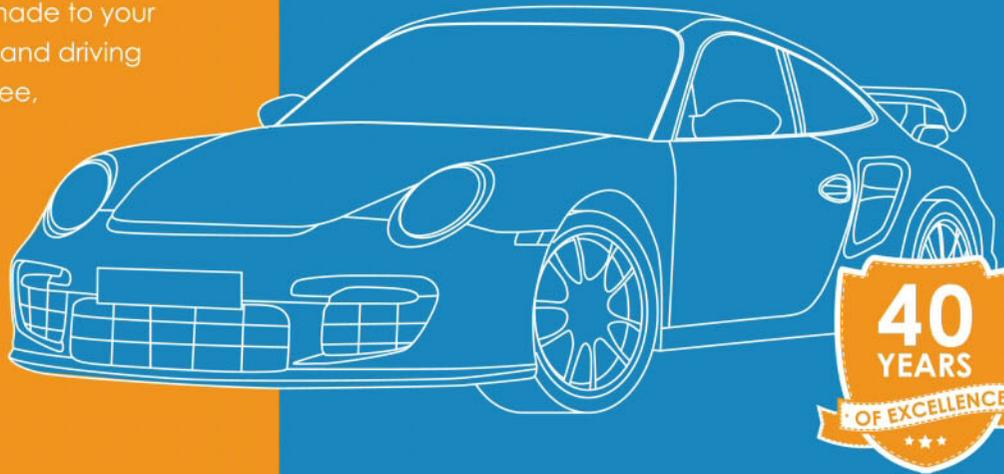
CAROLE NASH
The care it deserves

96% reevoov of customers would recommend Carole Nash
Based on reviews from July 2015 - December 2015

Opening hours in the UK: Mon-Fri 9am-7pm, Sat 9am-5pm. ¹Based on an average customer, saving 41% when compared to buying three separate Carole Nash policies. Average customer = 57 year old male with full 10 years plus NCB, driving a 1965 MG B, 1973 MG B and 1972 MG Midget. Previous multi-classic car savings from 7.2.2014 until 11.5.2015 were 28%. Up to 41% savings available from 11.5.2015. *Terms and conditions apply - cherished.carolenash.com/terms-and-conditions.aspx ²Terms and conditions apply - call for details Carole Nash Insurance Consultants Ltd is authorised and regulated by the Financial Conduct Authority, firm reference no. 307243. Carole Nash is a trading style of Carole Nash Insurance Consultants Ltd, registered in England and Wales no. 2600841.

Specialist Car Insurance

Adrian Flux know how much you love your 911, that's why we are dedicated to finding you a policy, tailor-made to your own personal requirements and driving history. Call us today for a free, no obligation quote.



0800 085 5000
adrianflux.co.uk

Authorised and regulated by the Financial Conduct Authority

YOUR PRIDE AND JOY

Benefits available include:

- FREE Legal Cover
- Track Day Cover
- Agreed Value
- Club Member Discounts
- Modifications Cover
- Limited Mileage Discounts

WORRIED ABOUT EXPENSIVE PORSCHE REPAIR BILLS?

15 YEARS ONLINE

30 DAYS MONEY BACK GUARANTEE

95% POSITIVE FEEDBACK

multi AWARD WINNING

Auto EXPRESS RECOMMENDED

If your **Porsche** goes wrong, you could be faced with wallet busting repair bills. Not to mention the hassle of dealing with the garage and being without your motor for days, or even weeks on end.

An award-winning car repair plan from Warrantywise gives you total peace of mind when your car goes bang! All of our plans include car hire, hotel & onwards travel expenses as well as recovery as standard. You can also take your car to any VAT registered garage in the UK or Europe for repairs!

Best of all its been designed by motoring consumer champion, **Quentin Willson**.

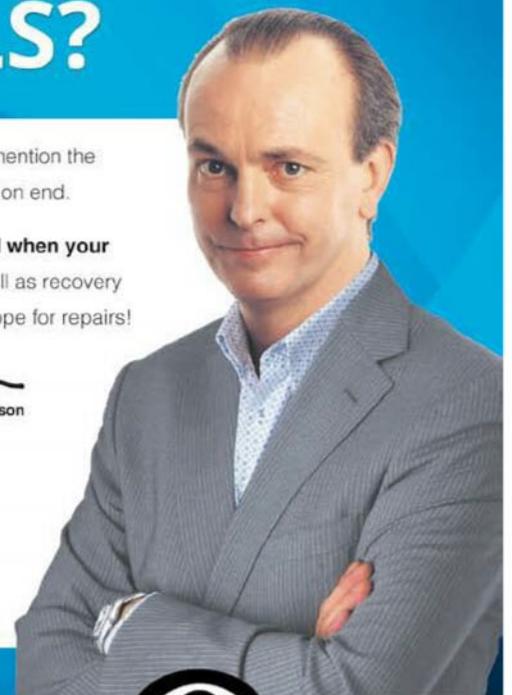
Quentin Willson
 Designed by **Quentin Willson**



QUENTIN WILLSON'S VIDEO GUIDE

Watch as motoring expert, Quentin Willson, explains the benefits of a used car warranty.

Watch Quentin's Video Guide
www.warrantywise.co.uk/guide



Terms and conditions apply. Accurate at the time of printing

Get a Quote Online
warrantywise.co.uk

Call us on Freephone
 0800 678 1675

Warrantywise
 Simply the Best in the Business

NEXT ISSUE

Issue 146 in shops and available for download from 2nd November

Sportomatic!

Getting to grips with Porsche's first semi-automatic gearbox: antiquated technology or a pleasantly refreshing drive?



INSIDE LOOK AT HISTORIC RACING

Full weekend with TwinSpark Racing's 2.8 RSR and 3.0 RSR at Zandvoort



DRIVEN: CUSTOM TURBO RSR

911 Rennsport's retro creation with Turbo and lightweight performance



LIVING THE LEGEND SPECIAL

T911's LTL contributors road trip across Wales in their project Porsches



Elan Valley, Powys, Wales

Written by **Lee Sibley**

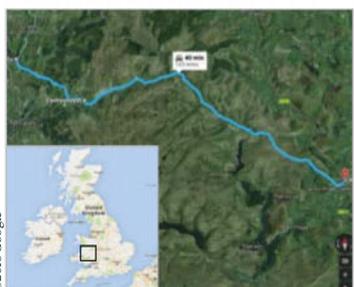
Photography by **Ali Cusick & Dan Pullen**



Essential info

LOCATION: Powys, Wales

COORDINATES: 52.349805, -3.777209



TOTAL LENGTH OF DRIVE:

18.5 miles

POINTS OF INTEREST:

Cwmystwyth lead mine;
Various vantage points offering
spectacular scenery

FOOD AND ACCOMMODATION:

Ty Morgan's Bed and Breakfast
+44 (0)1597 811 666;
The Bear Bed and Breakfast
+44 (0)1597 810 180

This little-known mid-Wales route offers a tantalising blend of fast straights and technical turns set among beautiful, quaint topography

The Elan Valley has long been a favourite road for **Total 911** staff. Thanks to its fast straights and technical bends, the route is often used for road tests in the magazine, the latest of which was our C2S v C4S test in issue 144.

But we're here to talk about the road itself. Set among an idyllic landscape in the centre of Wales, the route largely avoids the tourist traffic found at Snowdonia in the north, while the variety of major trunk roads nearby ensures quicker routes are available for any parties wishing to get there from the south.

The road is enjoyable to drive from both directions but we prefer to travel from west to east, starting

at Devil's Bridge and finishing in Rhayader, the town with the greatest number of pubs per capita in the UK (an ideal stop-off then!).

Begin by joining the B4574 from Devil's Bridge – the road was resurfaced in 2014, so it's as smooth as a snooker tabletop to drive on. The corners come thick and fast, switching from left to right as you negotiate the steep hill. A new steel barrier runs along the route here, preventing the possibility of a dramatic tumble if you get it wrong as the road narrows. Once you roll over a cattle grid you're on an unnamed road, as the B4574 officially stops here according to the road maps. The road surface is older but it's of high quality and serves as

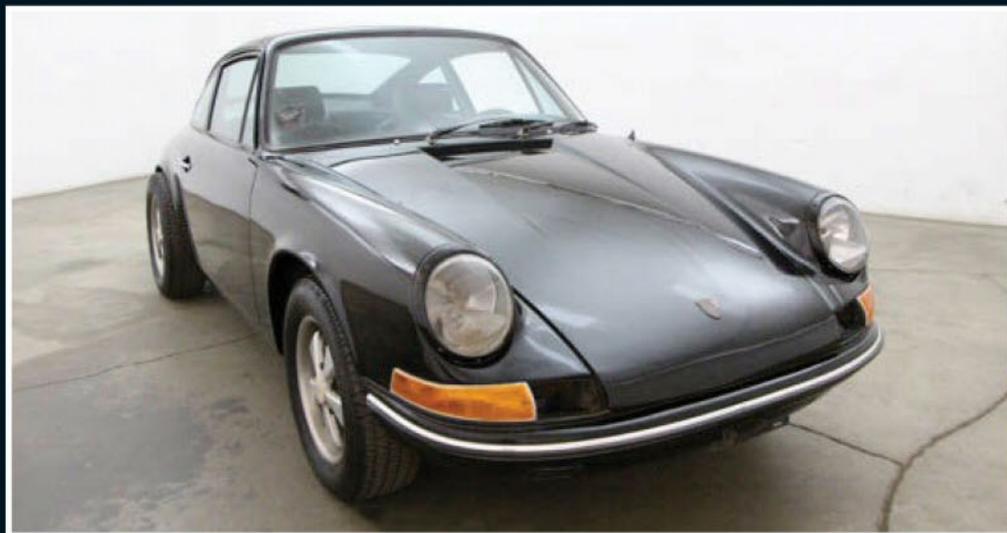
the ultimate chassis test as the road weaves along the valley. Eventually, you'll cross the valley and continue up and along the southern face, where the road is at its narrowest.

A short stop at the Cwmystwyth lead mine is recommended, before climbing back into your 911 for the second – and faster – half of the route. Now you can really pick up the pace: the road is wider, corners are well sighted and there are huge straights to open up the throttle, your 911's flat-six bark bouncing off the hills all around. At Rhayader a T-junction marks the end of a dramatic route that's brimming with character. We recommend driving it a few times to really get the best of the various challenges it offers. **911**



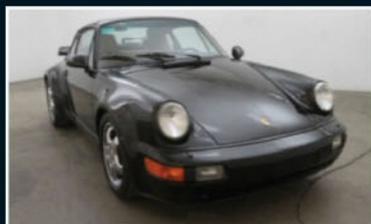
Beverly Hills Car Club

Specialized dealer of classic European & American cars



1969
Porsche 911S Coupe

Black with black interior. 2.2 liter with five-speed manual transmission, weber carburetors and fuchs wheels. Extremely desirable project car with enormous potential. Same owner for many years.\$49,500



1991 Porsche 964 Turbo
Black with tan interior with wood trim. Five speed manual transmission, power windows, power seats, air conditioning and factory sunroof.\$89,500



1981 Porsche 911SC Targa
Matching numbers in cashmere beige with light brown interior. Five speed manual transmission, power windows and fuchs wheels.\$21,750



1971 Porsche 911 Coupe
Matching numbers in white with light brown interior. Five speed manual transmission, zenith carburetors and fuchs wheels.\$39,500



1986 Porsche Carrera Targa
Matching numbers in yellow with tan interior. Five speed manual transmission, power windows, power seats and fuchs wheels.\$34,750



1996 Porsche 993 4S
Sunroof Coupe in iris blue metallic with tan interior. Six speed manual transmission with power windows, power seats, includes the spare tire.\$59,500



1988 Porsche Carrera Cabriolet
Matching numbers in nougat brown metallic with tan interior. Five speed G50 transmission, power soft top and fuchs wheels.\$29,950



1984 Porsche Carrera M491 Coupe
Grey with grey interior. Five-speed manual transmission, slant nose conversion and momo steering wheel. Very desirable M491 example.\$44,500



1974 Porsche 911 Sunroof Coupe
Matching numbers in red with black Carrera script and tan interior. Five speed manual transmission. Excellent original blue plate California car.\$26,500



1973 Porsche 911T Targa
Matching numbers in white with black interior. Five speed manual transmission, fuchs wheels and has been converted from CIS to carburetors.\$44,500



1976 Porsche 911S Targa
Matching numbers in red with black interior. Five speed manual transmission, fuchs wheels and includes the jack and spare tire.\$24,750



1967 Porsche 911 Sunroof Coupe
Matching numbers in polo red with black interior. Five speed manual transmission, wood steering wheel, electric sunroof, chrome wheels.\$79,500



1987 Porsche Carrera Targa
Matching numbers in grand prix white with grey interior. Five-speed G50 transmission and fuchs wheels. Just out of the dry state of Arizona.\$34,750

Looking for classic or luxury sports cars?

• We buy and pick up from any USA location • Worldwide shipping



Please check our website as we have cars being delivered daily

Alex Manos, BEVERLY HILLS CAR CLUB 4576 1/2 Worth St., Los Angeles, CA 90063
T: +1 (310) 975-0272 <http://www.BeverlyHillsCarClub.com> E: sales@beverlyhillscarclub.com





*Made in Germany | www.fvd.net
Porsche® Tuning | Parts | Service*

since 1984

Tuning | Parts | Service



Like us on Facebook
facebook.com/fvdbrombacher



Watch our YouTube™ Channel
youtube.com/fvdbrombacher



No matter if you need parts for your aircooled or watercooled, we have everything you need.
Simply visit us at www.fvd.net and discover why more enthusiasts choose to put our passion into their Porsche®

fvd Germany phone: +49-7665-98990 fax: +49-7665-989920
fvd North America phone: +1-954-571-2050 fax: +1-954-571-2060

www.fvd.net
www.fvd.net