SC ROAD TRIP PAYING OUR DUES TO THE 911'S SAVIOUR



Le Mans evocation driven on the public road



BESTOFTHE 997TURBB0 Why the 997 is the pinnacle

Manchenenci

of Turbo power and driver involvement

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• Carburettors explained • Grant Larson interview • 991.2 GT3 RS spy shots

MODIFIED 997 VERSUS 991.2 TURBO S Battle of the 500bhp+ Turbos

Total

THE **PORSCHE** MAGAZINE

996 TURBO V CARRERA 4S Battle of the wide bodies: which

is the more thrilling drive?

HISTORY OF WEISSACH Behind closed doors at Porsche's secret test facility





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The Porsche Classic oil service for all air-cooled 911 models, including Porsche Classic Motoroil and a genuine Porsche Classic red oil filter*, is now available at participating Porsche Centres. Prices start from £299** for 911 models (up to 2.7l G model) and £330** for 911 models with an engine capacity over 3.0l (up to 993 generation). For more information visit www.porsche.co.uk/classic



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Welcome

here are two striking themes to your latest issue of Total 911 magazine; one planned, the other rather more serendipitous. We purposefully decided to focus on the 997 Turbo because it is a car that, really, doesn't get the attention or credit it truly deserves. While there's been much talk in the last year marvelling at how the 996 Turbo represents incredible supercar value for your money, I'd argue the 997 is an even better deal.

Despite being around a decade old, the car packs monster power figures (500hp in Gen2 form) still wholly relevant today. cosseting its occupants in a gloriously luxurious cabin that's much better put together than the 996. With that quintessential 911 appearance, the 997 Turbo holds great appeal among a wide audience, whether you're a concours fanatic like the owner of our cover car or a Vmax200 speed freak like the owner of our

"A real do-it-all 911, 997 values are holding well and will go one way"

@total911

modified Genl. A real do-it-all 911, values are holding well and will only go one way as the 997's specification appears ever more analogue in comparison to the tech-laden cars currently rolling out of Zuffenhausen. Our Porsche index beginning on page 20 gives you buying tips, running costs and a driver's assessment of the venerable 997 Turbo, a car that could turn out to be a shrewd purchase.

Elsewhere, we've managed to include two Neunelfers sporting iconic Martini stripes. Whether a decorative factory option for road cars or an all-out remake of a racer's famous stripes, both examples make for a glorious throwback to a time when Porsche's race cars came guaranteed to sport an iconic livery. It is a shame, then, that this is sorely missing from the sports cars and prototypes currently spearheading Weissach's return to the top of the worldwide motorsporting pyramid.



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Shopening

Stop press! As **Total 911** was about to go to print, very first images of the 991.2 GT3 RS in testing landed in the Editor's inbox. Seen on German public roads around the Nürburgring (below), the mule spotted by our spies features an identical front bumper to the new 991.2 GT3, with additional inlet ducts hidden on the front hood. Early predictions are 520-540hp for the latest RS, which will again be naturally aspirated, with a manual gearbox a possibility.

Meanwhile, more pictures of the turbocharged GT2 RS have surfaced (bottom), sporting a largely undisguised front bumper, air ducts on the front hood, big bore exhausts and a diffuser hidden under camouflage. The new GT2 RS is expected to be revealed in time for summer 2017.

LB J 2076





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Total 911 delves into the archives to uncover the history of Porsche's mysterious test centre

Total 911 pits the 996 Carrera 4S against its Turbo relation to see how they compare













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



Porsche reveals 991.2 Powerkit

Additional 30hp option for Carrera S, 4S and Targa 4S finally unveiled for 2017 MY

It's come a lot later in the second-generation 991's production cycle than usual, but Porsche has this month announced a Powerkit option to headline the new 2017 model year specification updates. Available to 991.2 Carrera S, 4S and Targa 4S variants, the Powerkit from Porsche Exclusive provides a 30hp boost, upping peak power to a GTS-spec 450hp, thanks mainly to larger turbochargers.

An RRP of £8,800 may seem steep for such paltry power returns – broken down to nearly £300 per single horsepower gain – but included in the Powerkit remit is Sport Chrono package with dynamic engine mounts and a tweaked brake cooling system, as well as Sport exhaust. Available from June, the Powerkit is also available as a retrofit option for 991.2 S cars that already have the Sport Chrono package installed.

Elsewhere for the 2017 model year updates, more connectivity services are to be made available via Porsche Connectivity, while Porsche Connect services introduced on the Gen2 Panamera are now available for existing vehicles with the Connect Plus option. All models built after September 2015 (CW 38) are applicable for this free-of-charge upgrade, though cars produced before June 2016 will require a software upgrade in the workshop first. Porsche tells us this takes just 90 minutes to complete at an Official Porsche Centre.

Meanwhile, an array of new exterior and interior colours are available for the entire 911 range. Crayon is a standout new hue, while four-coat Saffron yellow metallic is exclusive to the 911 range. Sport exhaust tailpipes may now be ordered with black tips, and the Targa's roll bar is now available in Satin black à la GTS specification. All these new model year options are available to view via the online configurator.

AlcoSense Excel is the perfect travel partner

Summer sees many road trips for Porsche fans. Such events always make for a great social occasion but don't run the risk of driving over the limit. AlcoSense's Excel breathalyser allows you to set different limits for each country, using a 64mm² version of the Fuel Cell sensor used in UK, US and European police breathalysers. For



Custom automotive models revealed

Two Munich-based designers have started a Kickstarter page to raise funds for a project making automotive models inspired by the 911. Starting with a solid ABS block, every model will be sculpted using a CNC machine, hand-polished and painted with three layers of automotive paint. For more info visit kickstarter.com/ projects/inside-the-block.







First Porsche 992 Turbo spy shots revealed

Total 911's spies capture the next-generation Turbo in early testing

Testing of the next-generation Porsche 992 has been well underway for the Carrera and Carrera S programme for months now, with **Total 911**'s cameras bringing you early pictures of Coupe and Cabriolet examples in winter testing.

Now, for the first time, **Total 911** spies have captured the 992 Turbo in early test guise. The mule in our pictures looks much like the current 991.2-generation Turbo, however, tacked-on arches show Porsche development chiefs are experimenting with making the next Turbo's track width even wider. That will likely mean rear tyres on the 911 Turbo will grow even wider than the 305-section rubber utilised on the current 991.2 Turbo and Turbo S. We can also expect upgrades to the car's engine and suspension, with the 992 Turbo S set to break the 600hp mark. "The arches clearly evoke memories of the great 934." our spies told us after spotting the test car in the metal. The first full-body 992 Turbo prototypes are not expected to be seen on the road for another six months.

What's on in 2017

St Mawes Classic Car Festival **1-4 May** This bank holiday tour of west Cornwall throws u

Luftgekühlt 4 **6-7 May** Static gathering for air-cooled 911s in LA, organised by

Monaco F1GP VIP tour **24 May – 7 Jun** Take Autobahn Adventures' luxury tour in the new 911 Carrera

Weymouth Porsches on the prom **11 June** Hundreds of 911s will be on display or the Dorset seafron

Le Mans @ Zuffenhausen **17-18 June** For the fourth year, the Museum will open for the entire duration of the famous LM24 race.



Porsche SE group profit hits €1.37 billion

Large profits for 2016 with outlook for 2017 classed as 'positive'

Porsche Automobil Holding SE, the Zuffenhausen-based holdings company that counts Volkswagen AG, Porsche Engineering and the Porsche Design Group as its subsidiaries, has announced a fiscal year combined group profit of €1.37 billion for 2016.

Hans Dieter Pötsch, chairman of the executive board of Porsche SE, sought to emphasise the positivity behind these results, particularly in the face of the ongoing Dieselgate: "Porsche SE has proven to be a reliable financial holding company and is a stable anchor shareholder for Europe's largest automotive group, not least in the diesel crisis."

Porsche SE will distribute a dividend of €1.01 per share for the fiscal year 2016 to the holders of preference shares, while holders of ordinary shares will receive €1.004 per share.



Rare Porsches shine at Amelia Island

'Buy the best leave the rest' trend continues at world-class auctions

After a strong performance at RM Sotheby's Paris auction in February, the glittering Amelia Island Concours d'Elegance again produced stellar returns for sellers of big-ticket Zuffenhausen exotica.

Chief among the Porsche results at Gooding's auction was a 1998 GT1 *Straßenversion*, similar to the car on the **Total 911**'s 150th issue cover, which realised \$5.15 million before commissions; while a 1992 964 Turbo S *Leichtbau* (again, a prominent 911 from issue 150's top six icons) realised \$1.4 million. A 1974 3.0-litre RS sold for \$1.375 million with RM Sotheby's.

Meanwhile, the gap between high-brow, low-miles cars and the rest appears to be cemented among collectors, with examples such as a 1997 993 Turbo S with 18,000 miles fetching a disappointing £308,000. Another 993 Turbo S went unsold.

Motorsport The latest news and results from racing series around the globe



A hard day's night for Porsche's works RSRs at Sebring

Spectacular charge from Pilet's no.911 car ends in disappointment after bad luck during pit stops

The Porsche factory GTLM squad arrived at Florida's Sebring circuit for the second round of the IMSA SportsCar Championship on Saturday 18 March, buoyed by their second-place finish at the 24 Hours of Daytona just a couple of weeks earlier. At Sebring, Kévin Estre put the no. 912 RSR on the second row of the grid, posting the fourth fastest qualifying time, with the no. 911 RSR in seventh. With hindsight, both of these positions were lower down the order than hoped for but the two RSRs were set up to run better towards the end of the race, in the cooler hours of the evening.

The race pace was frenetic in summer-like conditions, which saw the second-placed no. 911 Porsche and the GTLM class-leading Corvette engaged in an almighty battle. Porsche's strategy

was working as intended as Patrick Pilet confirms: "Our plan was to have the best car at the end of the race. This meant that it wasn't so easy driving during the heat of the day. But once it cooled down we were clearly the fastest on the track."

However, during a routine pit stop an impact wrench failed, resulting in a longer stop for the no. 911, dropping Pilet from second to fifth. The typically determined attitude of the Frenchman enabled him to fight his way through the field, retaking second and setting the fastest race lap in the process. An unscheduled pit stop for a slow puncture half an hour from the end saw Pilet back in the pits, but when he left the pit garage he inadvertently drove over the air hose of the impact wrench. This earned him a drive-through penalty.

which destroyed all hope of the team being able to snatch a second podium of the season. The no. 911 car eventually finished in seventh, the no. 912 car winding up in eighth at the legendary airfield circuit in the heart of Florida. The level of competition in the GTLM class at Sebring was such that the top seven cars in class finished on the same lap.

In the GTD class, the no. 73 Park Place Motorsports 911 GT3 R of Jörg Bergmeister, Patrick Lindsey and Matt McMurry was the top finishing Porsche, taking the flag in sixth in class. In tenth place in the same class was the no. 28 Alegra Motorsports 911 GT3 R driven by Michael Christensen, Daniel Morad, Spencer Pumpelly and Michael de Ouesada.



Porsche announces WEC drivers for new RSR

New GTE driver pairings follow 2016 WEC end-of-season shake-up

With the two main American endurance races behind us, the European season beckons. As this issue goes to press the FIA/WEC Prologue will be underway and we'll be just two weeks away from the Silverstone 6 Hours, where the two factory Porsche 911 RSRs will race in their usual numbers.

No. 91 will be driven by 2015 champion Richard Lietz and Frédéric Makowiecki, with red Porsche

lettering on a black windscreen banner and red wing mirrors, while the no. 92 RSR, with white windscreen banner and white wing mirrors, will be driven by Michael Christensen and Kévin Estre. "In the fight for the FIA WEC title, we've put together two strong driver pairings. All four pilots come from the world's best GT hotbed of talent." says Head of Motorsport, Dr Frank-Steffen Walliser.

Motor racing in April 2017



TUNING & AUTODESIGN



PORSCHE 991 TURBO STINGER GTR









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PORSCHE 991 CARRERA

12 | This Month in History: May

This month in history A look back through the archives to important May milestones from the 911's past

1965 Death of Edgar Barth

Father of the better-known Jürgen Barth, Edgar Barth was a successful car and racing motorcyclist before World War II. In the early 1950s he resumed his racing career in East Germany with the EMW, a 1,500cc sports racer made by what had been BMW Eisenach before the war. Barth made a reputation for himself outrunning Porsche 550s and Huschke von Hanstein offered him a job as works driver and manager of Porsche's client racing department. In the deteriorating climate between the two Germanies in 1957, it was too good an offer to resist and the Barth family left most of their possessions behind, defecting to the west and settling in Kornwestheim, just outside Zuffenhausen.

Barth fully justified von Hanstein's confidence in him with a string of successes in flat-four Porsche racers, which included winning the Targa Florio in 1959 and three European hillclimb championships. As well as being works test driver, his unwavering commitment to the company had made him very much part of the inner Porsche circle before his untimely death at 48 from cancer in 1965. Between them, the Barths, father and son, cover virtually Porsche's entire 20th century racing history.





1973 Porsche 911 wins 'final' Targa Florio

The last of the traditional European road races, the 1973 Targa Florio was the final time the legendary Sicilian circuit would host the World Sportscar Championship. Time and safety concerns had at last caught up, long after comparable events like the Mille Miglia or Dundrod had been abandoned. Indeed, no circuit since the Mille Miglia presented more hazards in terms of narrow roads, lethal walls and excited spectators only inches from passing cars. The 47-mile lap contained almost 1,000 bends, which meant a corner every 100 yards: not only did this keep lap speeds down but it favoured lighter, agile cars.

Production Porsches had flourished in the Targa since the early 1950s and from 1967 there was always a 911 in the first ten finishers (the only exception being 1970). For 1973, the Martini team had entered three 308bhp 2.8 RSRs. Factory participation by Ferrari and Alfa Romeo, as well as strong private entries from Lancia, ensured that the final Targa would be no foregone conclusion and an estimated 700.000 turned out to watch. Fastest in practice, the Ferrari prototypes proved too fragile leaving the Martini Porsche RSR of Gijs van Lennep and Herbert Müller to win from Sandro Munari's Lancia Stratos. RSRs also finished in third, sixth, seventh and eighth and altogether Porsche 911s comprised eight out of the 42 finishers.

2001 Über-turbo Porsche arrives in UK

Two months after its European launch, the muchanticipated 996 GT2 finally appeared in RHD. The most expensive and powerful series production 911 yet seen was also one of the most enigmatic, given that unlike its 993 predecessor, it was not built as a homologation model. Porsche advanced various reasons to justify its new GT2: previous 993 GT2 customers would want the latest model as some were used as purely road cars and should they want to take it racing, the new car was also rear-wheel drive (and eligible under FIA regulations) and had a GT3-derived adjustable front suspension. It is probable that Porsche was also influenced by press comments that stated, for all its supercar performance, the 996 Turbo was almost too easy to drive.

There was the matter, too, of Alois Ruf, whose new 996 Turbo offered 520bhp, a challenge the Motorsport department could not ignore. So Weissach received the green light to create Porsche's riposte. A curate's egg, the 996 GT2 combined breathtaking acceleration with, by Porsche standards, uncertain on-the-limit handling. Perhaps omitting PSM and traction control was a step too far: in 2007 the earliest 996 GT2s could be had for a third of their original price but by then, the realisation that there would never again be a wild child 911 like this was setting in. Today, low mileage examples sell for comfortably more than their original price.



1961

In Porsche's first F1 outing, Dan Gurney's 718 F4 finishes fifth in the Monaco GP; a great race, as Moss holds off the V6 Ferraris of Ginther, Hill and von Trips.

1990

1994

Helmuth Bott dies. As if he had been written out of company history, there was no official Porsche presence

1997

2007

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14 | Ben Barker



Ben Barker -2017: FIA WEC Gulf Racing 991 RSR -2013-2016: Porsche Mobil 1 Supercup -2012: Porsche Carrera Cup GB Runner

• 2012: Porsche Carrera Cup GB Runner Up

The FIA WEC driver shares all about his world championship campaign



Ready to race again

Ben's chomping at the bit to get going properly for the 2017 WEC

uch is the nature of magazine deadlines, you'll no doubt be reading this column after the opening round of the World Endurance Championship at Silverstone but, without any actual racing to talk about at the time of writing. I'm going to try and shed some light on the work that goes on behind the scenes as the Gulf Racing team prepares for the new season.

As you can imagine, the weeks leading up to the start of the season mean that things are pretty manic in the workshop but the time - and there is never enough - is always spent productively, as the team seeks any advantage it can find.

Gulf Racing is fortunate to have its own simulator on-site and, as regular readers of my column will already know, this plays numerous roles throughout the year. While it's obviously useful in helping the drivers to learn new racing circuits, it also helps the team perfect setups and try new ideas for the no. 86 car before it ever gets to the racetrack.

One of the things that we've been working on over the winter is fine-tuning the gear ratio suggestions supplied to us by Porsche ahead of the 2017 campaign. With a likely change in

the Balance of Performance and a larger engine restrictor measurement for our car this season, we should be dealing with an increase in speed, which will mean that the gearing on the car will need to be adjusted.

Along with team manager and chief engineer Matt Beers, I've spent a lot of time in the simulator trying to perfect the ratio choice for Silverstone. While we have the WEC Prologue pre-season test at Monza before we go racing, the layout of the Italian circuit is more suited to preparations for the Le Mans 24 Hours than the likes of Silverstone or Spa, so it is essential that we do our homework away from the track as well.

Preparing gearboxes is not the work of a moment, especially if you find your setup is wrong at the track, so the team prepares two gearboxes for the start of the season – one for the first two rounds and the other specifically for Le Mans - to save time making changes or rebuilding them between events. My job, along with Matt, is to try and pinpoint the right ratios to use based on the predicted power output given to us by Porsche. The recommended ratios are uploaded to the RSR car model on the simulator so that I can check the various shift points around the circuit and



suggest changes where I think they are necessary. For example, a longer or shorter gear may clearly be preferable for some corners while, for others, it may be touch-and-go whether any change is necessary at all.

Gulf Racing first used the simulator in this way last season and it really helped to define shift points. Taking the Shanghai round as an example, we were debating the merits of using fourth or fifth gear on the entry to the fast left-right combination, as the shift point and rpm were exactly the same on the overlays, and this was supported by back-to-back runs on track. Being able to see that and take the necessary decisions before we even put tyres on tarmac in China was a major advantage - and one that we hold over other teams who do not have that sort of facility.

Hopefully, you'll have seen the benefit of this - and all the other work going on at Gulf Racing HQ – in the opening WEC round at Silverstone over Easter weekend, and I'll have something to celebrate in the next edition of this column...

Products Total 911 brings you the pick of the best t-shirts to sport this summer

2

-

350

SHARK

1

3

5

Car Bone 'No Substitute'

Well-known for their range of Porsche decals and badges, Car Bone now offers a t-shirt that's ideal for the G-Series 911 owner. Available in children's sizes, so perfect for 911-loving offspring, we especially like the addition of Porsche's famous 'There is no substitute' slogan, which film-buffs might recognise from a certain Tom Cruise film...

car-bone.pl/shop/there-is-no-substitute-1-t-shirt/

Porsche Driver's Selection – Edition No. 7 £37

While not the cheapest option, Porsche's clothing boasts exceptional quality and we're especially taken with this item from their Classic Collection. Not only is the early 911 design beautifully detailed but the t-shirt is packaged in its own unique metal box, making this the ideal gift for the Neunelfer fan in your life. shop2.porsche.com/uk/men/t-shirts/

RPM Technik RSR

£20 The experts at RPM have undertaken a number of very special 964 builds that have inspired them to produce this rather fine '3.8 RSR' t-shirt. Depicting the classically muscular wide-hipped bodyshell, if, like us, you're a fan of the famous 'Rennsport Racing' breed, then this quality product is sure to appeal. **rpmtechnik.co.uk/shop-product/rsr-t-shirt/**

SharkWerks 4.1

From \$30

4 In Issue 112 we brought you exclusive details of SharkWerks' 4.1-litre 997 GT3 RS build, and now you can pay your own homage to this awesome Neunelfer. Available in stylish Shark grey or classic Vintage racing blue, these 100 per cent cotton t-shirts are the perfect way to demonstrate your Porsche 911-aficionado status. sharkwerks.com/products.php

RPM Technik 'Fan' £20

Admirers of early Porsche 911 engines, and the SC come to that, will be familiar with the classic 11-blade fan, so this product, which also celebrates the establishing of the company in 2001, could be ideal. With the design contrasting perfectly with the understated grey material, this is a desirably subtle choice for enthusiasts of air-cooling.

rpmtechnik.co.uk/shop-product/fan-t-shirt/

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



The vindication of the 993 C4S

Dear Sir,

As a veteran reader of **Total 911** I've been moved a few times to write in and I've been published a couple of times too, so maybe I'll get in the door once more. I think it's fair to say that **Total 911** is perhaps a bit biased towards the purist cars, especially the track-oriented cars. Head-to-head comparisons almost invariably lean towards the hardcore choice. So I felt more than a little vindicated when in the '30 most iconic 911s' article, in the 'Six of the best' section, Alexander Klein selected my very own 993 4S for the fourth spot!

This move seems to have raised some eyebrows at **Total 911**, who have consistently rated it below the 2S and given it lukewarm reviews, sometimes describing it as over-engineered, light in the performance department or aimed at posers. The thing is, not every 911 has to be bench marked against a GT3 or a fire-breathing Turbo. They were also designed to be supremely practical sports cars for the road, which is why they come with a back seat after all! The 993 is beautiful, reliable, practical, relatively modern and a lot cheaper to run without the turbo. It's a Turbo without the turbo, in the words you've used to praise the 996 4S. And let's not forget that the 2S lacks the running gear and the Big Red brakes of the 4S.

For me, the most important thing is that the 4S, with its great traction, enables me to enjoy aircooled heaven all year round through the deadly Finnish winters, which means I don't have to put my 911 addiction into hibernation every winter. Oh, and have I forgot to mention that its value has more than doubled since I bought it? So perhaps you should rethink the number of stars you've assigned the 4S in the Data File.

I'm pretty sure Mr Klein would agree that it merits just as good a rating as the 2S, even if it isn't quite as rare. **Keith Silverang**

Finland

It was great for Alexander to include the C4S in his top six and we feel he more than justified its place, despite our initial surprise at the choice. The C4S is a good all-round 911, typified by your intent in using it 365 days a year. We're pleased you continue to enjoy the car regularly, despite its marked increase in value in the last two years. 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 2nd Edition** bookazine worth £9.99!



Porsche selection headaches return

Dear Sir,

What are you making of this new GT3 availability situation? I note much of the press has lauded 'Porsche listening to the enthusiasts' – which is well deserved. The new car truly does excite me, being a track junkie with a manual gearbox fettish.

However, actual availability of the car, while not technically 'limited edition', is to all intents and purposes very limited. I expressed an interest in the car to my OPC back in February last year, and have had a number of GT3/RS products over the years (though not all new from Porsche). Last year I did at least one trackday a month – however, I am told by my OPC (who supplied a GT4 to me and looks after my 997 RS) and another OPC (who supplied the same 997 RS) that there's no chance of me getting a 991.2 GT3. So, is Porsche listening to the enthusiasts to perfect their product but then only supplying to a few Panamera buyers? That's how it seems to me. **Tanvir**

We've heard many similar stories since Porsche unveiled its new GT3. The

reality is that there's no specific selection process in place: it varies from country to country and even OPC to OPC. Cultivating a relationship with your local OPC certainly cannot do any harm: we know some dealer principals bin letters of intent from those living far away, or from those who've never visited their Centre before.



Ask the expert

Got a question for our Porsche Technician? Email us **editorial@total911.com**



Scott Gardner Job Title Gold Diagnostic Technician Place of work Porsche Centre Bournemouth, UK Time at Porsche 11 years

Q: Why do the front wheels on modern 911s seem to slip when on full lock? I'm told by my OPC this is perfectly normal but it feels unnatural... Jamie Lee, Colchester

"The reason Porsche tyres scrub when turning on full lock at slow speeds is due to the toe difference angle (Ackermann linkage) and refers to the difference in these angles that each individual front wheel turns during a corner, thus creating a toe difference. Porsche use a larger angle (around a 40 per cent Ackermann angle) so that the cars handle better at higher speeds, however, the compromise is the slip during manoeuvring due to the bigger angle. So, this is perfectly normal behaviour."

Moving the engine: a big deal?

Dear Sir,

First of all, congratulations on a great magazine – I read it cover to cover. I am amazed at the comments being made regarding the possible relocation of the engine to mid for the new cars. The company is a business and it makes huge sense financially to consolidate the platforms into what is a proven location.

One thing you can guarantee as a customer is that wherever the engine is sited, the result will be astounding – Porsche do not make 'lemons'! I have been lucky over the years from quite a young



age to own many Porsches – in total I have owned some 21! I have owned a 1957 356A through to a 996 Turbo and a GT3, and that's in between owning a 924 Carrera GT and numerous 924s, 944s and a 968 Club Sport.

Each one of these cars in my opinion was genius – all for different reasons, but all genius. If Porsche do indeed move the engine location it will not only be financially viable but it will also not compromise their reputation for excellence. In fact, if I were a betting man, I would bet that their end result will exceed expectation.

As an aside, I have also owned two Maseratis and two Ferraris in my time – if you asked me which car I would have back out of all the cars I have owned, it would be the 996 Turbo in a flash!

Keep up the good work and thanks for producing a great magazine. **Pete Rigby**

We'd prefer that the Porsche 911 remained a rear-engined sports car, though there is deep trust that Porsche only makes good vehicles and is keen to protect the 911 as the very fabric of its automotive business.

996 reborn

Dear Sir.

I am a recent newcomer to your magazine and I compliment you on the work you are doing. Although I have owned a Porsche since 2002, I only started reading Total 911 recently and I have been learning much, concerning my own car's renewal. I live just outside the Greater Boston area, and had never joined the New England Porsche Chapter of PCA. Like you, Lee, I had purchased my first and only Porsche, a 996 Cabriolet, with the base 320hp, 3.6-litre engine. But recent events, beginning late last spring, threatened to end my Porsche ownership.

I began the process of deciding what might become of my car, after the 996's engine imploded (I had already done the IMS and Rear Seal as a precaution) while I was driving my car home from an appointment - at 35mph, no less - and I unexpectedly found myself enveloped in a big cloud of white smoke. My local mechanic confirmed that I had three cracked cylinder heads, and three of my cylinder walls were scored. But the car's temperature and oil gauge at that moment were all reading perfectly normal.

Porsche assigned me a case number, toyed around with me, and then told me to take a long walk off a short pier, as they have done so many times, Lee, with many other 996 engine owners. I will reserve my comments concerning both Volkswagen and Porsche's present management culture. The new cars have become exorbitantly expensive for Porsche driving enthusiasts. And, post 997, the cars have become a bit horsey in size among other things, such as electric steering. I have learned a great deal because of my experience but I will now get right to the point.

The first is that through unusually lucky circumstances, which were totally unexpected, I now have a brilliant Porsche Shop in the next town, run by an ex-Porsche racing driver - who worked



for Porsche - and my car now has the engine from a 2007 997 GT3 R - the last reiteration of the 3.6-litre Mezger engine.

We are now bringing the rest of the car up to the engine's level with new suspension, exhaust, brakes, 19-inch wheels and new tyres etc, but we have been doing it stretched out to now. It's not completed yet, although I have been driving it, as instructed, as we go, to carefully note the effect of every change and relay it to Maurizio Cerasoli, as he continues to tailor our rehab development.

It's more fun than ever now, with all of the choices to pick from to personalise my reborn Porsche. I do have to admit, though, that sometimes less is more. My GT3 R engine with a slightly lighter crank, and a few other tweaks, (8,600rpm) is around 480hp - unaspirated - and quite frankly it scares the hell out of me, right now! My new custom clutch has a ceramic plate and is far more forgiving than my original clutch. I have 40,000 miles now, as it's not used in winter. **Doug Shiparo**

While we're saddened to hear you had problems with your 996, we're so pleased to read you've turned the situation on its head and now have what must be a thrilling 911 to drive. Please send us some pictures of your car for us to share with our readers!

The 30 most iconic Porsche 911s

Dear Sir.

Where was a 930 SE in your 30 most iconic 911s? It seems utterly ridiculous that you make sweeping statements as above and then leave one of the most iconic of them all out, while including cars that are clearly not iconic.

For all the love/hate debates generated by these cars, it was a car of total excess in a time of excess; it completely summed up the Thatcher era. Handmade, hugely expensive, hugely quick at the time, hugely rare and based on the totally iconic 935. Indeed, 930 SEs are now so sought after that knowledgeable collectors are paying £250k to get their hands on one.

But instead, you have a clutch of 911 2.0 cars, a 996 Turbo S, C4s, a 997 GTS, and even a 991.1 GTS... iconic cars, really? Do any of these fit the definition? **Robert Day**

We should start by asking what year is your SE, Robert? In doing the countdown to begin with, we wholly appreciated that different people will include different cars. That's the beauty of the 911 at large: there are many



iterations that appeal to different segments under the umbrella 911 name. The SE is a great 911 and very nearly made our cut, however, we feel the original 930 was a better candidate, considering it was made in larger numbers and started Porsche's roadgoing Turbo legacy.



Future Publishing Ltd Richmond House, 33 Richmond Hill Bournemouth, Dorset, BH2 6EZ 2 +44 (0) 1202 586200 Web: www.total911.com www.greatdigitalmags.com www.futureplc.com

Editorial Editor Lee Sibley

lee.sibley@futurenet.com 2 01202 586291 Senior Art Editor Stephen Williams Production Editor Amelia Jones In-house Photographer James Sheppard

Contributors Rob Clarke, Richard Klevenhusen, Tony McGuiness, Joel Newman, Sean Parr, Gina Purcell, Chris Randall, Chris Wallbank, Kyle Fortune, Joe Croser, Greg James, David Grover, Kieron Fennelly, Daniel Pullen, Chris Wallbank, Dana Pawlicki, Wilhelm Lutjeharms, Craig Llewellyn, Andreas Mau, Neill Watson, Duwyne Aspeling, Glen Smale, Rich Pearce, Glen Smale, Glyn Fennelly

Daniel Pullen

Digital or printed media packs are available on request. Account Manager Alex Choma alex.choma@futurenet.com

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Circulation Director Darren Pearce TO 01202 586200

Production Director Jane Hawkins T 01202 586200

Finance & Operations Director Marco Peroni Creative Director Aaron Asadi Editorial Director Ross Andrews

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The 1984 Norisring Trophy-winning and twice Le Mans 24hr 1984 Porsche 956B Group C

We are thrilled to announce for sale a very significant and extremely rare Porsche 956B Group C racing car.

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PORSCHE INDEX 9972 TUBO had undergone a subtle but

In Gen2 form the 997 Turbo had undergone a subtle but effective transformation, not least thanks to more power and the wizardry of PDK. So just how desirable is it?

Written by **Chris Randall** Photography by **Neil Godwin**

History of the 997.2 Turbo

t's probably fair to say that Porsche had endured something of a torrid time with the introduction of the 996, thanks to the divisive shift to water-cooling and widespread coverage of - normally over-exaggerated - engine issues. Despite that model's subsequent success, it was hoped that the launch of the 997 would steer the company back into calmer waters, and so it proved with a well-founded reputation for strong buildquality and reliability. The appearance of the firstgeneration Turbo was especially well-received thanks to the twin-turbocharged motor's abundant power and torque, and suitably bombastic performance. Almost 20,000 examples were built in the ensuing couple of years, so there was plenty of expectation resting on the shoulders of the Gen2 Turbo that arrived on the market in 2009, an expectation that was met and then some if the solid values noted

by our specialists are anything to go by. Currently sitting firmly between £65,000 and £70,000 in Coupe form according to Paragon Porsche's Jamie Tyler, what exactly does that buy you?

Externally, it was very much business as usual with just a well-judged cosmetic nip and tuck marking out the new model, the changes including re-profiled bumpers and air intakes and tweaks to the head and tail lights. There were also claims of greater rigidity and less weight, the latter saving around 50kg. But the real action was at the rear where a new direct fuel injection 3.8-litre flat six was mounted, one whose pair of variable geometry turbines contributed to impressive outputs of 500hp and 650Nm of power and torque respectively.

Improvements in economy and CO₂ emissions were worthy bonuses but the real news was the adoption of an optional seven-speed PDK transmission in place of the Tiptronic gearbox, something that made for a notably slicker driving experience and organ-rearranging acceleration. With the *de rigeur* Sport Chrono pack, a PDK-equipped Turbo would crack 0-62mph in 3.4 seconds before topping out at 194mph. Four-wheel drive and Porsche Traction Management (PTM) helped keep drivers out of the scenery while PASM was standard. Buyers stumping up the £101,823 asked for a Coupe also benefitted from a lavish standard specification, while the Cabriolet was on hand to tempt wind-in-the-hair fans.





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What's it like to drive?

Plenty of 997 Turbos have passed through our hands at **Total 911** and we've been impressed with all of them. For one thing, the 997 retains elements of the traditional 911 feel so it requires more driver input, thanks to the ferocious performance of the 3.8-litre motor. Bear in mind that it gives away just 30hp and 50Nm to the 997 Turbo S and it's easy to see why we hold it in such high regard, with its lightning-quick PDK shifts (manuals are rare) and low-rev response from the variable geometry blowers.

Then there's the feelsome, hydraulically assisted steering and iron-fisted suspension control, both contributing to the Turbo's awe-inspiring dynamics. We're also fans of the smaller dimensions compared to the 991, making it easy to place on the road, while the comfortable cabin is perfect for covering hundreds of miles. It's not just us that are impressed, Darren Street of RSJ Sportscars claiming: "It's a fantastic car, with epic performance, and the PDK gearbox is a real improvement over Genl Tiptronic."





Market rivals

of air-cooled models are within budget, along with something a little more recent



991 C2S

The largest 911 yet, the 991 was packed with technology and swapped to electrically assisted steering. The 3.8-litre motor boasts 400hp and 440Nm of power and torque. PDK models hit 62mph in 4.5 seconds.



993 C2/C4

As the last of the air-cooled cars, the 993 holds a special place in the hearts of many Neunelfer fans. Hugely capable and a proper all-weather device in C4 form, high mileage examples shouldn't be a concern if maintained properly.



964 C2/C4

The model that dragged the 911 into the modern age thanks to anti-lock brakes, power steering and the option of four-wheel drive. There's plenty of classic appeal though, and a good one will prove thoroughly usable on a daily basis.



997 GTS

A last hurrah for the 997, the tasty spec included the wider C4S body, centrelock wheels and a power-kitted 3.8-litre engine. Cosmetic improvements helped it stand out from the Carreras while the Alcantara cabin was loaded with kit. **Right** Inside, the 997.2 Turbo features a luxurious leather-trimmed cabin. Sports seats came as a no-cost option when new

Running costs

This particular iteration of the 997 presents something of a problem to someone tasked with writing a few hundred words because it suffers from very little in the way of issues, a testament to the exceptional build quality. That's good news for buyers, of course, and an example that's been serviced religiously should prove a very reliable proposition. Given the performance on offer, the cost of regular fettling isn't too alarming, RPM Technik charging £351 for a 20,000-mile service and £858 for the bigger 40,000-mile check, although it pays to be certain that wear and tear items haven't been neglected on hard-used examples.

Fresh pads and discs all round will result in a fourfigure bill (replacing a set of the optional PCCB discs is around £17,000, which is reason enough to avoid them) and you'll want to be certain that suspension bushes and ball joints haven't taken a pounding. Issues with the PASM system aren't cheap to rectify either, with a front damper costing £489 before fitting. And while on this particular subject, keep an eye out for uneven tyre wear that signifies suspension geometry out of kilter; Paragon Porsche charge £285 for a full geometry check and it is certainly money well spent.

Engine-wise, getting an OPC or specialist to carry out an over-rev check is a sensible way of weeding out the trackday warriors, but as long as there is a fat wad of service bills there should be little else to worry about. The same applies to the transmission with the PDK gearbox proving incredibly robust – which is just as well, considering replacement will empty your bank account of around £15,000. You'll need to budget £2,000 or so to replace the clutch in one of the rare manual examples.

Externally, even the earliest examples should still be in superb order so it's really just a case of checking for any minor scuffs or stone chips, and ensuring the history isn't hiding any evidence of major accident repairs. The only other issue to note is the cost of replacing items such as light units, so they need careful examination; for the record, a replacement headlamp is £985, with a rear light unit coming in at £512. The cabin should be equally trouble-free unless abused, so it needs little more than a check for scuffed trim on high-milers and a prod of every switch and button to ensure everything is still operating as Porsche intended. Pay particular attention to the climate-control system, as damaged and leaking condensers aren't uncommon and replacing the pair costs £600 for the parts alone. And ensure that the touch-screen PCM system is functioning correctly, as new units cost upwards of £1,000 depending on specification. **Э**





Desirable options If you were splashing out more than £100k on a new one, you'd have expected plenty of kit to accompany the storming performance. And you wouldn't have been disappointed. The Turbo's cabin was lavishly

Sport Chrono

Jamie Tyler and Greig Daly were unequivocal when it came to this particular option. Frankly, it's a must for PDK examples and brings plenty of tasty features, from Launch Control to an 'overboost' function that temporarily increases torque to 700Nm. The steering wheel gets an additional mode display too, while dynamic engine mounts are part of the package

Sports seats

Tyler also highlights the appeal of Sports seats, so they are worth seeking out. A no-cost option when the car was new, there's heavier bolstering and part-electric adjustment. The adaptive Sport seat option took things a stage further, with even greater support and adjustment and additional memory functions.

Manual gearbox

Sunroof and infotainment

Darren Street from RSJ Sportscars claims that the optional sunroof is a good addition to an already lavish specification. Infotainment upgrades that likely tempted original buyers included a six-disc CD changer and a TV tuner, as well as voice control for the PCM system.



Cosmetic changes over the 996 were subtle, but included reprofiled bumpers and air intakes, as well as tweaks to the head and tail lights

Before you buy

Don't accept anything less than perfect bodywork. You'll want to be certain the car has a past that's free of accidents, so carry out a history check for peace of mind.

Be meticulous when it comes to checking the maintenance history. Fundamentally reliable it may be but that 3.8-litre engine needs the attention of an OPC or specialist if it's to stay that way. There's no excuse for skimped servicing when you're spending this sort of money.

The PDK transmission is staggeringly capable and is the unit of choice for most buyers. It's also reliable but the eye-watering cost of replacement means any hint of trouble and you should walk away. The sixspeed manual is equally tough but hard use will take its toll on the clutch and you could be facing a £3,000 bill if the flywheel needs replacing too.

Regular servicing should have ensured that wear and tear items have been attended to but check just in case. Refreshing the brakes and suspension isn't cheap and it's worth keeping an eye out for any modifications. They aren't a problem if done well but many owners value originality.

Interior build and material quality were real 997 high points, so any issues will be easy to spot. Replacing failed items will be costly, so check it all works, especially the climate-control, which is prone to failed condensers. The typically extensive Porsche options list makes it worth checking the exact specification, too, but you'll want to find the Sport Chrono pack on PDK-equipped cars.

Below The 3.8-litre engine of the Gen2 997 Turbo produces 500hp and 650Nm of power and torque respectively



"A combination of superb build quality and stunning performance make it a hugely desirable ownership proposition"



Total 911 verdict 🛛 ★ ★ 🖈 🖈

turbo

owering performance aside, this particular teration of the 997 could almost be deemed sensible purchase given the reliability and olidity of build on offer. Not to mention the ock-solid values that our experts predict. However, with the sensible hat firmly emoved for a moment, what we're left

with is a devastatingly capable and effective ground-coverer, and one that you'll certainly never tire of experiencing. That potent twin turbo 3.8-litre motor is an absolute joy, too. Loved by owners and specialists alike, the second-generation 997 Turbo is not far off the complete package.

> Left With the Sport Chrono package, a PDK-equipped 997.2 Turbo has a top speed of 194mph and can go from 0-62mph in 3.4 seconds

Investment potential/ownership experience

urbocharged 911s have always benefitted from an extra helping of cache and the Gen2 997 is no different. A combination of superb build quality and stunning performance – especially in PDK form – make it a hugely desirable ownership proposition, and it's one that you can drive everyday with nothing in the way of compromises to mar the experience. Add in the strong reliability of the Turbo and the fact that the very last examples are barely five years old and it's easy to see why they are so well regarded by specialists.

A degree of rarity value is the icing on the cake, so it's no surprise that Paragon's Jamie Tyler views it as a very sound place to put your money. It's a view echoed by both Greig Daly and Darren Street, both experts seeing a solid future in terms of values, although it's worth noting that rises are likely to mirror those seen over the last five years (to which you can add around £5,000 for Cabriolet models). Steady rather than stratospheric, then, but comforting all the same.

991.2 TURBO S V 997.1 TURBO DAY OF THE UNDERDOG

It may live in the shadow of its younger brethren, yet with a few choice tweaks the 997.1 Turbo usurps today's supercars in power and driver reward...

Written by Lee Sibley Photography by Rich Pearce



s I ogle at the first-generation 997 Turbo standing next to its 991.2 Turbo S descendent, it's hard to believe the former is now ten years old. Introduced in 2006, the 480bhp Genl was, to all intents and purposes, an update of the 996 Turbo, marking a return to more traditional external styling with an interior exquisitely put together using the finest materials. Mechanically speaking, much was again honed from the 996, the exception being new turbochargers utilising Variable Turbine Geometry for the first time. This technology, acronymed VTG, essentially gives the best of both small and large turbo characteristics and is a legacy still used by the 911 Turbo to this day.

However, the 997.1 was the last Turbo to be fitted with the hallowed Mezger-derived engine, every car since utilising direct fuel injection for greater efficiency. By the turn of the 991.2, launched in 2016, Porsche's halo 911 had grown into a technology-laden tour-de-force, packing 580hp in S form with doubleclutch PDK automatic transmission, actuated rearaxle steering, advanced active aero at both ends of the car, plus more efficient (if slightly numbing) electric assisted steering. It is by all means a different creature entirely.

Back with the first-generation 997, despite sharing much of the same aesthetics with its successor, the early car is all too quickly dismissed within generalist 997 Turbo buying guides, these so-called experts urging us to dig a little deeper and purchase a (rarer) DFI-engined later model instead. Given the 997.1 power output is only 20hp shy of its near-identicallooking successor, this seems absurd.

And, given that the 997.1 Turbo has since been replaced an incredible six times over by Porsche, you might well be forgiven for thinking this head-tohead test we're about to undertake on roads around Weymouth, on the UK's south coast, is going to be something of a foregone conclusion. However, such assumptions would be foolish.

This is because the black 997 Turbo lurking behind the headline-grabbing, 205mph 991.2 Turbo S has been the subject of some subtle yet superior modifications, its 550hp output and slightly lighter weight meaning it will at least give a headache to Zuffenhausen's current Turbo darling.

The virtues of Porsche's latest Turbo S have been well documented in **Total 911** in the last year. Its USP to some is its Achilles heel to others: too easy to use, it feels like an accomplished GT car in comparison to the slender sports purpose of the 997. PDK makes for a slick co-pilot, with its 365 different mapping options intelligently changing gears according to driver style. Road holding and grip is phenomenal – that Porsche has created a 580hp car so sticky to the asphalt is simply remarkable. More impressive,





the 991 Turbo S's pivot point is incredible thanks to rear steer. Seemingly able to turn on a 50-pence piece, never has a 911 felt so agile through turns, shunning understeer and belying its 100mm extended wheelbase over the 997.

The Turbo S's crowning glory, though, is its speed. Sprinting from standstill to 62mph in just 2.9 seconds dictates you'll never be burying the loud pedal into the bulkhead for more than a few seconds at a time, it perhaps too fast for the road as squirts of pace are accompanied by nervous glances in the rear view mirror. Such venomous rush of pace is pretty well unrivalled for a supercar capable of being driven daily, the caveat here being the car offers nowhere near the same levels of engagement while doing so. Sure, you can have fun in the corners with left foot braking and flicking up and down through the razor sharp gears in Sport Plus mode but you have to reach silly speeds to find the limit – and your own limit will come much before the 99I's.

In a standard 9971 Turbo, things are different. Its chassis is compromised by comparison, with a truly rear-flung engine abetted by a passive rear axle. Naturally, the car wants to understeer much earlier, its rear noticeably more fidgety through turns. For sure, the fun is in keeping a car that's blessed with such pace so honest (a 3.9-second 0-62mph time is not unreasonable), yet the black car in our pictures shows with a few performance and handling tweaks the 997 Turbo platform can be even more explosive. I've promised the car's owner, James, I wouldn't mention costs involved to get the 997 to this level, the **Total 911** subscriber adamant his wife will read this too, but you can take it from me net spend including car purchase is around the list price of a new Carrera.

Piloting the car, the first thing to notice is its more focused ride. Ohlins road and track coilovers primarily see to this, the 997 tracking over the road's surface beautifully – ever a sign of a car to be taken seriously, I'm having to make minor adjustments at the wheel to keep the car from searching out the road's cambers and kinks. Damping is impressive: not as harsh as expected, this Turbo has the poise and stiffness of a GT3. A fast geo setup affords a wonderfully direct steer, meanwhile a whole essay of information from the road is fed to my fingertips through the mechanically assisted power steering system – already the car feels more alive than the 99!!

The first corner approaches. Dialling in well, the car doesn't understeer anywhere near as early as the standard 997, it actually feeling like there's more front end grip over the 991 behind. Thicker GT2-spec antiroll bars working with those Ohlins take most of the credit, though the 997's Michelin Pilot Super Sport tyres deserve mention for providing more confidence over the Pirelli P Zeros shod on the 991.

Exiting the second corner of a fast S-bend gives rise to a long if bumpy straight, presenting the first chance for me to test the 997's acceleration credentials which, it turns out, is nothing short of ferocious. In Sport mode the car produces a maximum 1.3-bar boost, thrusting me back in my seat as the 997 torpedoes for the horizon. There's a slight delay before the twin turbos spool up and propel the car forward, and though this 997 doesn't sit back on its hunches as much as a standard car, being overzealous with throttle inputs can cause the back **>**



997.1 Turbo 2008

Engine

991.2 Turbo S

580hp @ 6,750rpm

Seven-speed PDK

750Nm @ 2,250-4,000rpm

2016 Engine

3,800cc

9.8:1

None

3,600cc Capacity 9.0:1 Compression ratio 550bhp (est) Maximum power 813Nm (est) Maximum

Model

Year

Six-speed manual; Sachs 890Nm Transmission

Modifications

Front

Rear

Front

Length

Width

Weight

0-62mph

Top speed

clutch Kline Innovation Inconel exhaust

and 200 cell cats; remap

Suspension

Independent; Ohlins road and track coilovers; GT2 anti-roll bar Independent; multi-link; Ohlins road and track coilovers; GT2 anti-roll bar

Wheels & tyres

8.5x19-inch OZ Leggera with 7mm spacers; 235/35/19 Michelin Pilot Super Sport 12x19-inch OZ Leggera with 15mm spacers; 305/30/19 Michelin Pilot Super Sport

Dimensions

4,450mm 1,852mm 1,585kg

Performance 3.5 secs (est) 200mph Suspension Independent; MacPherson strut; PASM; anti-roll bar Independent; Multi-link; PASM; actuated axle steering; anti-roll bar

Wheels & tyres 9x20-inch;

245/35/ZR20 11.5x20-inch;

Rear

Dimensions

305/30/ZR20

4,507mm 1,880mm 1,600kg

Performance 2.9 secs 205mph









32 | 997.1 Turbo v 991.2 Turbo S



Clockwise from left The steering wheel is more refined in the 991 (left); the larger diameter of the 997's wheel (right) shows its age and is not as nice to hold; six-speed manual provides a glorious Turbo drive; 7-speed PDK is supremely accomplished as a technology, but ultimately robs a driver of involvement







"At full pelt the 997 sounds not unlike a fighter jet on take-off"

end to want to kick out, even in a straight line. The car is lively, then, and I'm careful to feather in throttle inputs to avoid loss of traction – a stark contrast to the 991 Turbo S, where a driver can get away with being rather more sloppy with their right foot. This 997 is more for the thinking man, which is exactly the thesis of what a 911 Turbo should be.

It gets better. Most 997.1 Turbos come equipped with a Tiptronic gearbox, which is still capable of having monster power thrust through it, but James' car boasts a coveted six-speed manual. Stick shift in Porsche's 911 Turbo may be long gone but I'm left wondering why: the act of the driver changing gear is so much more involving. Boosted here by a slick short-shift, its throw reduced by around 30 per cent over stock, it gives a precise action to changing gears, the light Sachs clutch weighting too a welcome surprise when swapping cogs fast.

Have I mentioned the noise yet? Muting the tedious undertones of the 991, James' Kline exhaust with 200 cell cats has turned out to be a raucous investment. When cruising it's surprisingly pliable,

yet at full pelt the 997 sounds not unlike a fighter jet on take-off. With such a sound track supporting every push of the right pedal, it's hard to resist driving the Turbo hard as I chase the 991. Sure, I can't barrel into and out of corners with the audacious poise of the factory 991.2 Turbo S ahead but, blip-shifting between gears and getting the car set up for turns of my own accord, proves much more fun. On the straights, the 997 feels every bit as fast as the 991.2 Turbo S yet in the interests of proper journalism, a drag race is necessary to be sure. I radio ahead and we find a quiet duel carriageway. Rolling side by side at 30mph, the voice of photographer, Rich, crackles into each cabin from his walkie-talkie. "Gentlemen, are you ready? Three, two, one… GO!"

The accelerator pedals in both cars are buried into their bulkheads as each Turbo snatches forward. The 991 Turbo S takes a slight initiative, benefitting from marginally better throttle response, but this is only enough to stick its nose in front. Within a millisecond, the 997 has responded, joining the 991 in surging forward at a marvellously frenetic rate. The two cars are accelerating at identical velocity, and I glance right to note I'm sitting level with the 99I's rear axle. Just as the 997's tachometer needle touches 5,800rpm, I swap cogs; despite a quick, precise action, my right foot's brief respite from the accelerator means the 991 steals another foot or two of lead ground. All James has had to do to achieve this is keep his foot pinned, the 991's system doing the rest with seemingly no break in drive.

Adrenaline pumping, we back off and take stock of our duel, where it's clear that though the 991 has won the race, it is the 997 that has truly won the war. "Again?" I ask, but we decide better of it, and I begin to mentally prepare myself for giving this wonderful 997 back to its owner. I can't remember the last time I had such fun driving a Turbo!

It's certainly food for thought: current market values mean you can buy a 997.1 Turbo and modify it to rival Porsche's latest and greatest Turbo offering for less than the price of a new Carrera. That, incidentally, is still only half the price of the 991.2 Turbo S our 997 has lined up against today, and I know which one I'd rather be parking in my garage tonight. A great-value Porsche 911 Turbo in standard form, but with a few choice tweaks a first-generation 997 could be the ultimate modern Neunelfer that any money could buy.

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MARTINI





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t feels rather intimidating, but uniquely special and immensely exciting nonetheless. I'm ensconced in a Racetech racing seat with my legs almost parallel to the floor. I can hear every bit of road debris hitting the undercarriage of the car and I need to shout if

I want to talk to my passenger, the owner of the car. In front of me is a plastic windscreen (a weight-saving measure), while the cabin is stripped out with only the necessary buttons and switches you associate with a race car. Above the windscreen, down the A-pillar and to my right, the silver poles of the full roll cage won't leave anyone in doubt

that this is a full-on 911 race car.

With a quick glance in the interior mirror – as I won't need it again on this drive! - I observe one of the largest wings in Porsche's racing history. As I peer in the side view mirrors, the massive, widened rear arches and end tips of the rear wing come into view. This car fills the road with its size and presence unlike any air-cooled 911 I've ever driven.

I need to feed in enough throttle to stop the car from stalling but also need to let the racing clutch out quickly, as any unnecessary slippage would damage

the clutch. The steering wheel conveys oodles of feedback; it goes light for only a brief moment before it weights up again and gives your arms a proper workout. The G50 gearbox allows for quick and direct shifts, while the long metal gearlever and gearknob (with the very industrial-looking linkage system

"The car is not happy being driven at anything less than full speed"

below) contributes to the solid shift action every time I change gear. This only further contributes to the solid nature of the car and ensures that you never miss a gear when shifting.

The car is not happy when being driven at anything less than full speed. There is a cacophony of mechanical sounds emanating from the drivetrain in the rear of the car, while the smallest of throttle applications prompts a blowing and hissing sound from the turbocharged system. If I (briefly) close my eyes, the experience is not far from that of the 993 GT2 Clubsport that I experienced in issue 121.

These mechanical sounds are so intense that you also want to pull over and switch off the car, because it almost sounds as if there is no oil or lubricants in the gearbox! I sense that this air-cooled engine would catapult me up or down this mountain pass like no other air-cooled 911 I've ever experienced

> before - not least some modern 911s - and therefore I slowly apply modest throttle applications.

As I press the throttle harder, and following a minor delay as the turbo gets up to speed, the RSR pushes us forwards and towards the next corner with a rush of a modern-day supercar,

only with much more noise, feedback and excitement. Goodness, you need to be awake! Ahead of me, the pronounced front wings are visible and through the steering wheel it is easy to experience how the front wheels sniff out any changes in the road camber and dive into bends like only a race car can. I realise that you need all your mental focus (and rather talented feet and hands) to get the most from this car.

Below 3,000rpm nothing happens but as I press on, I can hear and feel how the tyres barely cope with the levels of torque, which are twisted through them as the full force of the engine presents itself with 3
Model Turbo RSR replica Original Model 2.2-litre 911T Year 1972

Engine

Capacity M64/01 bored to 3,800cc Compression 8.5:1

ratio Maximum power 554hp Maximum torque 680Nm Transmission G50 Five-speed manual Modifications Single turbocharger with two waste gates; GT2 Evolution camshafts; GT3 Cup oil cooling

Suspension Front MacPherson struts; coil springs; Sachs shocks; anti-roll bars Rear Swing arms; coil springs; Sachs shocks; anti-roll bars

Wheels & tyres Front 23.7x11.5-16; Hoosiers Rear 27.0x14.0-16; Hoosiers

Dimensions Weight 1,250kg

Performance 0-62mph 3.4 secs (est.) Top speed 168mph (est.)



XPEL ULTIMA TE

Below The Martini RSR's huge rear wheel arches grab your attention just as much as those widened front arches, highlighting the car's racing pedigree

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astonishing efficiency. It is a unique physiological experience; it feels as if the push is coming not only from behind you, but as if you are being pushed by something through your lower back. And it feels as if every ounce of the power and torque is on tap... if not more. Here, on this mountain pass, this Martini RSR feels like it will obliterate anything before it. Maybe it is a good thing that there are almost no other vehicles on this road.

On a public road, rolling on wet-weather racing tyres no less, full bore acceleration upon corner exits is not on the cards, but between my time behind the wheel as well as during a stint in the passenger seat while the owner, who races this car, was at the wheel, one thing became abundantly clear – this car is best suited to the track!

However, this car's origin is the same as all other 9IIT production cars that left the factory in 1972. It rolled off the assembly line as a standard production car but 45 years on, it is raced on South Africa's competition circuits and receives much love and attention from its current owner. Apart from the significant development process of this car – which we'll get to in a minute – this 911 has been road registered every year since 1972. The owner says his car was already built (at great expense and with much effort) into a racing car by one of the previous owners. He bought the RSR a few years ago from a fellow 911 racer and enthusiast.

Following his purchase, he did the occasional race during the course of a year but soon realised that a full rebuild of the car was required. The result was that the car underwent a near two-year restoration. It was stripped, the wiring was redone, the chassis was straightened up and the entire car was repainted. Then, the engine was taken out, stripped and rebuilt, and the cooling system was upgraded, to name just a few of the alterations. The engine was originally a 3.6-litre engine from a 964 Carrera, which was turbocharged.

The owner explains: "I've campaigned it in this state but then rebuilt it and enlarged it to 3.8-litres.

Other upgrades included race bearings, specialised camshafts, and we rebuilt the turbocharger and actually made it smaller. Originally, the engine was converted to a turbocharged unit in Germany. This included special heads and porting, for example."

He continues, "We redesigned the entire oilcooling system. I didn't like the number of oil pipes and reservoirs that were scattered all over the car and they also contributed to the heat soak in the cabin. So, we took some inspiration from older Cup cars and mounted the oil tank between the engine and gearbox. The boost pressure for the turbo has been set at 0.8 bar. We also rebuilt or re-commissioned every moving part, which are all from Porsche, on the car. We have tried to keep the Martini RSR as original as possible."

After the rebuild, a dyno test revealed (very) impressive outputs of 554hp and 680Nm. Let's not forget, this power is delivered in a car that weighs 1,250kg. "It is actually a little heavier than it should be," the owner explains. "But you have to realise



Above left and right The huge, adjustable rear wing and big-bore side air inlet are both iconic trademarks of the original Martini RSR. These details and vivacious wide arches are a sight to behold on the public road













History of the Turbo RSR

1973 heralded the introduction of wide-ranging regulation changes for the World Championship for Makes. Porsche gained significant experience of turbocharging from the development of the 917/10 and 917/30 race cars used in the Can-Am and Interseries Championships, which the firm won in 1972 and 1973. Needless to say, the

their no. 22 car. In both cases it was the Matra-Simca V12s that beat the little 2.1-litre Turbo. Interestingly, as Paul Frère described in his book *Porsche 911 Story*, the RSR might have won the Le Mans race if it wasn't for the fact that fifth gear broke several hours before the end. The RSR also utilised a solid drive to the rear wheels instead of a limited-slip differential. This was Porsche's decision after they tested a Type 917 racing car at Weissach using differentials with various locking factors. During one of my visits to Stuttgart in the early 2000s, I saw the real 2.1-litre RSR Martini at Porsche's dealership opposite the Museum and factory. It was a sight I will never forget; the RSR is undoubtedly one of the most impressive, jaw-dropping 911 race cars. After all, this race car gave birth to the lineage of 911 Turbo road cars that are widely celebrated as the most capable performance cars on the planet.

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"On this mountain pass, the Martini RSR feels like it will obliterate anything before it"

AGENSBUR





Below Originally a 911T, this Martini RSR race car has been road registered ever since leaving the factory in 1972, having been fully rebuilt in the last decade. Sticky Hoosier tyres still spin up in third gear





that a tremendous amount of strengthening has gone into the structure of the car." This is visible everywhere. Not only in the cabin but also below the bonnet there is a complete cross-strut bar, adding even more rigidity to the front of the chassis. The owner has had previous racing experience before he bought this car. However, I can sense his pride and passion for the RSR as he explains his path of ownership and the sheer enjoyment he gets from racing it.

The cabin is completely stripped and the only obvious modern equipment is the MoTeC digital screen. This small but informative screen displays the air temperature, fuel pressure, engine oil pressure, oil temperature, GPS speed and selected gear – pretty much all the necessary data and figures a racer would require pre, during and post-race. Digital bars running at the top of the screen indicate engine revs. There is the compulsory "ignition cut" switch, as well as a brake bias and turbo boost controller switches. The boost gauge is also visible while the fire extinguishing system can be activated by the pull of a lever – it is an important safety function when you are strapped in with a five-point harness and need to climb over so many pipes to get out!

As we parked at the top of the pass, the lightness of the driver's door – it feels like you can lift it with a single finger – as well as the ease with which the front lid can be opened, and how quickly we can take the engine lid off, reaffirm the precision with which this car has been developed as a racing 911. The NACA ducts are pure race car cues and that large rear wing is adjustable. As much as the rear wheel arches grab your attention, the same is true for those widened front arches.

It was the earlier owner who made the effort to build this race car and, in the early 2000s, started the long development process of converting his 911T into a race car. He started by installing lightweight parts, widening the body and the axle tracks, and putting in a new floor among other modifications. The car was mostly developed on the Zwartkops Raceway outside Pretoria, close to Johannesburg, South Africa. "Racing is also something I was interested in and over the vears, through my participation in a few events and with the help of the previous owner of this car, I gained more and more experience," says the owner. "This is not the first Porsche race car I've owned. Previously, I owned a 996 GT3 Cup car. I campaigned that for just over a year. We even did the six-hour endurance race at Phakisa Freeway in the Free State, in which we came second. When I sold that Cup car, I bought this car. Being a Turbo, I like it a lot."

It might be a bit of a novelty that it is still road registered but long may it continue, as the owner has no intention of letting the licence lapse. It is, without a doubt, one of the most exhilarating 911s I've ever had the chance to drive on the road. I think most of you reading this magazine must despise the concept of a 911 replica, but replica is the wrong word to use in this instance. This Martini RSR is a well-developed race car that pays tribute to the original, a car that formed the foundation of so many road and race Porsches since the 1970s...

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519/2

HISTORY OF WEISSSACH

Planned almost 60 years ago, Porsche's Research and Development centre is perhaps the most admired in the world, as **Total 911** discovers

Written by Kieron Fennelly Photography by Porsche AG

date.

CHAL-

y the late 1950s, the German Wirschaftswunder ("economic miracle") was well underway and as the economy grew, so traffic density increased. This was particularly noticeable around Stuttgart, which often made testing on local Autobahnen inconvenient and it caused Ferry to think about creating his own test track. Thanks to its close relationship with VW, Porsche could always use the vast Ehra Lessien proving ground but that was a 550km drive north.

Ferry deputed his cousin Ghislaine Kaes and Porsche financial director, Hans Kerns, to look for a suitable site nearer to home and the pair eventually found a parcel of land some 20km west of Zuffenhausen, situated between the villages of Mönsheim, Flacht and Weissach. At 38 hectares, it was rather bigger than Ferry had envisaged but land prices were rising and smaller plots were in short supply. The need to establish a test centre outweighed other considerations and the plot was purchased in December 1960. In fact, it proved a wise investment and Porsche would later add more land.

Building began in autumn 1961 and the first task was to construct a handling pad. With a 190-metre outside radius and two inner radiuses of 60 metres and 40 metres, this plus a few huts were the basis of what would become Porsche's R&D powerhouse. In 1967, a 1.8-mile track designed by Helmuth Bott, then in charge of testing, was constructed around the perimeter of the site. It had a 0.75-mile straight along its western edge and all the turns were lightly banked, except for one – a difficult adverse camber corner known as the 'Bott chicane', built as such because the landscaping budget had run out by this point.

It was in 1969, however, that wholesale development would begin with the building programme started by technical and motorsport director, Ferdinand Piëch. Then chief designer at Opel, Tony Lapine recalls receiving a delegation from Porsche in 1968, who had come to admire GM/Opel's recently opened proving ground at Dudenhofen. Among the visitors was Ferdinand Piëch, deeply impressed, Lapine says, clearly taking everything in. This experience inspired Piëch to fashion Porsche's Weissach facility on the same lines: in 1971, R&D and the design studio moved to Weissach and an inner circuit of 1.6 miles opened. By effectively cutting many of the corners of Bott's route, this provided a second, faster circuit that hinted at the CanAm racers to come. In his autobiography The Unfair Advantage, Mark Donohue describes how he and Roger Penske visited Weissach to begin development of the 917 for the 1972 CanAm series:

"It was like a miniature Chevrolet R&D... We saw that they had everything we could possibly need – dynos, component test machines, tyre testers, chassis shakers, hot rooms, cold rooms, door latch testers and so on. It was just smaller than GM. Porsche had five engineers instead of 5,000. There was a separate area where they kept old Le Mans cars, experimental cars and cars under restoration. We were truly



impressed. We reckoned that all we had to do was put the operation in the proper gear, push it forward and we would have unlimited success."

Much of the money to build Weissach and indeed to fund Piëch's ambitious racing programme had come from royalties earned from Porsche's extensive subcontract work for VW: over two decades Porsche had built numerous prototypes for Wolfsburg and undertaken many development projects, but this highly profitable second income was terminated abruptly in 1973 after Rudolf Leiding, an Audi-NSU engineer, took over at Wolfsburg. He persuaded VW management that the future lay not with rear-engined cars but with front-wheel-drive designs pressaged by the Fiat 128 and Audi's 80. The plan to develop a rearengined small car, the EA266, which Porsche would also use as a basis for the 914's replacement - itself the unique joint-production model resulting from the long VW-Porsche collaboration - was abruptly cancelled by Wolfsburg. Porsche would have to

look elsewhere to employ its engineers. CEO Ernst Fuhrmann turned to investigating turbocharging for production cars and the 928 and 924 projects were accelerated and his deputy Bott took it upon himself to expand Weissach's specialisms: he instigated proper crash testing, created a gas analyser to control exhaust emissions and built a proper wind tunnel. It was Porsche's technical director and chief engineer who led efforts to obtain new third party customers -GM, Volvo, eventually even Mercedes Benz. Porsche won a contract from the Army to design and build a light tracked vehicle, known as der Wiesel, which used a 2.0-litre Audi 100 unit mated to a five-speed Sportomatic transmission. Test drivers Jochen Mass and Jacky Ickx were said to be hard to prise from its driving seat. Porsche Engineering would become a separate company undertaking vehicle and transportation studies on a worldwide basis.

And expansion continued: Weissach's famous hexagonal building, clearly visible in aerial



photographs, was completed in 1974 and as 1980s windfall profits rolled in thanks to the strength of the dollar, Bott invested in plant and equipment for Weissach as fast as his budgets would allow, helped by tax offsets that made such expenditure efficient. A new engine test rig was assembled with 35 electric dynamometers: a dedicated crash centre was designed. Previously, Porsche had relied on running cars down a slope beside the Weissach track, but under the ambitious management of Ulrich Bez, Porsche's accident research efforts won pedestrian and passenger safety awards.

These were great days at Weissach: besides the TAG McLaren FI engine, Porsche was developing a variety of technologies from all-wheel drive and double clutch transmissions to air suspensions and electronic chassis control, which it hoped to use on the 959; 911 variants such as the Cabriolet and the Speedster were brought to fruition (though production of the Speedster was delayed until







Clockwise from far left Bott

straps himself into an early 959 prototype on Weissach circuit; First wave of major construction, summer 1970. Looking towards Flacht; Preparation of 956 in Motorsport department, 1982. Warehouse is new, hut inherited from Porsche's 1970s tank development programme. Valentin Schaeffer is on left of shot; Mark Donohue, Helmut Flegl and Roger Penske with prototype CanAm 917 testing at Weissach, spring 1972

"Today, over 6,000 people work at Weissach, almost three times the number of staff in 1987 and external contracts continue to account for a third of output"

S-N 2492





1988). Encouraged by CEO Peter Schutz, Weissach developed the 3.2-litre flat six for aviation, hoping to rival companies like Lycoming in the private flying market. Somewhat under-employed amidst all this research and engineering activity, Tony Lapine's styling department periodically intercepted contracts intended for Butzi's Porsche Design in Salzburg. This resulted in some interesting commissions, such as redesigning the Airbus cockpit for two pilots, eliminating the flight engineer's seat. Another unorthodox job involved redesigning a forklift for Linde, which earned a useful 1 million Deutschemarks, but the real value of these contracts was in demonstrating the eclectic engineering and design skills of Porsche Engineering. Automotive remained, however, the main activity.

A four-year contract with the Russian AvtoVAZ to replace the ageing Fiat-based Lada commenced in 1980 and would produce the widely sold Samara; an engine was designed for Seat to replace Fiat units; and another engine project saw Porsche develop a complete water-cooled range for Harley Davidson. In the 1990s, Weissach produced a small front-engined car design, the C88, for Chinese manufacture and nearer to home was responsible for designing

Opel's groundbreaking Zafira. Perhaps the two most celebrated undertakings were the Mercedes 500E and the Audi RS 2, developed at Weissach and built at Zuffenhausen's under-used production lines in 1990-93. The 500E hot rod of which 12,000 were made was a favourite with racing drivers and was followed in 1993 by the Audi, a thoroughly reworked Audi 80 Quattro, the five-cylinder 2.2's output lifted to 315bhp and identifiable by its 17-inch Cup wheels.

Bott's massive investments paid off a decade later as, having weathered the gruelling recession of 1990-93, Porsche geared up to produce the 986/996, then a totally unprecedented project that involved designing two models off a common platform. Physically, there were no great changes to Weissach during this period – Porsche's funds ran only to buying a Cray super computer, then state-of-the-art, and major investments in CAD/CAM for design and production.

If the Boxster and the 996 balanced the books, it was the runaway success of the Cayenne that paid for the next phase of development and in 2005, a 10,000-square-metre office block opened beside the road to Mönsheim. A couple of years later, the Motorsport department, based at the Flacht end of the track, gained new premises, a far cry from the collection of huts at Weissach's southern extremity that Peter Falk had inherited when he established Motorsport there in 1981. By now Porsche was a four-model company with a fifth, the Panamera, in the wings and once more, space was running out. With the Macan already at advanced prototype stage, Porsche announced the biggest expansion yet of Weissach, a four-year building programme that would completely re-house styling and R&D, feature a new 'aero acoustic' wind tunnel to replace Bott's 25-year-old model, and an integrated electronics centre that would bring together scattered groups, which had developed as the software side of vehicle design had grown. In 2015, as Porsche introduced its second generation of now V6 petrol engines, new engine test rigs came on stream. Meanwhile, Porsche Engineering continued its confidential subcontract work for other car manufacturers.

Today, over 6,000 people work at Weissach, almost three times the number of staff in 1987 and external contracts continue to account for a third of output. On the racetrack as in the market, Porsche has always punched above its weight: backed by the technical powerhouse of Weissach, it is not difficult to understand why.



With the mid-engined 991 RSR now making its competitive bow in the WEC, **Total 911** speaks with one of the men responsible for its innovative new design

Written by Glen Smale



Born in Billings, Montana in 1957, Grant Larson never saw himself one day becoming an automotive designer. "I never anticipated anything like this in my life until it really happened, never in a million

years would I have expected this," Larson tells us, clearly enjoying his current role, which has seen him develop the design of the 2017 991 RSR.

Larson attended Milwaukee Institute of Art and Design (1976-1979) where he acquired a Bachelor of Fine Arts Degree in Industrial Design. He later studied at the Art Centre College of Design in Pasadena, California, where he completed a Bachelor of Science Degree in Transportation Design, graduating with a Distinction in 1986. There followed a three-year period with manufacturer Audi in Munich, working with J Mays as exterior designer in the Advanced Design Studio between 1986 and 1989.

From 1989 onwards, Larson has worked for Porsche, where he has worked on, among other projects, the Boxster show car and production car (Detroit, 1993); Carrera GT show car (Paris, 2000); 997 series Carrera and Turbo; the Panamera as principle designer; the limited edition 997 Sport Classic; Boxster Spyder; 997 Speedster; and the 991 Targa.

A keen eye for detail an obvious requisite for his daily job, Larson has also served as a concours judge at both Pebble Beach and Retro Classics. Perhaps unsurprisingly, then, he has rather a soft spot for classic Porsches, even if his latest role concerns a 911 very much looking to the future. Speaking exclusively to **Total 911**, Larson shares some of the steps in this complicated process, and some factors that had to be considered when developing a race car from a design point of view.

Can you outline the brief that was given to you for the new 911 RSR?

That is fairly simple. Our chief designer, Michael Mauer, would receive the request and he would see who was best placed to do it. I have the title of 'Special Projects' and anything that is to do with a non-standard run series production car or a race car comes my way. The first step involved the FIA regulations people and covered the wheelbase, engine, rear axle and tank positions. The question for us was how many modifications we could do to the wheelbase and the rear overhang of a 911, and yet still be able to recognise it as a 911. We started off in Photoshop with digital models to visualise four or five versions with a longer wheelbase and the engine and tank placements.

We then presented these to our guys who took it to the FIA to see what was possible from a technical standpoint. I mentioned to the race department that we could help them out by doing some surface refinements. For the design department, there was some potential to make a good-looking car into a better-looking car without having any effect on the technical aspects or the car's aerodynamics.

What areas in particular did the design department have to work hard on with this all-new project?

It was mainly the front fenders and rear bumper, with a bit of venting in the area around the back window. Then we did the end plates on the rear spoiler; it wasn't really a redesign, it was more like a retouch. To be honest, I was so interested in doing it I would have done it after hours for free but in the end, we did get it approved because some of the digital work can be expensive. But for very little money and with a lot of enthusiasm, we made about a 20 per cent improvement on the original car.









Clockwise from left Redesigned external mirrors serve to enhance airflow to the 991 RSR's rear; interior is pretty well unrecogniseable from 991 road cars; large rear diffusor is standout design element of new RSR

"You cannot maximise a diffuser with a rear-engine layout... the driving dynamics are different for mid-engined racers"

How different is it for you when designing a race car compared to a road car?

The engineers maximised the technical layout of the rear axle, engine position, rear overhang and the length of the rear spoiler, within regulations. As a designer, I would never ask if we could have the wheelbase a bit shorter or longer for visual reasons, as it is a technical layout. As a race car, the engineers set the tone as to what is best, and we just had to follow the package. There are certain areas of the car where you have to stay 100 per cent true to the production car.

Porsche went to the maximum width with this car, especially at the front, when you compare it with previous RSRs. You might think that with such wide cheeks and front fenders, you could push the headlamps out accordingly, but that is not allowed. The line between what you can or cannot change goes through the middle of the headlamp longitudinally and it has to be 100 per cent production car. The door width, the cabin and the rear glass had to be 100 per cent carryover as well; that is dictated by the regulations.

The RSR now has a huge rear diffuser. Where did this derive from?

It is all about function and winning races and you cannot maximise a diffuser with a rearengine layout; that is why in that respect Porsche was always at a disadvantage. They were still successful as rear-engined cars because they had an advantage when exiting corners, but the driving dynamics were different from mid-engined cars. I didn't find the need to get involved in redesigning the diffuser because the engineers would have simply maximised the regulations.

Can you explain the role that the exterior mirrors now play in the car's airflow?

It has little to do with downforce; this is 100 per cent aerodynamic as the blade holding the mirror has been thinned out to the maximum. The aerodynamics guys are proud of this solution, because the air that passes by the mirror is less disturbed as it flows towards the back of the car. The airflow into the air intake is cleaner and it also reaches the rear spoiler in a less disturbed state.

How involving was the RSR project for you as a designer?

I started with the car in July 2015 but for me, the project was either on or off. I would work on something for half a day, then the engineers would take it away and look at it and then bring it back. But in total, I would say I worked on it over eight or nine months. I would walk over to the workshop to see it getting built up, the first prototype and then the second prototype. I first saw the completed car in the wind tunnel in September 2016 and that was the most satisfying point for me. That was a really neat, emotional and fun moment to see the car moving on the rolling road.

Do you think the mid-engined RSR is as developed as it can be at this point?

You always wish for more freedom in a project but first of all you have to take into consideration the regulations. If it doesn't fulfil the regulations then you don't bother... and they don't offer much flexibility. The second aspect is function but your ultimate goal further down the line is design.

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911 SC THE ROAD TO REDEMPTION

Porsche's SC saved the 911 yet received little thanks. Nearly 40 years on, Total 911 pays its dues with a drive across the Welsh moors in a stunning example

Written by Neill Watson Photography by Chris Wallbank



here's something about Grand Prix white and Martini stripes that stirs my emotions. As we roll to a halt outside CHC Partners in Chester, I'm in love before I step out of my car. The 911 SC is sitting in the early spring sunshine and that iconic combination of crisp paintwork and bold graphics is bringing back happy memories already. The classic, non-Sport body devoid of the popular 1980s whaletail when combined with the chrome and aluminium trim gives this car the iconic 911 side profile. Correctly restored, satin black Fuchs alloys add the perfect finishing touch and complete that look of 91ls of the period. I need to find the keys.

This 911 SC has been in the same ownership since 1990. It is the first Porsche that business partners Chas and Howard owned together so this 911 has a special place in their collective memories. Bought for what seemed to be the ever-constant price for an SC of £11,000, Chas competed with the car in Historic Rallying and Regularity events for several years. As they acquired more historic, short wheelbase early 911s, the car was used less often, with Howard taking the car to Spain for a final outing on the Historic Costa Brava in 2008. Today, the car sits back in its original specification, a sympathetic restoration in recent years has removed the inevitable rally scarring, those Martini stripes now restored with great attention to detail. "She's fuelled up and ready to go. Have fun," says Howard as the keys are passed across. We certainly will.

I always start an air-cooled Porsche 911 with the driver's door ajar. I take pleasure from that simple ceremony of squeezing that metallic door catch to hear that solid click, swinging open the door and sliding down into the seat, feet slightly offset as I fumble to invariably move back the seat adjuster to accommodate my 6ft 4in frame. Like many period 911, we have a choice of three keys to try starting. I'm lucky on the first guess and twist to illuminate the dash lights. A high pitch buzz from the fuel pump and a slight twitch from the oil gauges, then I twist the key again to hear that unmistakable Porsche starter motor.

The engine snaps into life with that classic burst, dropping away to almost cut out, then that slight hunting of the tacho needle before settling to a fast idle, accompanied by a whiff of unburnt fuel as the early-generation ECU does its simple arithmetic. Today, the moment is enhanced by the addition of a beautifully sounding Dansk stainless steel exhaust system giving a lovely, deep, tuneful, slightly gruff tone to the fast idle warm up. The other change I thoroughly approve of is the beautifully crafted Prototipo steering wheel I'm resting my palms on. It's great to be back in an air-cooled Porsche. I think today is going to be a good day.

We make a snap decision to take no camera support car along. Instead, photographer Chris is packing his kit into the Porsche's spaces, expressing surprise at the amount of capacity in the wide, flat luggage area in the nose. Porsche owners used to the deep, trench-like space of a 997 are, as ever, surprised at just how practical this 911 can be. We're travelling light because we are heading into Wales to a wellknown triangular driving route of great reputation to find out for ourselves just what the 911 SC is made of; whether it deserves its rather harsh historic judgement of 'not quite a Carrera', and whether 180bhp is really enough for an entertaining Porsche 911 drive.

It has to be accepted by even the most ardent enthusiast that a figure of 180bhp from 3.0-litres sounds disappointing. At that time, it was a significant backward step for Porsche as they strove to introduce a car that was a single, global model.











Model Porsche 911 SC Year 1978

Engine Capacity 2,994cc Compression 8.5:1 ratio Maximum power 180bhp @ 5,500rpm Maximum torque 265Nm Transmission Five-speed 915 transaxle, manual Modifications None

Suspension

Front Torsion bar with anti-roll bar and Bone or Bilstein dampers Rear Semi trailing arms, tension bar springs, Bone or Bilstein dampers

Wheels & tyres Front 6x15-inch; 185/70/VR15 Rear 7x15-inch; 215/60/VR15

Dimensions Length 4,291mm Width 1,626mm Weight 1,160kg

Performance 0-62mph 6.5 secs Top speed 141mph "The SC's strong sales gave Porsche the income it needed and alerted management to the public's love of the 911"







Subtle upgrades to this 1978 SC include a Prototipo steering wheel and a deep, tuneful Dansk exhaust. The SC's interior is only subtly evolved from previous Carrera 3.0 911

with the route, I'm slightly cautious over some of the crests and it's in this situation that the other revisions of the 911 SC begin to display themselves. Revised camshafts and fuel injection settings were designed to give a flatter torque curve, which becomes clearly apparent. A slight lift off over a crest loses a little momentum, which in some cars might find you wrong footed in too high a gear. However, in the 911 SC, the strong bottom end means that I simply don't feel as if I've sacrificed any real speed for my momentary discretion.

Arriving at the A5, we take a left onto what is probably the least inspiring part of the Evo Triangle. The smooth, arrow straight surface and occasional open bend does, however, allow those Bilstein dampers to work at their best and also gives us a chance to see whether the mid-range power comes at the expense of top-end breathing. For sure, it doesn't quite sing at the top end as a Euro Carrera might, but it's far from flat, making the signature howl in true air-cooled 911 tradition.

The smooth A5 makes us use the top three ratios and while 915 gearboxes continue to enjoy a mixed reception even today, personally, I like the period feel and accept the trade off for a slower shift at times. Each one is a little different, with a poor quality 915 being a thing of frustration and an adversary rather

In 1978 this was the only naturally aspirated Porsche 911 you could buy. Porsche were pushing the 930 Turbo heavily as their performance model and the 911 SC had few options apart from choosing Coupe or Targa, some trim alternatives and the Sport Spec with Bilstein dampers, whaletail and rubber chin spoiler. The global badge of SC is often quoted as standing for 'Super Carrera', though Porsche never marketed the car as such.

Heading out of Chester onto the local dual carriageway, I have to remind myself to stop glancing across expecting a second, passenger door mirror. Such things were optional in 1978, so the odd glance over my shoulder serves as a replacement when changing lanes. The steady commute to the Welsh border allows me to fiddle with the seat position to find the sweet spot and also to enjoy the tone of the Dansk exhaust. We need to find some dry stonewalls in Wales to enjoy the full effect. Planning our arrival at the top of the Evo Triangle in Denbigh, we keep a watchful eve on the fast moving dark clouds being blown overhead by the very strong breeze. My desire to drive is tempered by Chris' need to capture the classic 911 outline while the weather remains good, so just a few miles into our anti-clockwise route of the A543, we take advantage of the spectacular backdrop and Chris works industriously on our images.

I take a moment to reflect that in 1978, this was supposed to be it. The final one. No more Porsche 911. That's because the 911 SC was introduced in 1978 just as the futuristic shape of the Porsche 928 came over the horizon. It is often pondered whether the modest 180bhp output and single, global model signified that Porsche had lost interest in the 911. The infatuation with the adventurous 928 shape and high-tech allov V8 must have made the old air-cooled car look pretty antiquated. But the 911 SC was proving a remarkably popular seller, continuing to bring in much needed revenue and outselling the front-engined newcomers. There's the famous story of a Porsche board meeting in the office of Dr Helmuth Bott, then engineering director, with a chart showing a long timeline of 928, 924 and 944 evolution. The 911 graph stopped at 1981. Porsche CEO Peter Schutz has written that he stood up, took a thick black marker pen and extended the 911 programme line right off the chart. That bold gesture is said to have saved the 911.

Chris is persuaded to stop shooting and we pull back onto the A543 heading south. This is a great route, with lots of elevation changes and a chance to crack open the side windows as we pass the dry stonewalls to get the full exhaust effect. The high frequency bumps of the surface highlight the stiffness of this car's optional Bilstein dampers. Unfamiliar







Above centre The 911 SC was designed in 1978 as a single, global model. The SC badge is often quoted as standing for 'Super Carrera', though it was never marketed as such

"I feel we owe the Porsche 911 SC a debt of gratitude"

than a tool for shifting. A good one can be almost telepathic. Our SC's transmission is original and has never been rebuilt and has a slight dragginess coming out of second until fully warmed through, something that is only noticeable around the town.

Turning left again onto the B5401, we enter the third side of the Evo Triangle. Climbing out of Cerrigydrudion, the B-road designation disguises the open nature of this section. I'd expected tight, twisty switchbacks that would exercise my forearms with the manual steering but instead it's a smooth open road. The tree line is set back from the roadside, bringing perfect vision through the bends and allowing the SC to sing, the rear end to squat down, the Bilsteins to work and the third, fourth and fifth gears to become truly fluid. This is a real 911 driver's road. We pass several great locations for photography but Chris knows better than to interrupt right now. We can always turn back later. We round a long turn, majestically sweeping, climbing left with wonderful positive camber, swoop down a long straight then across a cattle grid before arriving at the T-junction of the B5401 and A543, where we stop. So that's the famous Evo Triangle.

Rolling back to those locations we spotted, I reflect on the experience. The Evo Triangle roads

themselves I have somewhat mixed feelings on. The B5401 I enjoyed but there are many other roads of equal interest in the UK, while the A5 is really just another UK A-road. Perhaps the principle attraction of the area is the mysteriously light traffic, which above all allows us to capture photography without concerns and would certainly allow enthusiastic 911 drivers to develop a rhythm without interruption.

As for the 9ll SC, I feel we owe it a debt of gratitude. Cruelly described by the press of the period as 'not really a Carrera', its values remained static for many years as other 9ll models became aspirational. Yet the 9ll SC's strong sales in the period and continued popularity gave Porsche the income they badly needed and, above all, alerted the management to the public's love of the 9ll. Without those strong sales and Peter Schutz's courage in drawing that black line on the graph, we would be looking at a very, very different Porsche brand today.

We roll back towards Chester to reluctantly hand back the keys, enjoying the whiff of air-cooled 911 in the rush hour traffic, faces red with a day on the windswept Welsh countryside and feeling gently tired. I consider that a glass of warming Merlot might be needed this evening. Actually, no, I think I'll make it a Martini.

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62 | Technology Explained: Carburettors



CARBURETTORS

The carburetion of the 911 was particularly innovative in the decade before electronic fuel injection became a viable alternative. **Total 911** takes a look at its science and evolution

Written by Kieron Fennelly

hen it was first shown in 1963, it was clear the 911 was a completely new car even if it once again had a flat, air-cooled engine overhanging the rear

wheels and the body style was a two-door 2 + 2. But in all other respects, the 911 broke any remaining connections with the VW Beetle that had been Ferry Porsche's starting point in 1947.

Besides all round disc brakes and a five-speed gearbox derived from Porsche's competition models,

the 901 as it was known before Peugeot's heavyhanded intervention, had a new six cylinder engine, dry-sumped as in racing practice. Porsche's flat four was getting left behind in the performance stakes and an altogether more dynamic replacement was needed: building it would involve contracts for new components from established Porsche suppliers such as Alfred Teves' ATE for brakes and Solex for carburettors. As most other German or indeed European production engines were straight fours or sixes, an off-the-shelf solution for the opposed cylinder 911 did not exist and so Solex developed a specific application. Visually, this was a very neat arrangement having a bank of three carburettors mounted on a common manifold, one bank each side of the engine. With no space to accommodate float chambers, a Bendix electric pump kept an overflow chamber full while two scavenge pumps powered by the left-hand camshaft ensured excess petrol was returned to the main tank.

While in theory there was nothing wrong with this, in practice, engines experienced a bad flatspot



Porsche persevered for two years with this setup – at one time Zuffenhausen engineers were even billeted at Solex to help find a solution. It was frustrating because when the flat six was fitted with Weber carburettors, it exhibited no such problems. In 1964 for the flat-six version of the 904 GTS competition model, Porsche had turned to the Italian Weber company. The 904 Carrera 6 used the racing 901/20 engine later used in the 91IR. Testing carried out at Monza in December 1964 revealed the performance of a triple choke Weber unit was superior to the similar item from Solex, so for the high-output racetuned engine, the Weber carburettor was chosen.

When a year later Porsche was developing the 160bhp 911S, there was no real question of using Solex carburettors and with no resolution of the flatspot problem, remaining 911 production switched over to the triple choke Weber IDA 40 carburettors in 1967. This carburettor had originally been developed for Lancia who pioneered the V6 engine in the 1950s. As these were normal float chamber carburettors, Porsche was able to dispense with the mechanical scavenge pumps and the Weber application on the flat six proved more straightforward and, in performance terms, entirely reliable.

When in 1967 Porsche sought to replace the entry-level four-cylinder 912 with a flat six, the 911T, this model continued to use the same Weber IDA carburettor as the E and S, but as the decade ended mechanical fuel injection, which Porsche had been using in racing for a couple of seasons, started to appear in production: for the B series

PRESSURE PRESSURE FUEL FUEL

How carburettors work

An internal combustion engine running on petrol work by compressing and igniting the fuel-air mixture in the cylinder. At its simplest the carburettor, which dates from the beginning of motoring, is a device to combine these two elements and funnel them into the combustion chamber. Air is sucked into the carburettor through a filter by the downward stroke of the pistons and fuel is delivered by a pump usually running off the crankshaft, though eventually they would all become electric. The carburettor bod - on modern retrofits often referred to as a throttle body – is a visually complex item with various external screws and its interior is dominated by the float chamber and a seeming honeycomb of smaller compartments, but the principle is straightforward. The main jet introduces petrol in direct proportion to the depress elerator and this essentially is how engine speed and power is controlled; a smaller, idle jet supplies fue independently – this keeps the engine ticking over when the throttle is released. A butterfly valve over the float chamber is operated by the choke, or strangler in American, a manual control on the dashboard that allows the driver to enrich the mixture (by cutting off

the air supply) to assist cold starting. Once electronics arrived, far more precise control of fuelling and emissions was possible. Indeed, such control was increasingly mandated by environmental regulation and carburettors slowly became obsolete.



"Testing in 1964 revealed the performance of a triple choke Weber unit was superior to the similar item from Solex" of MY 1969, Porsche fitted a sequential injection system comprising a Bosch six plunger pump run by a toothed belt from one of the camshafts. The 911T continued with carburettors, the Webers being supplanted by similarly configured but rather cheaper Zenith TIN 40s on the 1969 2.2 911T.

By now the performance advances offered by fuel injection meant, as far as Porsche was concerned, the writing was on the wall for carburettors and a further advantage of injection was that mpg was largely unaffected. Meanwhile, the company continued to sell its Sportpaket aftermarket tuning upgrades. These were derived from the kinds of modifications Porsche itself carried out on its competition engines. For Stage I, that comprised mainly alterations to carburetion with wider 36mm choke tubes and larger main jets. Supported by harder plugs this raised the 91IS's 160bhp to 170bhp, while Stage 2 simply added a largely unsilenced exhaust to contribute a further five horsepower. Interested owners would sometimes go further with wider bore chokes and more generous jetting, at the expense of fuel consumption and low-speed flexibility. Group 4 competition teams could choose plunger pump injection or if they preferred, the more familiar Webers, in this case the IDA 46 version which, with no air filter restriction, used 42mm 'throats' yielding the same power as the injected engine.

Looming US regulations spelled the end of carburettors for the flat six. Porsche lengthened its stroke with the 1971 2.4, the lower compression engine now able to run on 91 rather than 98 RON, but already the T had to be converted to pump injection to meet 1973 US norms and by 1974, as emissions standards tightened, all 911s adopted the first generation of Bosch electronic fuel injection. For Porsche's flat six, the carburettor, open to endless adjustment and user modification, was no more.

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996 C4S VS TURBO

TECHNIK

EXPECTATIONS

Width-enhanced 911s are nothing new but the last real Turbolook car was based on the 996. Total 911 pits the C4S against its Turbo rival to see how they compare

Written by Kyle Fortune Photography by Daniel Pullen





"The Turbo felt like it was monstering the road beneath it, while the C4S instead is far more delicate"

ecessity, it's said, is the mother of invention, so when Porsche needs a wider track with the 911 it adds some width to the car's hips. It's been going on ever since the first Porsches took to the track, the flared arches both front and rear allowing ever bigger wheel and tyre packages for the increased performance that racing brings. Necessity, then, creates function too, which can also be attributed to another phrase relating to form.

The 911 is, to many, at its best when it is at its most curvaceous, the form here in particular relating to the rear, the Rubenesque lines attributed to the Turbo something many find irresistible. Following the Turbo's original introduction it was clear that the 'Turbo look' was something that appealed to the market, a number of tuners allowing owners to have their Carreras changed to reflect the shapelier lines of the Porsche's forced-induction flagship.

It wasn't until 1984 that Porsche would officially provide customers with the factory option to have their Carreras with the wider Turbo-look body. The 3.2 Carrera was the first 911 to be offered with the M491 option, which brought not just the Turbo's wider body but the rear spoiler – a delete choice via option code M470 - lower front spoiler, Turbo Fuchs alloy wheels and Turbo-derived suspension and brakes. More than just a visual change, then, the M491, known as the Supersport Equipment - or

the SSE - (as it's also correctly referred to from 1987 onwards) altered the character of the car, even if the additional equipment it added actually marginally blunted the performance of it against the clock and at the top end.

Even so, the Turbo-look remained an enduring legacy, the wide-body 911 having been offered somewhere in the price lists since, though more usually as a distinct model series rather than a standalone option. A rarely-taken possibility on the 964, it was standard on the Anniversary cars, that laying the template for the 993 wide-body offering, with the last air-cooled 911 offered in S and 4S with its enhanced, broad-hipped stance. Porsche also added the Turbolook to the 996 via the 4S model, it arguably the last 911 that can genuinely be described as 'Turbo look', following the M491 revisions pretty much to the letter yet without the Turbo's bigger rear spoiler.

From the 997 generation, all Carrera 4 models gained a wider body over their Carrera (standard or S) relations, the GTS too gaining it, even in rearwheel-drive form. There's a distinction though, as 'Turbo look' was no longer an option, wider bodies instead being used where necessary in series production, with the GT3 RS gaining enhanced panels over the base GT3, while the small numbers 997 Speedster also borrowed the wider body for a more buxom style. With the 991, Porsche has continued along the same route, with the 3



Left While both cars feature five-spoke Twist wheels, the Turbo's spokes are hollow, reducing unsprung mass, while the 4S's are solid











Carrera 4 models a touch wider than the standard Carreras, though not as expansive as the Turbo itself. The only 991 to genuinely feature the Turbo's look, or at least an approximation of it, was the 991 GT3 RS. The RS added a twist, as unlike all Turbo-bodied naturally aspirated 911s before it, the Rennsport car features the punctured rear wings of the Turbo, these being used as part of the RS's more specialist induction system rather than charge air cooling.

Necessity, opposed to vanity, then, has driven Porsche's more recent use of its wider bodywork and, given the engineering-based pragmatism of the company, that is perhaps unsurprising. With even the base modern 991 Carrera featuring a width some 25mm wider than the 930 Turbo though, we've arguably reached a point where there's no need for the option of wider Carreras, physical dimensions limiting the requirement, and indeed appetite for a wide-body option like the M491.

The 996 Carrera 4S is the last of what can be genuinely described as a Turbo-look Carrera. It arrived late 2001, for 2002 delivery, debuting at the IAA Motor Show in Frankfurt, costing £62,250, or just £2,600 more than its Carrera 4 relation, which given the changes was something of a bargain. Like the SSE, 993 S and 4S before it, the changes were very much in keeping with the M491 option first introduced with the 3.2 Carrera.

Of all the 996s, the Carrera 4S is arguably the best looking, that reflected in the car's popularity compared to the rest of the 996 line-up. In Seal grey metallic here, it looks superb, those shapelier rear hips adding some form to the 996's otherwise surprisingly flat flanks, the Turbo's front bumper too giving the 996 a boost in visual aggression. There's no Turbo spoiler above at the rear, though the red strip connecting the rear lights both adds to the visual width and creates a gloriously evocative nod back to the air-cooled 911s before it.

Under that strip sits the wider rear bumper, out of which a pair of exhausts sits beautifully within cut outs perfectly mimicking their shape. It's one of those details that's so neatly executed you could miss it; again it shared this with the Turbo. As plentiful as the similarities are, park the 996 Carrera 4S alongside its Turbo contemporary and the differences are just as apparent. The rear vents behind the back wheels feature more filling behind the body-coloured strakes in the Carrera 4S, the Turbo requiring greater venting and being effectively open. There's no punctured intakes fore of the rear wheels either, the 4S's breathing and cooling managed without the need to resort to those additional inlets required for the Turbo's charge air cooling.

The front bumpers differ slightly, too, or more correctly what sits underneath them. The Turbo has a black portion jutting out front, while the Carrera 4S's is body-coloured and more neatly integrated, losing the middle section. That's been done to balance out the effect of not having the Turbo's rear spoiler. Like the looks, the technical specification changes over the C4, specifically concerning the suspension. Yes, the 4S ostensibly rides on the same suspension and uses the same brakes as the Turbo, but there are subtle but crucial differences to how they're set up. Those fivespoke twist wheels might look identical but those on the Turbo are lighter thanks to their hollow spokes, the 4S's wheels featuring solid spokes, and thus a greater unsprung mass over those of the Turbo.

That, allied to the 4S's revised damper rates, softer springs and thinner anti-roll bars creates a difference in how the two cars feel on the road, despite the clear similarities visually. The additional weight of the Carrera 4S did slightly blunt its acceleration, too, Porsche quoting a 5.1-second 0-62mph time for it, against 5.0 seconds for the Gen2 996 C4. Without the Turbo's extra power to help shove that additional 60mm of width through the air, the Carrera 4S's







Model 996 Turbo Year 2001

Engine

Capacity 3,600cc Compression 9.4:1 ratio

Maximum power Maximum

toraue

Rear

450hp @ 6,000rpm 620Nm @ 2,700-4,600rpm Transmission Six-speed manual

Modifications X50 factory Powerkit

Suspension Front MacPherson struts; coil springs;

dampers; anti-roll bar Multi-link; coil springs; anti-roll bar

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

Dimensions Length 4,435mm Width 1,830mm Weight 1,540kg

Performance 0-62mph 4.2 secs Top speed 191mph

72 | 996 C4S vs Turbo

The 996 C4S is Porsche's last true 'Turbo-look' 911, sharing the 1,830mm wide body of its forced induction sister



maximum speed was also lower than its slimmerhipped Carrera 4 relation, the narrower car having a 3mph advantage with an official 177mph top speed.

But the numbers only really tell part of the story. At the launch of the Carrera 4S Porsche claimed that the C4S could lap the Nürburgring in eight minutes and 16 seconds. That's four seconds quicker than its same 320hp output C2 relation managed; a combination of the 4S's greater grip, stronger braking and, thanks to the four-wheel-drive system, improved traction being advantageous around the famous track. To negate the sizeable 135kg weight penalty it carries over the Carrera 2, the Carrera 4S's handling is a marked improvement over that of the significantly lighter Carrera.

It's familiar inside, the Carrera 4S's interior little changed from the standard Carreras, this one finished simply in black leather, only the small sat-nav screen and telephone receiver fixed to the side of the centre console dating it. That's true inside the Turbo too, again finished in black leather, 996s at their best when so specified. This Turbo additionally benefits from the X50 power kit – and the original owner mated it to the manual transmission.

Very similar, near identical inside, then, but the perception when sitting inside the Turbo is one of greater weight and, oddly, given the cars' identical dimensions, scale. Whether it's the sight of those intakes in the rear wings, or the glimpse of the rear spoiler, or more likely simply the Turbo's mighty reputation, there's a difference, intangible perhaps, but it's there.

That feeling doesn't change when you start it up, the Turbo firing quickly and easily. The sound of the flat six firing is familiar, the engine quickly settling into a quiet idle, the serenity inside at odds with the unusual forces the engine is able to generate. There's an authority to the way a Turbo drives; the control weights underline it, the steering has a heft to it that's reassuring, the rim delivering feel, which when new was criticised for being a little lacking, but in comparison to the muted steering today's sports cars deliver, it feels pretty rich in detail. When new, the X50-equipped Turbo's 450hp was pretty extraordinary, progress demonstrated by the fact that today a 991.2 Carrera GTS is able to boast such a figure.

Even so, it's a big number, capable of producing a 0-62mph time of 4.2 seconds and a top speed in the region of 190mph. And this is a 16 year-old car remember. It doesn't feel it on the road, it's taut, the suspension firm but not uncompromising. But the perception with the Turbo is that there's more to come, its placid low-speed nature at odds with the
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"Drive it at ordinary speeds and it's almost possible to forget that the Turbo has the capacity to bend time"

ferocity on offer when you explore the upper reaches of the engine's output. Drive it at ordinary speeds and it's almost possible to forget that the Turbo has the capacity to bend time, its duality of purpose a huge part of its appeal, the temptation to push that accelerator to the floor one that's genuinely difficult to resist.

Do so and the force it's able to muster is remarkable – the Turbo's ability to produce big numbers is never in question, even if that ability is tempered by a touch of frustration. The building promise of more to come is causal of that, the feeling with the Turbo being that just as you're on the cusp of something incredible, there's the need to rein in your enthusiasm for fear of your licence. Opportunities to really extend the Turbo's performance really are few, the roads, and the laws that govern them, not expansive enough to ever feel like you're doing more than nibbling away at the fringes of what's possible.

With the Carrera 4S there's less of a daunting feel sitting inside, manifesting itself by feeling lighter, and higher. If you had told me that they would feel so different inside I would have shrugged it off, pointing at all their numerous similarities, but there's no denying that for all of them, whether real or perceived, there's a difference sitting behind the wheel of each. Unlike the Turbo, it's the first time I've been in a Carrera 4S – I've been in plenty of 996s just not this particular model. Like the Turbo, the 4S comes with the weight of expectation, it's very much the darling of the 996 range, and I'm just about to find out whether that status is really justified. Darren Anderson, of RPM Technik, who kindly loaned us the cars, seems to think so, saying as we chat about them how much he regrets selling his own C4S a while ago, his, like so many toys, having been lost to the inevitability of house renovations.

Another person's extension then is someone else's opportunity to drive and own a C4S. This example, already sold, will be heading to a new home soon, RPM's Sales Director Greig Daly asking that I'm extremely careful with it. There's never any need to say, but it's duly noted. Immediately the differences are obvious, the engine's more vocal without turbocharging muffling it, while the steering feels lighter and more alert. It's genuinely surprising how different it feels; the Turbo felt like it was monstering the road beneath it, while the C4S instead is far more delicate, more informative, the detail coming through, its controls richer in information. It gives so much more, and earlier, to the benefit of enjoyment.

That makes any drive in the C4S a joy, not just those occasions when you have the space, lack of traffic and confidence to go and enjoy the full breadth of its performance. Do so – with Daly's words of caution still ringing in my ears, obviously – and it's a total joy to drive; the C4S flowing beautifully, the balance between the chassis and the way the flat six delivers its 324hp is lovely, the free-revving enthusiasm and the useful performance that accompanies it being utterly captivating, the slickness of the six-speed manual and the weighting of the controls just so.

TECHNI

A fun car that's certainly deserving of its reputation as the 996 to have, it's so much more than the sum of its 'Turbo-look' parts, and, indeed, it is the more enjoyable, exploitable car compared to the Turbo relation it borrows from. That it's also the last of the 91ls that can genuinely be described as such makes it interesting, Porsche 91ls often at their best when they bookend a series. Get one while you can, as like the car we borrowed for our test drive today, Carrera 4Ss don't tend to stay in showrooms very long, and they remain something of a bargain in the current marketplace.

Thanks

Both cars in our test were supplied by RPM Technik. For more information on RPM Technik's stock and services, visit **rpmtechnik.co.uk** or call +44 (0) 1296 663 824.

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Living_{the} Legend

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





Michael Meldrum Houston, Texas

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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 3.2 Carrera Year 1986 Acquired 2015
- Model Carrera M491 Year 1988 Acquired 2015
- Model 993 C4S Year 1996 Acquired 2016

Model 964 Carrera 4 Year 1994 Acquired 2016



vocal campaigner of the virtues of the aircooled 911 but I have a confession... I have been toying with the idea of a GT for

I've always been a

some time. There is a lot to think about given the range of models that have been brought out over the last few years. Do I look for the raw power of the GT2 or opt for the refined power of the GT4, or take the middle line of a GT3? Decisions, decisions!

The GT4 was the first to be ruled out, simply for the reason it's not a 911! So then we go on to the GT2, and as much as I like the idea, I am not too sure that handing over the keys to the wife would be in anyone's best interests, particularly hers. So that leaves me in GT3 territory and I have been looking at the available options out there but then suddenly Porsche threw a new spanner in the works for me. On 7 March the latest version of the Porsche 911 GT3, a 4.0-litre, 500hp, road-going version of the GT3 Cup car was launched delivering a top speed of 198mph. This is faster than the previous GT3 RS, which boasted a top speed of 193mph. It also keeps firmly to the current philosophy of the GT development team at Porsche, which is to keep the cars to a power output of 500hp while squeezing extra gains from improved engineering.

I was pleased to see that it is offered with a six-speed manual option, although it doesn't appear on the online specification list on the Porsche Germany website – I suspect that Porsche would like to see it sold with the faster PDK transmission. I accept everything that is said and written about the PDK 'box but for pure driving experience, I will always be a manual guy.

It is easy to see that the current version of the GT3 is likely to be the "best" version yet. I say "best" as that is always a matter of personal taste and every version has its merits, which someone will argue over other versions. Buying a new car also has the benefit of being able to spec it to your own personal taste and the security of knowing its exact history. However, I have never been afraid of previously owned cars and so that is not a huge consideration for me.

In the end, I settled on a 997.1 GT3. There were a few reasons for this. Quite a few are available on the secondary market so it wasn't too difficult to find a car that was set up to the spec I would have chosen myself, and at a price I was comfortable with. It ticked all the correct boxes for me: low miles, careful owners, PCCB, full leather, adaptive Sports seats and it's in Carrara white (strangely, my collection was missing a white car).

As much as I like the idea of the new model, the word on the street is that 918 owners will have the first offer and there is the inevitable delivery time to wait. My impatience and the guarantee of certainty were in the end more important to me than the temptation of the stunning new model.















Gina Purcell Oxford, UK

Model 911 SC Year 1982 Acquired April 2014 Model 964 Carrera 4 Year 1989 Acquired September 2004



unwelcome but the first type of car-stopper seems to happen on my driveway. The other type of event recently manifested itself precisely 917.5 miles from home, in beautiful Ängelholm, Sweden. No in-between, just either home or way away. Anyway, 2017's first breakdown was of the driveway variety after having used Wolfi for a journey one morning. No worries. No issues. The car sat for an hour, then, when I went to reverse off the drive on another mission, the brake pedal became rock hard and a considerable part of its ability to stop... stopped working. Panic!

After switching on the ignition in an elderly C4, there's a short delay as the hydraulic pump boosts pressure into the combined braking and 4x4 system. Often, owners are met with the warning buzzer that informs you



of insufficient pressure but it clears, as do any warning lights linked to the system when the pump has done its work, and off you go. To me, the warning buzzer sounds like the halfhearted honk of a disinterested and asthmatic goose. This time though, the buzzer became very urgent and bloody loud! Time to call the boys at BS Motorsport.

Wolfi was packed up into their box trailer and I awaited a phone call that would herald crippling expense. I imagined all sorts of electro-hydraulic horrors but all that went wrong was a blown fuse for the high-pressure hydraulic pump. This could be symptomatic of the pump beginning to wear out but guess who is going to carry spare fuses in the future...

Other news - it was interesting to see the spy pictures of the 992 in issue 150 and subsequently online. While the world was looking at the flip-top rump, I was delighted to see some firm nods to the old air-cooled 911s at the other end. I like the stylised central bonnet/hood/trunk recess (that draws in fresh air on the old cars), together with the new lid's squared-off, straight-sided shape that tapers down to a leading edge that meets the front bumper in one neat. flat line. It's almost 964-esque, as if the 993 to 991 never happened! I hope it's not just disguise panels, as it's more elegant to my eye than the almost 356-style, curved bonnet line 'smiles' of the recent cars.

Maybe, as the 911 moves inexorably out of the orbit of the compact, 20th century device it used to be, Porsche feel the need to remind us more stridently what a 911 was.



Greg James Mercer Island, Washington

Model 3.2 Carrera Year 1985 Acquired 2008 Model 993 Turbo Year 1997 Acquired 2016



couple that needed it, and changing floor mats. You could say I'm basically a fan of cars that are "stock". There are several reasons why. First of all, stock cars tend to have a much higher resale value than ones that have been modified, re-painted, or otherwise been altered from what they left the factory like. Second, in my opinion, the stock look is usually better than the modified

In my many years of Porsche ownership,

I've never made any

the cars I've owned

beyond lowering a

modifications to

one anyway. And third, the money you sink into modifying a stock 911 will rarely be recouped when you go to sell it. That said, I've always thought it would be cool to create a 911 just how I'd want it. In the case of my dream 911, it's probably not what most other owners would put at the top of their list but here goes.

First of all, I'd start with a Eurospecification 1987 or 1988 impact bumper 3.2 Coupe. I know that the pre-1974 cars are considered prettier by most people, but I'm in my fifties and for some reason, the 1978 SC to 1988 Carrera G body style is my favourite – it's got just enough flare in the rear to look aggressive, great 16-inch Fuchs wheels, black trim, and (when lowered) a longer, sleeker look than either the pre-1974 cars or the 964 models.

From there, I'd paint it a 1970s "Skittles" colour like Viper green or Mexico blue, and I'd put the 1974-76 'Carrera' script on the side. Finally, I'd finish it up with a ducktail and a pair of matching Recaro Pole Position bucket seats with colour matching leather inserts. It would, in essence, be a car that looked a lot like a 1974 Carrera but with the better (more reliable anyway) 3.2 engine, 16-inch Fuchs and a G50 transmission. I've often wondered how



much it would cost to create the car if I started with a good \$50k used 1987 or 1988 Carrera Coupe. My guess is that paint, seats and ducktail etc. would cost somewhere around \$30k. As I approach my sixtieth birthday, the thought of creating a custom 911 exactly the way I want it is compelling.

I'll finish this month by saying that spring is finally starting to show. The clouds have started to give way to sunny days and there are even some flowers starting to pop up. Several local Mercer Island residents have suggested we do our own smaller version of 'Cars and Coffee'. Right now it looks like we'll be getting together on weekday evenings and half a dozen local Porsche owners have already expressed an interest. Stay tuned for some photos of the event in upcoming issues of **Total 911**.





@Rob996LTL



So this month my car had its yearly visit to the main dealer for a service. Ever since I bought the car, I have used my main dealer to maintain

the history in the service book but I'm beginning to wonder if it is worth it, as the car is getting older and I'm not sure how much it will impact the value. Who knows, but for now that is academic for another 12 months.

As ever, the service always brings up a list of items that the main dealer thinks need addressing; on the plus side this is the shortest list I have ever had (probably due to the amount of work I have been doing on it), but equally there are a few items where I do wonder if the technicians are a bit over enthusiastic with their assessments. One item they did identify was that it needed a new set of plugs, so when it gets checked over a new set will go in.

On the way to dropping the car to my local motorsport specialist to get a second opinion on the list of issues, the car surprised me with its latest quirk – the stereo! Since it was a nice day and



the sun was shinning, the windows were down, the radio volume up, and I slipped the car into semi-auto and drove through the country roads, holding it in gear to enjoy the flat-six engine. It's hard to believe the car is nearly 18 years old and it is still so much fun to drive.

But on arrival at the specialist, I went to turn the radio down and there was no reaction, so music is now at full volume with no control. I turned it off then on; still no volume control. My last resort was to hit the tape eject button (yes, it's the original stereo with a tape player) and that seemed to clear it, though this is now another item that needs to be replaced soon! Still no progress on sorting the steering wheel and I'm now wondering if a later 997 wheel with proper paddles will fit!



Tony McGuiness San Diego, USA

💟 @tonygt3rs

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



After a somewhat unseasonably stormy January and much of February here in San Diego, the Secret Car Club was back in all its glory. Due to the

great California weather back on offer, all sorts of "unicorns" began appearing at the Secret Car Club meeting, including an extremely rare white 959.

As readers will know, the 959 is considered by many to be the most technologically advanced car of its time - a true marvel of engineering. Many of the innovations used in the car were carried down to the modern 911 The 959 in the US has a complex history. The car was extremely expensive to produce and when the US Department of Transportation (DoT) informed Porsche it needed four 959s for crash testing before approving it to be certified and driven on American roads, unsurprisingly, Porsche refused. With the impasse between the US DoT and Porsche, the car was denied certification, thus preventing American owners from driving it legally on the roads. That is, until 1999.

A certain Bill Gates, of Microsoft fame, bought a new 959 only for it to be seized in US Customs and held in the Port of San Francisco for over a decade. Whether or not he knew at the time it would be seized is not known for certain, but



what is known is that he wanted to drive his prized possession. It is believed he worked with others to get the legislation passed that would allow private importers to legally bring these rare types of cars, which were never originally certified, into the US and drive them.

In essence, the law that allowed the 959 to be imported in to the US became effective in August 1999 under the name "Show and Display". If you wished to import a vehicle for "Show and Display", you would need to apply to the National Highway Traffic Safety Administration and establish that the car is of such historical or technological significance that it is in the public interest to show or display the vehicle, even though it would be difficult or impossible to bring the vehicle into compliance with the Federal Motor Vehicle Safety Standards. There were, of course, restrictions within the law including whether 500 models or more were produced (that wasn't an issue for the 959) and the car would have to be driven 2,500 miles or less annually. The law applies to vehicles 25 years old or younger and at the time of the law, the 959 fell under those guidelines.

Given the history of the coveted 959 in the US, you can imagine how surprised Secret Car Club members were to see this 1980s technological masterpiece turn up on a Saturday morning in spring. Thanks to Chris from the Secret Car Club for supplying the photos. And perhaps somewhere along the line we have Bill Gates to thank for even being able to see the Porsche 959 in the United States at all.



Richard Klevenhusen Rio de Janeiro Brazil

Model 930 3.3 Year 1976 Acquired May 2012

💟 @richardkle



As I announced previously, the Porsche Club hosts monthly meetings in the city of Rio de Janeiro. The great news now is that we

have chosen a perfect spot in the city, surrounded by Guanabara Bay, with a wonderful view of the famous Sugar Loaf Mountain. I would like to launch a competition to see which are the most beautiful meeting places of Porsche owners around the world.

In our case, we still have the opportunity to be in a place with a variety of restaurants and a collection of beautiful trees. We also have fellow owners of other brands attending the Club meetings as well, which makes the events more fun. Many Porsche owners also have cars from other brands. This month, we took advantage of the meeting to discuss the annual exhibition that we will be hosting in October in Rio de Janeiro. In addition to Porsche, we will have cars from other brands as well. I



would like to extend the invitation to all **Total 911** readers who can make it here. The annual exhibition will take place

between 19 and 29 October this year and I hope to see all of your lovely Porsche 911s on display.



David Grover Harpenden, UK

Model 991 Carrera S Year 2014 Acquired March 2016 Model 997 Cup Year 2014 Acquired December 2016



very well. This was the first trip out since purchase of the Gen2 997 in January 2017, with the car supported by GT Marques of High Wycombe – a specialist Porsche race team expertly run by Paul Mace. It was also my first time back on track since the

Carrera Cup experience in the 991 back

I am pleased to say

that our first test session at Donington

Park circuit went

in the autumn The new car has just had the Holinger paddle kit fitted, replacing the sequential stick shift, which I wanted to help lower gearbox wear and make it easier for me to drive. That performed really well on the upshifts but needed some firm control on the downshifts, because if the revs are too low (under 5,000rpm) it simply won't shift, leaving you coasting into a corner in the wrong gear and a clutch, paddle, pull recovery. These errors tended to completely ruin my line as it affects concentration so much, at one stage leaving me with a wide line into Coppice corner and a trip to the kitty litter, which would have been okay if I hadn't needed to be rescued under a course red flag! Clearly, I need more practice with it, as



when you get it right it's awesome, fast and really helps concentration on the apex, exit and next corner. Being out of the Cup though for nearly a year has helped me forget how brutal you need to be with these cars for them to perform well, both under braking as well as gear shifting, and more track time is needed. The next trip out is later this month.

Anyway, the day was a great success. A couple of friends who were in the garage next to us with Ginetta got a few hot laps each and they seemed to really enjoy themselves. What did impress me hugely though, were the few 991 GT3 RSs on track with us. They were as fast as my Cup car and, bearing in mind I was on slicks and they were on Cup road tyres, that is pretty impressive, or perhaps just shows I need much more commitment and talent. One thing I should have been able to do, had I not had the occasional gearbox shift distractions, was get the right lines, as I was practicing last week on the iZone simulator at Silverstone.

We set up Donington circuit in a 911 Cup car and spent an hour or so using the machine there, which cocooned you into a saloon car complete with cage and wrap-around screen. It behaved like the real thing and is definitely worth more visits. I was really impressed and encourage any trackday or race enthusiast to give it a try. I didn't do too well on the pre-test though, which involved watching eight yellow tennis balls bouncing around in a box, four of which briefly go orange then back to yellow and you have to point out the same ones after a few minutes when they have all stopped. It's a spatial awareness and concentration game; I never got all four but did get three.

Next up for the 997 is to finalise the graphics of the race car and add my sponsors decals to that design in readiness for the first race weekend in April – pictures to follow. As I write this, I just had the news flash about the 991.2 that was launched this week. The GT3 is awesome and sits high up on the desirability list.



Joel Newman London, UK

Model 996 Turbo Year 2003 Acquired April 2014



As you all know, last month the Turbo's fuel pump gave up, then after a whack from Mr RAC, it sprang into life again. I felt pretty worried

about driving the car, so ordered myself a fuel pump and a new level sensor. One thing I'd like to mention to any UK readers is to sign up to GSF Car Parts newsletter (just go to their website at **gsfcarparts.com**). They sent me a 50 per cent off code that morning and do so usually at least once a week, so I managed to purchase a brand new fuel pump for £175!

At the garage, entertainingly, upon inspection of the old fuel pump, Porschacare sent me some rather startling pictures to explain what went wrong. the terminal *inside* the pump had burnt out; I can only hazard a guess as to how dangerous that spark, or set of sparks, within the fuel tank could have been for me!

The Turbo came back in the morning and, with spring in the air, I couldn't wait to finally drive the car again. Since the boost issues have been rectified



and I have full power again, I'm slightly ashamed to tell you all that I've actually been a little scared of driving the car over winter, as it has on two occasions almost killed me – and that's while driving in a relatively straight line! With an advanced driving day and tuition booked at the start of April, and with the LTL lads of course, I'm hoping to get my confidence back and to enjoy what I have at my disposal – a bullet with seating for four.



Sean Parr Harpenden, UK

🜀 @inveloveritas

Model 912 Year 1967 Acquired November 2014 Model 911 SC

Year 1976 Acquired May 2015



Welcome home to England Sean, your car is sold! Yes, the 911 SC has finally moved on. After almost two years into a two-month build,

the SC is out of my life. For the first time I bought a car purely for the plan of a quick do up and sell on and it didn't really work. I bought the car for what I thought was a reasonable price knowing that it needed work, and it drove back to Harpenden with a few problems but nothing major. In short, it was an MOT'd runner; a bit rusty and rough running.

The plan initially was to polish some money into it by cutting the paint back and getting the sills and B pillars done. Well, polishing didn't help and after discussion with my mechanic and body guy, we decided to do it properly and do a glass-out restoration, which we agreed a budget on and agreed that it should take no more than two months. Well, ten months later I dragged the car home very unhappy and as for the agreed budget? Well, let's say the invoice was over three times that. Not happy at all. And it wasn't finished. The idle problem that had been sorted (no it wasn't, sigh) was then treated to a staggeringly expensive treatment that didn't sort it either.

Anyway, long story short, I took the car to Fenn Lane to sort the CIS out, where it was completely rebuilt and finally, after another few months, was utterly sorted and running beautifully. It



was finished but I couldn't face selling it myself; I'd never sold a car of this value so I enlisted Max Levell at Revival Cars to have a crack at it and went to Australia.

Whether it was the time of year, or rather that G series SCs are still not flavour of the month, the car wasn't selling. It was beautiful, sorted and not hugely expensive, but it still wasn't racing out the door. So, when a dealer from up north delivered a 356 to Max and took a liking to my SC, he decided to make me an offer. Once I stopped laughing at his offer, we managed to come to an agreement; even though it was short of where I felt the car's value was, I knew as a dealer he needed a bit of meat left on the bone and I wanted the car gone. Australian holidays aren't cheap after all.

So, after 35 years of buying and selling cars as a hobby, I bought a car with the intention of "flipping" it for a massive profit. I have made massive profits before on cars and was confident I could do this again. I did make a profit but if I had bought the 911, driven it home and stuck it in my garage for two years and spent



not one penny on it, I would have made a far greater profit. Instead, I spent a lot of money (in excess of £10,000) and had huge amounts of stress and hassle.

In short, never buy a car with the intention of flipping it and flogging it. The process of restoring cars is a huge amount of faff and I didn't enjoy it. I got to drive the car a total of 350 miles, most of which were between Wigan, my house and various "specialists" who didn't fix the car. The stars in the process? My best mate Jonathan Stevenson who has had me crying on his shoulder for hours with the "bloody car"; Chris and Jeff at Fenn Lane who put a huge amount of effort into sorting the car; and Max at Revival Cars who was very helpful as to what the hell I should do with it! I hope the car goes to someone who'll love it more than I have and drive it like they stole it; it's a cracking car.



Joe Croser Northamptonshire, UK

[6] @jcx911

Model 997.2 Turbo Year 2010 Acquired March 2016 It was a long time coming but finally,

on 1 March I taxed my Turbo for the first time since November. Excited doesn't convey how I

felt. Taxing your car takes just moments these days, but is it ready to roll? It is precisely then when some

discover a flat battery, a mouse nest, flat tyres or worse. Not me. I'd conditioned my battery for the past 90 days, I'd routinely fed the mice in our garage on a diet of thirst-inducing blocks that send them off in search of water and I check my tyres regularly. To limit the sense of 'loss' when parked up, I enjoy a few online Porsche forums, and I turned to them to ask the question: "When I start my car for the first time in three months, how should I do it?" I received responses ranging from "make sure you're in neutral and turn the key" to "I turn mine over



without the fuel pump to get oil pressure before starting." I even had one kind soul offer to pop over once a week to stretch my car's legs during the winter. Porsche fans are the kindest! In the end, I took a simple route: I disconnected the CTEK, inserted the key and turned it. Immediately, the engine fired into life. I backed it out of the garage and set off

on a slow drive before giving it some beans. Some 75 minutes later I parked up outside my little girl's school for pick-up. I was shaking. I had been stirred. This car is incredible. It's fast, stable, comfortable and so special to drive. I stopped off to take a few pics as I know this column is better with eye candy. And when a 911 looks this sweet it'd be rude not to share.



Chris Wallbank Leeds, UK

💟 @chrisjwallbank

Model 997.1 Carrera S Year 2005 Acquired November 2012



I've spent the last four weeks trying to get my driveway finished and garage painted, so the 997.1 C2S has been living in a friend's garage

for the last month. In the meantime, I've been busy shooting and this month I had the pleasure of shooting a beautiful example of a 911 SC over Wales for the very issue of **Total 911** magazine that you are reading. I was also lucky enough to travel in the SC on a mini road trip over to the Evo Triangle, where we planned to shoot the car on the amazing tarmac and scenery that the three different roads (which make up the triangle) have to offer the enthusiast.

I'll be honest, I was amazed at just how well the car performed considering its age. Neill, who was driving the car and writing the feature, said he was pleasantly surprised with the SC's performance and it pulled through the gears effortlessly. I was also impressed by how I managed to get all my camera gear, tripod, lighting equipment and cleaning stuff in the



generous front luggage compartment! Wales is notoriously unpredictable with its weather patterns, which I found out firsthand last summer on the very wet **Total 911** LTL road trip. But this time we were really lucky with plenty of sunshine lighting up the valleys, which made for some stunning landscape shots. It was actually the best weather I'd had on a shoot so far this year, giving me a glimmer of hope for the spring and summer months to come! You can see the full feature on page 52.





Kyle Fortune Warwickshire, UK

💟 @Kyle_Fortune

Model 993 Carrera 2 Year 1994 Acquired December 2014



see a friend has been out in their 996 via Twitter. I don't think it has, it's been one of those months. I did consider taking it down to Canford Classics for a story you will have seen last issue but I had something else that

Another month? I'm

sat here pondering

whether the 993 has

turned a wheel after I

and delivering the stock output, at no point did it ever feel anything less than quick enough.

The all-too-brief (I forgot my wallet and fuel was low) run in it demonstrated that 300hp is more than enough. Not that I wouldn't welcome more power but I genuinely think there's a point where the returns and reward for more power just aren't there. That said, the 500hp of the new 991.2 GT3 I saw at the Geneva Motor Show earlier this month might be another sweet spot, and with the manual now back in, it comes with the promise of engagement, regardless of its power. We'll see... soon.



needed miles winding on it for work. Most of the stuff I've been writing is with regards to performance and sports cars, the numbers associated with the modern stuff I call work little short of staggering. Even a base 718 Cayman has more power than my 993, while most of the supercars out there now have at least double that, and more often than not outputs starting with a seven. That's just bonkers, and totally unnecessary.

Having a gap in my schedule, Editor Lee's push for words gave me the incentive I needed to go and take the 993 out for a drive. It was one of those totally unnecessary, indulgent runs just for the sheer hell of it, and I'm glad I did it. I'm told that my 993 is pushing out just shy of 300hp thanks to a chip and the nonstandard exhausts, though I've never actually had it verified. It has always felt pretty brisk and anyway, even if it's not



Bournemouth, UK

0 @lee_sibs

Model 996.2 Carrera 4 Year 2004 Acquired February 2016



Last issue I told you about my beautiful new Outlaw 001 wheels from Fifteen52 sitting pretty in the 996's arches. However, that

only tells half the story of the car's new boots, as I invested in some new tyres too. You may remember I bought Pirelli Sport Contact rubber, reintroduced as an N-rated tyre under Porsche's everexpanding Classic arm (which includes models from 1964 right up to my Gen2 996). I got some good use out of those Pirellis, which saw me good for road trips to Wales and the Continent, with track days at Spa, the 'Ring, Brands Hatch and Castle Combe also thrown into the mix.

Overall I was pleased with the tyres in the dry, though for my next set I wanted to try something non N-rated to see if it's worth deviating from Porsche's recommended tyre partners. I opted for Falken tyres; on account of them continuing to race a 911 RSR for years now, they're the most executive, unofficial tyre partner Porsche has likely ever had. Falken's latest performance tyre is actually the FK510, though at the time these weren't available in the sizes I requested, so I went with a set of the elder FK453s (the FK510 has received



acclaim in the motoring world for being better on fuel economy, wet grip and rolling noise over the FK453). I ordered the tyres and had them fitted via my local Protyre centre to the new Fifteen52 Outlaw wheels, both going on my 996.

I've done 1,000 road miles on the tyres so far and without prejudice, I can say I'm very impressed. What strikes first is how much quieter the tyres are: there's noticeably less of that annoying, rolling drone that all 911 owners will have experienced on long journeys.

The Falken FK453s appear to be softer than the N-rated Pirelli's I'd previously had wrapped around the 996's factory BBS wheels, which equates to better grip, particularly at the front of the 911 where there's not as much weight to bite the tyres into the floor. I'm also hugely in favour of the ride these non N-rated tyres offer, too: it's not crashy by any stretch of the imagination, the car coasting over imperfections in the road with a grace not usually afforded to a Porsche such as this riding on aftermarket Bilstein suspension. I have noticed there's slightly less grip at the car's rear when attacking tighter corners at pace, though this can be put down to the fact my back wheels are half an inch narrower over factory spec, with less contact to the floor.

I've not tried the Falkens on track and nor do I intend to; the wheels they are fitted to are for road use only. However, for road use it really is hard to fault the Falken tyres as a viable option, except for the fact they contribute poorly to vehicle economy - though that's not high on my list of priorities. With a car well outside of Porsche's vehicle warranty, it's nice to be able to have a greater choice of tyre available for consideration, and that's without the worry of invalidating any manufacturer agreement.



Dana Pawlicki Maplewood, New Jersey

Model 993 Carrera Year 1995 Acquired May 2007 Model 991 Carrera S

Year 2013 Acquired March 2013

Model 930 3.3 Year 1986 Acquired April 2014

Model 964 Carrera Year 1994 Acquired June 2014

Model 930 Targa Year 1988 Acquired April 2015



hopefully this will be my last month with all the 911s in the garage and no events to attend for some time. My

recent renewal materials for my eleventh year as a member of the Porsche Club of America served as a spark to discuss one of my favourite (and controversial) topics: concours events.

I, of course, love attending Porsche (and other European sports and exotic) car shows. I also really enjoy a freshly waxed car and clean wheels with just the right sheen of tyre protectant (not too glossy, not to dull). That being said, I will admit to not having the patience for cleaning engine components with a Q-tip, polishing the underneath of the car, or making an entire day's event of viewing a limited number of cars. While I think this has its place in true preservation and restoration contests (Pebble Beach, Amelia Island etc.), it makes me laugh to see a one- or two-year-old Porsche collect trophy after trophy, month after

month in the local club. In that case, it truly seems like little more than a carwashing contest.

I recall reading an article last year in a Porsche Club magazine about the obsessive preparation someone had done at the National Porsche Parade event, only to have the judge find a single blade of grass on the carpet. That blade of grass resulted in deduction and the loss of his class. The foiled owner carried that blade of grass with him in his wallet for a year as a reminder. Personally, if I was a judge and I saw a single blade of grass in plain view on a car that had the underneath cleaned with a Q-tip, I would have just removed it! But that's why I'm not a concours judge (or contestant).

This is all just a lead-in (or maybe rant), to the last Porsche Club event I attended last year. I will admit there was poor weather in the morning (although it cleared up), but the event was essentially the same half-dozen hardcore competitors with the same cars you see at every local PCA event month after month, year after year. At the event, you'll see at least six judges "working over" one of the cars on show ... ridiculous. As



nice as these cars are, I find the heavy competition feel a real turn off (and judging by the "massive turn-out" others apparently agree).

I much prefer to attend "Cars and Coffee" events where everyone pulls in for an hour in the morning and goes about their day. Cars are clean but not more than my kitchen. These events have the added feature of seeing/hearing cars pull-in and exit. I really enjoy seeing them in motion. New Jersey has no less than three such groups and I regularly see more 911s at each of them than the PCA concours events, and you get the benefit of seeing them next to other margues. Just my two cents... probably time for spring and we can get back to the cars!





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Data fie Full specs, ratings and market values

of every 911 Turbo can be found beginning on page 88



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PORSCHE CENTRE GELDERLAND

Total 911 visits what was the first official Porsche Classic Centre in the world and one of eight OPCs in the Netherlands

Written by Kieron Fennelly Photography by Glyn Fennelly

s the old adage goes, if you want something done ask a busy man. Mark Wegh, founder and owner of Porsche Centre Gelderland, is certainly a very busy man and the results of his energy are impressive to behold: an imposing OPC and adjacent Porsche Classic Centre premises with 40 air-cooled cars on display. These are not mere showrooms; Mark Wegh announces proudly that his OPC workshop has 21 hydraulic lifts and the dedicated Classic workshop has eight. "I can think of a few OPCs that would be glad to have eight lifts all told," he asserts. Son of a VW mechanic, Mark Wegh's upbringing was steeped in the VW-Audi tradition and trained in Automotive Business Management at IVA Driebergen (Harm Lagaaij was another graduate). Wegh joined VW NL and by 1999 he was in charge of Skoda sales for Amsterdam; within a short period he was promoted to commercial director of the Netherlands' biggest VW outlet. Then, in 2005, Porsche approached him

with a view to establishing an OPC for the east of the country, and the rest as they say, is history.

"I built up Gelderland off my own bat," says Wegh, looking out across the polder to the town of Arnhem in the distance. "I knew I could do it because I started with Skoda from zero. The other seven OPCs all have degrees of Porsche participation but we have always been 100 per cent independent." Established in 2006, the new and pre-owned side underwent two major expansions to the point where, in 2016, OPC Gelderland was employing 86 people; car sales reached 1,000 units with an average of 90 in stock. It is a very comprehensive operation with its own paint shop (the only one with the same technology as Zuffenhausen/Leipzig) and the only work subcontracted outside is upholstery. The workshop is a key part of retaining custom and Gelderland will send its trucks and trailers anywhere to collect customer cars. Anywhere?

"We have German clients as far away as Munich," says Wegh. "I'm not just interested in selling new cars; we have built a whole community around Porsche. This is a one-stop shop; we do leasing – the fleet is 1,000 vehicles strong including 220 Porsches – specialised insurance and we hold events here at Gelderland, [such as] ladies' nights and a big swap meet in the summer. Porsche likes it too – we hosted a pan-European conference with 150 dealers for them in May 2016." It is no great surprise, then, to learn that Wegh's team has received a series of dealer excellence awards from Porsche over the years.

But the real excitement for the Porsche enthusiast is the Porsche Classic Centre. The first of its kind and opened in late 2015 with 5,000 square metres of floor space, it has already required expansion and an additional 1,600 square metres of space has been added. The showroom is laid out exactly like an OPC, only the brown seat covers and sofas differing from the template OPC look. There is a sense that dealing in classic Porsches is something that Wegh has long wanted to do: "Tm a collector myself: the hobby makes the business case and passion drives it."





Left The first official Porsche Classic Centre in the world, OPC Gelderland in the Netherlands houses an extensive collection of iconic and rare 911s



atria .

"The Classic operation sells about 120 Porsches a year – and includes barn finds"

Passionate he may be, but he is also a businessman and only high-end clients need apply, for Gelderland specialises in rare 911s, first or last editions or cars with tiny mileages, all with detailed histories. Typical is a flawless 964 '30 Jahre' or a 993 S whose cabin smells as if it has just left the factory. The classic operation sells about 120 Porsches a year and includes barn finds, which Wegh has acquired and the Gelderland workshop restored.

Currently subject to a ground-up restoration is a 901 - "yes a real one!" exclaims Mark, which he describes as "very crispy." In other words, this ex-New York 1964 911 will require a lot of new metal, but is otherwise an absolutely complete, matching numbers example. And its price when the workshop has finished with it will naturally reflect that. Wegh's ambition is to create a Porsche heritage centre and to this end, he is leasing more space from adjacent buildings to house the contents of containers of old stock, which he is importing from the US: "To be honest, I don't know exactly what I've bought," he admits, but this is Wegh the paraphernalia collector at work and the international collectors' day that he plans for June 11 promises to be a "real party."

Housed above the classic showroom is Wegh's own remarkable collection, everything from die cast models to an Exclusive 993 Turbo S, but there are no STs, no racers here: Wegh's preference is for production models. Of course, given his background there is a significant VW element and opposite a line of 996 and 997 RS models is a very early Golf GTI of 1977. "It's the oldest drivable GTI left and I lend it to VW all the time for PR stuff." Various coachbuilt Beetles from the 1950s show what the ubiquitous VW might have become and there are some truly valuable cars here, but as Wegh points out, collecting doesn't have to be expensive: his very early low-mileage 996 in a rare solid white colour is not worth a great deal, but as the first of its type, it interests him. He paid even less, only a couple of thousand euros, for an immaculate low-mileage Audi V8 saloon, which belonged to Dutch VW and Porsche importer Ben Pon. "It was Audi's first V8 and the precursor of the A8 - no great value but to my mind an interesting, very collectable car.'

The man whose first Porsche 20 years ago was a Boxster, followed by a 996, now has a few more Porsches to his name, but his enthusiasm for sharing all things Porsche is truly infectious. A condition of working at Gelderland is that employees have to smile. When you see all these cars on a daily basis, it must still be impossible not to!

Company profile

Founder: Mark Wegh First opened: 2006 Location: Porsche Centrum Gelderland, Ressenerbroek 2 6666 MR, Heteren, The Netherlands



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The Gelderland workshop restores barn finds that Wegh has acquired himself, and sells around 120 classic Porsches





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(997) *25* 3.8 *Gen 2" PDK (59 - 2010)

(997) *45" 3.8 *Gen 2" PDK (10 - 2010)

Grey with Grey Leather,

(997) Turbo 3.6 Tip (07 - 2007)

(997) "45" 3.8 Tip (06 - 2006)

(997) *25" 3.8 Tip (07 - 2007)

GT Silver with Black Leather

GT Silver with Black Leather.

or with Black La

£47,000

£42,000

£48,000

\$33,000

\$33,000

£30,000

It Black with Black Leather,

40k miles.

69k miles

GTS

ook miles..

55k miles.

55k miles.



4k miles. .000,000





(997) "25" 3.8 "Gen 2" PDK (08 - 2008) d with Black Leather, 40k miles. £41.000



Cobait Blue with Grey Leather, .235,000 33k m



ith Black Le £33,000 57k miles.



with Terrac tta Leathe \$30,000 52k m





Platinum Silver with Black Leather 41k miles... £27,000



(997) Turbo 3.8 PDK "Gen 2" (10 - 2010) White with Black Leather, 29k miles. £70,000



54k miles. £44,000

(997) Turbo 3.6 Tip (08 - 2008)

(997) "45" 3.8 Tip Cab (06 - 2006)

Atlas Grey with Grey Leather

(997) "25" 3.8 Tip (08 - 2008)

(997) "25" 3.8 Tip Cab (55 - 2006

Basalt Black with Grey Leather

(997) "25" 3.8 Tip (61 - 2011)

ight Blue with Grey Leather,

(*

Porsche Boxster "S" 3.4 PDK (12 - 2012)

Red with Black Leather

24k miles...

Silver with Black Leather

.£55.000

\$34,000

£33,000

£30,000

£28,000

£37,000

GT Silver with Grey Leather,

35k miles.

38k miles.

57k mi

65k miles

62k miles.



(997) "45" 3.8 "Gen 2" PDK (10 - 2010) or Grey with Black Leather, 40k miles. £49,000



alt Black with Black Leath 51k miles. £43,000



(997) Turbo 3.6 Tip (57 - 2007) or with Black Leather 54k miles. £52.000



Basalt Black with Black Leather, 54k miles £33,000



(997) "25" 3.8 Tip (07 - 2007) Cobalt Blue with Grey Leather, £33,000 55k miles.



r with Black Leather 55k miles 000,061



Basalt Black with Black Leather. £42,000 23k miles...







£25,000







GT S er with Black Leath 40k miles... \$36,000



or Grey with Grey Leather, 55k miles. \$33,000



Olive Metallic with Black Leather £31,000 66k miles..



Silver with Ocean Blue Leather, 54k miles. \$29,000



Basalt Black with Black Leather, 43k miles. £28,000



58k miles. £23,000

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

PORSCHES WANTED (2003 TO 2014)



Jata P 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.



This reflects the general market trend for a model's used value compared to the previous financial guarter. The review for O3 will be July 2017. The review for 2017 Q1 was April.



Ratings Each model is rated out of five in our half-star system according to their performance, handling, appearance and desirability.





Weight Wheels & tyres F 4.5x15 inch; 165/80/R15 R 4.5x15 inch; 165/80/R15

1,610mm

1,030kg

911S 1969-71 ali -- ce



F 6x15 inch; 185HR R 6x15 inch: 185HR

ssue featured

.ength

Vidth

Weigh

Engine capacity Compression ratio

els & tyres

F 7x16 inch; 205/55/VR16 R 8x16 inch; 225/50/VR16





Production nur 15.082 127hp @ 5,800rpm 169Nm @ 4,200rpm 7.0sec (est) 127mph 4.163mm 1,610mm 1,020kg Weight Wheels & tyres F 5.5x15 inch; 165HR R 5 5x15 inch: 165HF

109

2,994cc

8.5:1

5.3se

152mph

4,135mm

1,680mm

900kg



became standard

Production numbers Issue featured Production numbers 5,807 (plus '78 '79 Cali cars) Engine capacity 3,299cc Compression ratio 304hp @ 5,500rpm 304np @ 3,300, p... 412Nm @ 4,000rpm 5.4sec 160mph Top spee 4,291mm Length

1,300kg

Width

Weight

Wheels & tyres F 6x15 inch; 185/70/VR15 R 7x15 inch; 215/60/VR15

Group uld go Brallying. Six Rothmans cars used fibre glass front wings and lid. Tuned 3.0-litre engine had its basis in 930's crankcase

60,740

2,994cc

5,500rpm

1,626mm

1,160kg (1978)

8.5:1/8.6:1/9.8:1

183/191/207hp@

265/265/26 6.5sec 141/146mph 4,291mm





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

Production number	s 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
Wheels & tyres	
F 5.5x15 inch; 185HR	
R 5 5x15 inch: 185HF	



Engine capacity 1,991cc 8.6:1 Compression ratio 112hp @ 5,800rpm Maximum power Maximum torque 156Nm @ 4,200rpm 0-62mph 8.8sec (es 124mph 4,163mm 1,610mm Top sp Lengtl Width Weight Wheels & tyres F 5.5x15 inch; 185HR 1,020kg F 5.5x15 inch; 185HR R 5.5x15 inch; 185HR



Weight Wheels & tyres

546 R 5.5x15 inch; 185HR

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)

	A_
5	Like the E, the S gain injection, boosting y 170bhp. To help cop extra demands on t an additional oil coc fitted in the front rig
2,826	Production numbers
n/a	Issue featured
1,991cc	Engine capacity
9.1:1	Compression ratio
hp @ 6,500rpm	Maximum power 17
Vm @ 4,500rpm	Maximum torque 183
7.6sec	0-62mph
130mph	Top speed
4,163mm	Length
1,610mm	Width
1,020kg	Weight
	Wheels & tyres F 6x15 inch; 185/70/R15 R 6x15 inch; 185/70/R15

* ned a fue power to pe with the the engine, oler was ght wing. 2,106 n/a 1,991cc 9.1:1 2hp @ 6,800rpm 3Nm @ 5,500rpm 7.0sec (est) 140mph 4,163mm 1,610mm

995kg



911E 1969-71

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





increasing the stroke from 66mm to 70.4mm while at the same time leaving the bore unchanged. The new 915 transmission was stronger.

Production numbe	rs 4,406
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
Wheels & tyres	0.000
F 6x15 inch; 185HR	
R 6x15 inch; 185HR	



4.163m

1,610mm 1,077kg

Weight Wheels & tyres









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 Issue featured Engine capacity Compression ratio

0-62mph

Top spe

were standard.

Produ

Top spe

Length

Width

Weight

ssue featured

Engine capacity Compression ratio Maximum power

Wheels & tyres F 8x17 inch; 235/45/ZR17 R 9x17 inch; 255/40/ZR17

uction numbers





Production numbe	rs 5.054
Issue featured	120
Engine capacity	2,341cc
Compression ratio	8.5:1
Maximum power	193hp @ 6,500rpm
Maximum torque	211Nm @ 5,200rpm
0-62mph	6.6sec
Top speed	140mph
Length	4,163mm
Width	1,610mm
Weight	1,075kg
Wheels & tyres	
F 6x15 inch; 185/70	/R15
R 6x15 inch; 185/70	/R15



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 numbe	rs 9,320
Issue featured	121
Engine capacity	2,687cc
Compression ratio	8.0:1
Maximum power	150hp @ 5,700rpm
	(165bhp from '76)
Maximum torque	235Nm @ 3,800rpm
	(4,000 from '76)
0-62mph	8.5sec
Top speed	130mph
Length	4,291mm
Width	1,610mm
Weight	1,075kg
Wheels & tyres F&	6x15 inch: 185VR



Weight Wheels & tyres F 5.5x15 inch; 165HR

R 5 5x15 inch; 165HR



E9II SBU

3.299cc 7.0:1

4,291mm

304hp @ 5,500rpm 432Nm @ 4,000rpm 5.4sec 161mph

1,300kg (1,335kg from '86)

Production numbers Issue featured

Wheels & tyres F 7x16 inch; 205/55/VR16 R 8x16 inch; 225/50/VR16

Engine capacity Compression ratio Maximum power

0-62mph Top speed

Length

Weight Wheels F 7x16 i

930 3.3

1984-89

Revised engine added

while in 1987 Motronic

improved efficiency and

emissions upon its return

engine management

to the US market.

power and torque in 1984.



911 Carrera 2.7 1974-76 From 1974, Carrera name was given to rangetopping 911. Essentially the same engine as previous year's RS for all markets

255Nm @ 5,100rpm m torque 0-62mph Top speed Length 4,291mm Width 1,610mm Weight Wheels & tyres F 6x15 inch; 185VR R 7x15 inch; 205VR



engine, essentially from the 911 Turbo.

uction numbe	rs 3,687
featured	148
ne capacity	2,994cc
pression ratio	8.5:1
mum power	200hp @ 6,000rpm
mum torque	255Nm @ 4,200rpm
mph	6.3sec
peed	145mph
th	4,291mm
h	1,610mm
ht	1,093kg
els & tyres 5 inch: 185/70	/VR15



337

2,850c

456hp @ 6,500rpm 500Nm @ 5,000rpm

8.3:1

3.9sec 196mph

4,260mm

1,840mm

1,450kg

264hp @ 5,500rpm 343Nm @ 4,000rpm m torque this was the world's first 0-62mph production Porsche to Top speed Length Width be turbocharged. Flared arches, whaletail rear wing Weight Wheels & tyres and four-speed gearbox



2,850

2,994c

144



the hood was not designed to be 100 per cent watertight. Production numbers 2.274 (for both wide and narrow bodied) 128 Issue featured Engine capacity 3,164c Compression ratio 10.3:1 235hp @ 5.900rpm 284Nm @ 4.800rpm 0-60mph L48mph

Top speed Length Width 4,291mm 1,775mm Weight Wheels & tyres F 6x16 inch; 205/45/VR16 R 8x16 inch; 245/60/VR16 1,220kg



Production numbers 70,044 ssue featured 148 Engine capacity 3,1640 mpression rati 10.3:1 234hp @ 5,900rpm 284Nm @ 4,800rpm 0-62 Top speed 152mph Length Width 4,291mm 1.652 1,210kg

Wheels & tyres F 7x15 inch; 195/65/VR15 R 8x15 inch; 215/60/VR15 (16" for '89)



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







959 3,299c 1986-1988 7.0:1

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.









0

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htweight body as per RS dition, teamed with a 3.8-litre tradition, teamed with a 3.8-litr engine, VarioRam intake system and remapped ECU to create 300bhp, fed to the rear wheels only. Production number Issue featured Engine capacity 1.014 119 3,746cc Compression ratio 11.5:1 Maximum power 304hp @ 6,000rpm Maximum torque 355Nm @ 5,400rpm 5.0se 172mph 4.245mm 1.735mm Weight Wheels & tyres F 8x18 inch, 225/40ZR18 R 10x18 inch, 265/35ZR18 1,279kg

uxuries' sliced off

eight. Re

340

126 3,164cc 10.3:1

5.1se

152mph 4,291mm 1,650mm

1,160kg

55 12

3.746cc 11.6:1

4.9sec

169mph 4,250mm 1,775mm 1,210kg

304hp @ 6,500rpm

359Nm @ 5,250rpm

234hp @ 5,900rpm

/55/\/P16



Production numbers Issue featured 20,499 114 3,600cc Engine capacity Compression ratio 9.4:1
 Maximum power
 426hp @ 6,000rpm

 Maximum torque
 560Nm @ 2,700
 4,600rpm 4.2sec 189mph 4,435mm 1,830mm 1,540kg ls & tyres F 8x18 inch; 225/40/R18 R 11x18 inch; 295/30/R18



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 number	s 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
Wheels & tyres	
F 6x16-inch; 205/55/	/ZR16
R 8x16-inch; 225/50.	/ZR16



964 Turbo 3.6 1993-94

0-62mph

Top sp

964 Carrera 2 1990-93

***** Pro 964 Turbo Engine capacity 1991-92 Compres sion ratio This used the revised 964 bodyshell, extended 0-62m arches and 'teatray' wing.

Weight Wheels & tyres -h: 205

/50/

	-
	964 Leichtba of surplus pa Paris-Dakar p include four- differential, s and stripped
s 3,660	Production nun
116	Issue featured
3,299cc	Engine capacity
7.0:1	Compression ra
324hp @ 5.750rpm	Maximum powe
450Nm @ 4,500rpm	Maximum torqu
5.4sec	0-62mph
168mph	Top speed
4,250mm	Length
1,775mm	Width
1.470kg	Weight
7017	Wheels & tyres
ZR17 ZR17	R 9x16-inch; 245





1991-92 120kg saved by deleting 'luxuries' and fitting magnesium Cup wheels. Power was boosted by 10bhp, suspension lowered by 40mm and

uprated, as were brakes.

38.626

5.6sec

168mph

4.245mn

1,735mm 1,370kg

3.60 .600cc 11.3:1

im power 276hp @ 6.000rpm

m torque 330Nm @ 5.000rpm

110

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)
Wheels & tyres	
F 7.5x17-inch; 205/50/	ZR17
R 9x17-inch; 255/40/Z	R17

993 Carrera 4 1994-97

As per the 993-model Carrera.

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
 11.31

 Maximum power
 276hp @ 6.000rpm

 Variance
 2000rpm

0-62mph

Weight Wheels & tyres

F 7x16-inch; 205/55/ZR16 R 9x16-inch; 245/45/ZR16

Top sp Length Width

um torque 330Nm @ 5,000rpm

5.8sec

166mph

4,245mm

1,735mm 1,420kg

but with four-wheel-drive Transmission was half the



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 numbe	rs 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
Wheels & tyres F 7x17-inch; 205/50 R 9x17-inch; 255/40	/ZR17 /ZR17

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

ression ratio 8.0 num power 436hp @ 5,750rpi num torque 540Nm @ 4,500rpi

extensions Production numbers

Maximum to 0-62mph Top speed

Weight Wheels & tyres

F 9x18-inch; 235/40/ZR18 R 11x18-inch; 285/35/ZR18

996 Carrera 4S

Basically a C4 featuring a

Turbo bodyshell, without

rear air intakes but with

a full-width rear reflector

brakes were similar to the

panel. Suspension and

2001-05

Turbo spec.

Length Width

Issue featured Engine capacity Compression ratio

3,600

189mj

4,245m

1,855m

1,290



The engine was essentially

the 3.3-litre unit from

updated.

the previous model, but

964 Anniversary 1993-94





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 numbe	rs 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
Wheels & tyres	



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.

Issue featured Engine capacity Compression ratio Maximum power 304hp @ Maximum torque 350Nm @ 0-62mph	117 3,387cc 11.3:1 9 6,800rpm 9 4,600rpm
Engine capacity Compression ratio Maximum power 304hp @ Maximum torque 350Nm @ 0-62mph	3,387cc 11.3:1 6,800rpm 4,600rpm
Compression ratio Maximum power 304hp @ Maximum torque 350Nm @ 0-62mph	11.3:1 6,800rpm 4,600rpm
Maximum power 304hp @ Maximum torque 350Nm @ 0-62mph	6,800rpm 4,600rpm
Maximum torque 350Nm @ 0-62mph	4,600rpm
0-62mph	
	5.2sec
Top speed	174mph
Length	4,430mm
Width	1,765mm
Weight	1,320kg
Wheels & tyres	
F 7x17-inch; 205/50/R17	



Wheels & tyres F 8x18-inch; 225/40/R18 R 10x18-inch; 285/30/R18

10,386

3,596cc

5.0sec 177mph 4,430mm

1,770mm

1,430kg

11.3:1

turbochargers reduce lag. Pow	KKK in order to ver went to all
4's transmissio Brakes were 'B	ng the Carrera n system. ig Reds'.
Production number	rs 5,93
Issue featured	14
Engine capacity	3,600c
Compression ratio	8.0:
Maximum power	414hp @ 5,750rpr
Maximum torque	540Nm @ 4,500rpr
0-62mph	4.3se
Top speed	180mp
Length	4,245mr
Width	1,795mr
Walahd	1,500k
weight	
Wheels & tyres	

duction numbers

lssue featured

Top speed

Length

Weight Wheels F 8x18-i

Engine capacity Compression ratio Maximum power Maximum torque

ls & tyres

wneels & tyres F 8x18-inch; 225/40/R18 R 11x18-inch; 295/30/R18

993 Turbo 1996-98

1



993 Carrera S 1997-98 The features that come with the Carrera S are similar to the Carrera 4S's,

only this time in rear-wheel drive. Sought after for its V superb handling and widebody looks.

996 GT2 2001-03

Production numbers

Issue featured

Top speed

Weight Wheels & tyres

F 8x18-inch; 235/40/R18 R 12x18-inch; 315/30/R18

Length Width

Engine capacity Compression ratio

23,055

3,596c

1,495kg

11.5.1 324hp @ 6,800rpm 370Nm @ 4,250rpm 5.1sec 174mph 4,435mm 1,830mm 1,495kg

11.3:1

sue featured	118
ngine capacity	3,600cc
ompression ratio	11.3:1
aximum power	289hp @ 6,100rpm
aximum torque	340Nm @ 5,250rpm
-62mph	5.4sec
op speed	168mph
ength	4,245mm
idth	1,795mm
eight	1,450kg
heels & tyres	
8x18-inch; 225/40/	ZR18
10x18-inch; 285/30	/ZR18







1,287 127

9.4:1

3,600cc

@ 5,700rpm Nm @ 3,500-

4.500rpm 4.1sec

196mph 4,450mm

1,830mm

1,440kg



R 9x17-inch; 255/40/R1

1,370kg



2002-04
Facelifted in line with
rear-drive Carrera, th
the all-wheel-drive v
drives very much like
its rear-driven breth
Cabin received mind
updates over Gen1.



Sales debate How important is the number of previous owners?



When it comes to buying a used car, conventional wisdom has it that a cast of thousands on the V5 is cause for suspicion, and can often affect the value. The question we're asking here is does the same thing apply for the 911, and is it something you should be concerned about? Over to our experts...

It's Paragon Porsche's Jamie Tyler who's first to give an opinion here: "Seeing a large number of previous owners on a fairly new car would be of note perhaps and would probably warrant further investigation, but overall it's not something that I think should be of major concern. For us, it's about how a car has been looked after that really matters, so a potential buyer should really be looking at the overall condition and the maintenance history rather than focusing too much on this one particular aspect."

Paul Stephens from the respected and eponymous specialist reckons that it is certainly relevant but broadly agrees, saying that for a nice, usable car that you just want to enjoy, then it's not an issue that should carry much weight when it comes to the buying decision. However, he's quick to point out: "It's also very much about mileage, history and condition. Those things need to add up before taking into account the number of previous owners, as taken together they can make a significant difference to values and desirability. Assuming the history is sound then a one-owner car would likely be worth more."

Is it something that buyers worry about? "It's definitely a question that comes up quite early in the buying process and it can certainly put some people off," says Stephens. "Some people do just want the one previous owner," adds Tyler. "But for the majority of cars I don't think it should be an issue. Typically, you'll see owners keep a car for a couple of years and then fancy a change, so with older models it's to be expected that it will have been through a few different hands." So for a car that will see regular use then, perhaps you shouldn't worry too much as long as it's been looked after, but investment-grade 911s are a different matter, right?

According to Stephens, yes: "If you're looking at the more collectible models and are buying with a view to future investment, then it absolutely makes a difference. Provenance and originality are vitally important, of course, but I'd certainly look more closely at the number of previous owners, as it will be a factor for those buyers after the very best cars in the future."

Tyler agrees: "That's a fair point and I'd say that while cars with a notable history are less likely to be affected, those bought with an eye on investment do need to be viewed rather differently compared to a daily driver." Overall, then, it seems like one less thing to worry about when it comes to bagging a 911 for everyday driving pleasure. And that has to be good news.





	a 10-
As per the 997 0 more powerful 3 and PASM. 19-ir standard, with b brakes. Feature tailpipes.	Carrera, but with 3.8-litre engine nch wheels as nigger ventilated d quad exhaust
Production number	rs 41.05
Issue featured	10
Engine capacity	3,824
Engine capacity	3,824
Compression ratio	11.8
Engine capacity	3,824
Compression ratio	11.8
Maximum power	360hp @ 6,600rp
Engine capacity	3.824
Compression ratio	11.8
Maximum power	360hp @ 6.600rp
Maximum torque	400Nm @ 4.600rp
Engine capacity	3.8244
Compression ratio	11.8
Maximum power	360hp @ 6.600rp
Maximum torque	400Nm @ 4.600rp
0-62mph	4.8se
Engine capacity	3.8244
Compression ratio	11.8
Maximum power	360hp @ 6.600rp
Maximum torque	400Nm @ 4.600rp
0-62mph	4.8se
Top speed	182mp
Engine capacity	3.8244
Compression ratio	11.8
Maximum power	360hp @ 6.600rp
Maximum torque	400Nm @ 4.600rp
0-62mph	4.8se
Top speed	182mp
Length	4.427m
Engine capacity	3.8244
Compression ratio	11.8
Maximum power	360hp @ 6.600rp
Maximum torque	400Nm @ 4.600rp
0-62mph	4.8se
Top speed	182mp
Length	4.427m
Width	1.808m

**** 997 Carrera S 2004-08

33 37 996, but refined for more Weigh **teels & tyres** 1x18-inch; 235/40/R18 1x18-inch; 265/40/R18 power. Six-speed Tiptronic

3,596cc	
	Engine capacity
11.3:1	Compression ratio
0hp @ 6,800rpm	Maximum power 360hp @ 6
Nm @ 4,250rpm	Maximum torque 400Nm @ 4
5.0sec	0-62mph
177mph	Top speed
4,427mm	Length
1,808mm	Width
1,395kg	Weight
	Wheels & tyres
	F 8x19-inch; 235/35/R19
	R11x19-inch; 295/30/R19



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911 with 993-influenced bodywork and a new interior. Engine was like

Production numbe	rs 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
Wheels & tyres	
F 8.5x19-inch; 235/3	35/R19
R 12x19-inch: 305/3	0/R19



997 GT3 RS 2006-07 Similar to GT3, with wider rear bodyshell of the Carrera Ś. 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:
Maximum power	421hp @ 7,600rpm
Maximum torque	405Nm @ 5,500rpm
0-62mph	4.2sec
Top speed	194mpt
Length	4,460mm
Width	1,808mm
Weight	1,375kg
Wheels & tyres	
F 8.5x19-inch; 235/35/	/R19
R 12x19-inch; 305/30/	'R19

Gen2 997 GT3 2009-12

7,910 (Coupe) Gen2 997 C4S 3,800cc 2008-12

Body as per C4 but with larger engine. Utilised 997 Turbo's 4WD and PTM. Viscous coupling gives way to electromagnetically controlled multi-plate clutch.

Production numbers

187mph 4,435mm

1,852mm

1,425kg

ssue featured

Engine capacity

Length

Weight: Wheels & tyres

F 8.5x19-inch; 235/35/ZR19 R 11x19-inch; 305/30/ZR19





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



600

3,996c

500hp @ 8,250rpm 460Nm @ 5,750rpm

12.6:1

i.9sec

mm

4,460mm

1,360kg

sue featured Engine capacity

Maximum Maximum 0-62mph

Length

Weight

mpression ratio

Wheels & tyres F 9x19-inch; 245/35/ZR19 R 12x19-inch; 325/30/ZR19



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Production numbers In production Issue featured 132 Engine capacity Compression ratio 2,981c 2,5000 10.0:1 420hp @ 6,500rpm 500Nm@1,700-5,000rpm 0-62mph Top speed Length 4 Width Weight Wheels & tyres ~ \$~20.inch: 245/35/ZR20 ~ \$~20.inch: 245/35/ZR20 3.9sec 191mph 4,499mm 1.808 1,440kg

Top spe Length

Width

Weight Wheels



In production



Production numbers In production Issue featured 137 Engine capacity Compression ratio 2,981c 10.0: 420hp @ 6,500rpm 500Nm @ 1,700-5,000rpm 0-62mph 3.8sec 189mph 4,499mn

0-62mph Top speed Length Width Weight Wheels & tyres ~ 9.5x20:inch: 245/35/ZR20 ~ 305/30/ZR2(1,490kg

0-62mph Top speed Length Width Weight Wheels & tyres 1:245/35/7R20 F 9x20-i

ue featured

135

9.8:1

3,800

4,000rpm

3.1sec

199mph

4.507mm

1.880mm 1.595kg

R 11.5x20-inch; 305/30/ZR20

 iximum power
 540hp @ 6,400rpm

 iximum torque
 710Nm @ 2,250



145

Weight 1,600kg Wheels & tyres F 9x20-inch; 245/35/ZR20

R 11 5x20-inch: 305/30/7R20

★ 🛨 ★ 🛨 Production numbers

001 2 Comerce A	Issue featured	151
991.2 Carrera 4	Engine capacity	4,000cc
GTS 2017-	Compression ratio	unknown
	Maximum power	500hp @ 6,500rpm
AS 991.2 Carrera GTS but	Maximum torque	unknown
with PTM four-wheel drive	0-62mph	3.4sec
electrically controlling	Top speed	198mph
siectifically controlling	Length	4,545mm
drive between both axies	Width	1,852mm
rear is always driven).	Weight	1,430kg
dentifiable from outside	Wheels & tyres F 9x20-inch: 245/35/	7R20
by red strip across rump.	R 12x20-inch; 305/30	/ZR20



991.2 GT3 2017-(unrated)

New 4.0-litre engine from 991.2 Cup car. Retains 9.000rpm redline. six-speed manual Sport transmission now a no-cost option. Revised airflow to front and rear.

Production numbers	222 (UK, est
Issue featured	150
Engine capacity	2,981c
Compression ratio	10.0:
Maximum power	450hp @ 6,500rpn
Maximum torque	560Nm @ 2,150
	5,000rpn
0-62mph	4.0se
Top speed	193mpl
Length	4,528mm
Width	1,852mn
Weight	1495ks

Coming soon: 991 GT2 RS

ever Porsche 911 from

0-62mph.



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911 GT3 (996)

Atlas Grey · Black Leather Sport Seats Manual Gearbox · Air Conditioning 18" GT3 Wheels . Bi-Xenon Headlights 36,789 miles • 2003 (53) £71,995



911 Carrera 2 S (997)

Atlas Grey • Black Leather Seats Manual Gearbox • Satellite Navigation Switchable Sports Exhaust · 35,241 miles 2006 (56)

£33,995



Boxster 2.9 (987 GEN II)

Basalt Black · Black Leather Seats Manual Gearbox • 18" Boxster S II Wheels · BOSE Sound System · 29,732 miles · 2009 (09) £22,995



911 Carrera 2 (991)

GT Silver · Pebble Grey Leather Seats PDK Gearbox • Touchscreen Satellite Navigation • 20" Carrera Classic Wheels 18,648 miles · 2012 (62)





Boxster S (987 GEN II)

GT Silver · Natural Carrera Red Leather PDK Gearbox · Touchscreen Satellite Navigation • 19" Sport Design Wheels 45,091 miles · 2010 (10)

£27,995



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NEXT ISSUE 153 in shors and available for download from 17th May

From naturally aspirated and RWD to turbocharged with AWD, no other 911 has faced so many revisions. **Total 911** examines the life of the Carrera

CARRERA EVOLUTION

RKIG FLN



991 R ROAD TRIP THROUGH WALES

Garage queens, look away: we ride in a 991 R driven through Wales... hard



MODIFICATION V RESTORATION

What's the best course of action for a 3.2 Carrera?



THE 911 IN CLASSIC RALLYING

DRIVEN: Total 911 explores the 911's merits as a classic rally competitor

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Chapman's Peak Drive, Cape Town, South Africa

Written by Wilhelm Lutjeharms



LOCATION: Western Cape, South Africa COORDINATES: 34°02'58.8"S, 18°21'45.7"E



TOTAL LENGTH OF DRIVE: 6 miles POINTS OF INTEREST: Various restaurants; Nature reserve; Hiking; surfing: boat trips FOOD AND ACCOMMODATION: Tintswalo Atlantic, +27 (0)21 201 0025; Chapman's Peak Hotel, +27 (0)21 790 1036; The Platinum Boutique Hotel, +27 (0)21 790 6470; De Noordhoek Lifestyle Hotel, +27 (0)21 789 2760 South Africa's answer to the Great Ocean Road blends flowing curves right next to breathtaking coastal views

here are several elements that could form the basis of a great road; the road's surface and topography plays a roll as well as the surrounding landscape. Chapman's Peak Drive hugs part of the Cape peninsula in South Africa, from the picturesque town of Hout Bay along the Atlantic coast further south to Noordhoek, and it ticks all three of these boxes.

The quality of the tarmac and landscape is highlighted by the fact that the road forms part of the annual Cape Town Cycle Tour, the largest timed bicycle event in the world. There are a number of blind corners but there is also one half-tunnel, which allows you to truly hear the howl of your flat six. Fortunately, there are several lay-bys to pull over in and appreciate the views. Alternatively, pack a picnic, put it in the nose of your 911 and head out before sunset. The road is on the narrow side but that's only a slight challenge through the tighter bends, which you'll need to take slower. As it's a toll road, drive it a few times before you exit.

As the road is close to Cape Town and is a well-known tourist route that leads to Cape Point (part of the Table Mountain Nature Reserve), it won't come as a surprise that this road can get very busy – not only with cars, but cyclists and motorcycle riders also prefer this ribbon of tarmac. However, as with most great roads, head out close to sunrise and you should have this toll road almost to yourself.

The recent Porsche 911 GTS and new Panamera international launches took place in Cape Town with part of the launch route heading over Chapman's Peak Drive - or 'Chappies' as the locals call it - the first of a number of launch routes that will cover this twisty road south of Table Mountain in 2017. It is also one of those roads that is best suited to all 911s, but a Cabriolet will be the ultimate option for this drive, allowing its occupants to truly breathe in the ocean air and appreciate the scenery, while still experiencing one of the best scenic routes in South Africa.



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1986 Porsche Carrera Sunroof Coupe-stock-08097

1996 Porsche Carnera Sunroof Coupe with matching numbers in its original color code/#700 black with tan interior. Very desirable color combination. Comes equipped with a manual transmission, air conditioning, power windows, sumoof and includes the spare tire. Excelent original California weekend driver. Mechanically sound.



Coupe-stock-08113 983 Porsche 911SC Sunroof Coupe in Penu red wich tan merior. Beautiful color combination. Comes equipped widi umanual ransmission, power windows, air conditioning, unroof, fucte wheels and includes the spare tire. Very clean ind presentable. Same owner for many years. Mechanically



1972 Porsche 911E Sunroof Coupe-07981 1972 Porsche 911E Sunroof Coupe with matching numbers in aubergine with can interior Gorgeoux color combination. Comes equipped with a manual transmission, electric sunroof, air conditioning, fog lights, one year only essential of filter door and includes the tool lift and spare the. Previously owned by a ICA owner, Highly collectible.

For \$69,500



1976 Porsche 9115 Sunroof Coupe-stock-08119

1976 Porsche 9115 Sumoof Coupe in red with tan interior. Comes equipped with an upgraded Careros angline with a manual transmission, air conditioning, power windows, fuchs alloys and includes the spare tire. Very clean and presentable. Mechanically sound.

For \$29,500



1989 Porsche Carrera Coupe-stock-08055 1989 Porsche Carrera Coupe-stock-08055 blue metallic wi tan interior. Comes equipped with a manual transmission, air confitioning power windows, power seats, sunroof, MOMO steering wheel and includes the original owner's handbook, jack and spare tire. Excellent original car in a destable color combination. Mechanically sound.

For \$36,500



1972 Parsche 911E Coupe-stock-07539 1972 Parsche 91E Coupe in red with black interior. Comes equipped with a 5 speed manual transmission, OEH radio, ore year only esternal of filter door, cooldn coster wheels and includes the spare tim. Very presentable. Limited production. Same owner for many years and is mechanically sound.

For \$47,500



1974 Porsche 911 with 40,555 on the odometer and matching numbers in white with black interior with whest inserts. Comes equipped with a 5 speed manual transmission, air conditioning, rear duck tail, cookie cutter wheels and includes the jack and spare tire. Same owner for many years. Mechanically sound.

For \$32,500



1990 Porsche 964 Coupe-stock-07573 1990 Porsche 964 Coupe-stock-07573 tan interior. Comes equipped with a 5-speed manual transmission, air conditioning, power wiedows, power iests and lincludes the jack, spare tim, tool kit and air compressor. Very clean and presentable. Same owner for many years. Mechanically sound.

For \$49,500



1982 Porsche 930 Turbo-08044

1982 Persche Turbo in yellow with ysilow interior. Comes equipp of with a manual transmission, 944 body kit, 33-biter engine, twin turbo, roll cape, MOPO bucket seats, Sparco tsering wheel and many other performance modifications. Believed to be capable of a masker 730 European Car. Magazine and conver of the March 1995 edition of European Car. Magazine and conver of the March 1995 edition of European Car. Magazine and conver of the March 1995 edition of European Car. Magazine and convert with wall plaques ditapaying the magazine. Truly a remarkable machine and in the right hand scould be capable of endless possibilities. Mechanically sound. For \$5.4,500



1993 Porsche RS America-stock-08098 1993 Porsche RS America with matching numbers in its original special order color code#92E polar silver metallio with black inserior. Comes equipped with a manual transmission, power windows, alr conditioning, fire extinguisher and includes the space tire and owners manu Previously owned by a PCA owner. Mechanically sound.

For \$79,500



1995 Porsche 993 Coupe-stock-08140 1995 Porsche 993 Coupe with 89,402 on the odometer in its original color codell'AL black with tan interior. Beautiful color combination. Comes equipped with a 6-speed manual transmission, power steering, power windows, power sats; sunroof, air conditioning and includes the original owner's manual, jack, tool kit and pare tire. Mechanically sound.

For \$39,500

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1989 Porsche C omes equipped proc. twin surbe, forest green metallic





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