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# Total 911

THE PORSCHE MAGAZINE

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at production 991 & test drive in rare 997. Is the GT2 RS Porsche's best ever 911?



# GT2 RENNENSPORTS



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- Manual Fuel Injection explained •
- Living the Legend owner reports •

### MILLIONTH 911 DRIVE

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Future

ISSUE 155

Digital Edition

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*Clubsport*

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# Welcome



**L**ike its predecessors, the 85th running of Le Mans proved an absolute spectacle of a race. Whereas in 2016 the headline-grabbing entertainment came in a sensational last five minutes, this year the fight for overall honours was a dogged affair, the pendulum swinging continuously between Porsche and Toyota as each attempted to steal a lead before one of its cars encountered a problem, shifting the advantage back towards its rival. It was utterly enthralling to watch.

However, I can see problems arising for the top class of competition in the WEC, which could even undermine Porsche's success at La Sarthe going forward. It all started when Audi dropped out of the LMP1 category before the season's start, which we know was a direct result of 'Dieselgate'. That left just two factory entries for the top class: Porsche and Toyota.

Even though Toyota ran a third car for Le Mans, the prospect of LMP1 being fought between just two factory teams didn't seem as immediately exciting to the racing fan – fewer people showed up in northern France to watch the race this year.

The prototype category is meant to be a platform for pioneering research and development on the race track for car makers – this fits perfectly with the ideology at Porsche, which has pretty much institutionalised this model over the years. However, with just one other manufacturer lining up to challenge, it's difficult to measure just how rich the achievement of a third straight win is, especially when only two of the class field managed to actually finish. LMP1 needs a rethink, then.

We are grateful, however, that the GT class is the most competitive it's been for years, even if success for Porsche Motorsport's radical new RSR is far from guaranteed.

**“The GT class is the most competitive it's been for years”**



# 1911 Opening Shot

A new 911 is revealed to the public once more. However, this is no ordinary showcase – more than two weeks before its official unveiling at Goodwood, the 991 GT2 RS makes its public debut next to Dan Greenawalt, Forza franchise Creative Director, at the launch of the new Forza 7 Xbox game. The result of a partnership with Microsoft, this is the first time a videogame has launched a new car.

Image courtesy of ©2017 Microsoft Corporation. All Rights Reserved.



FORZA 7  
MOTORSPORT. 7





FORZA  
MOTORSPORT 7

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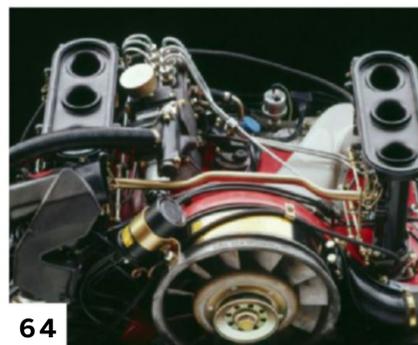
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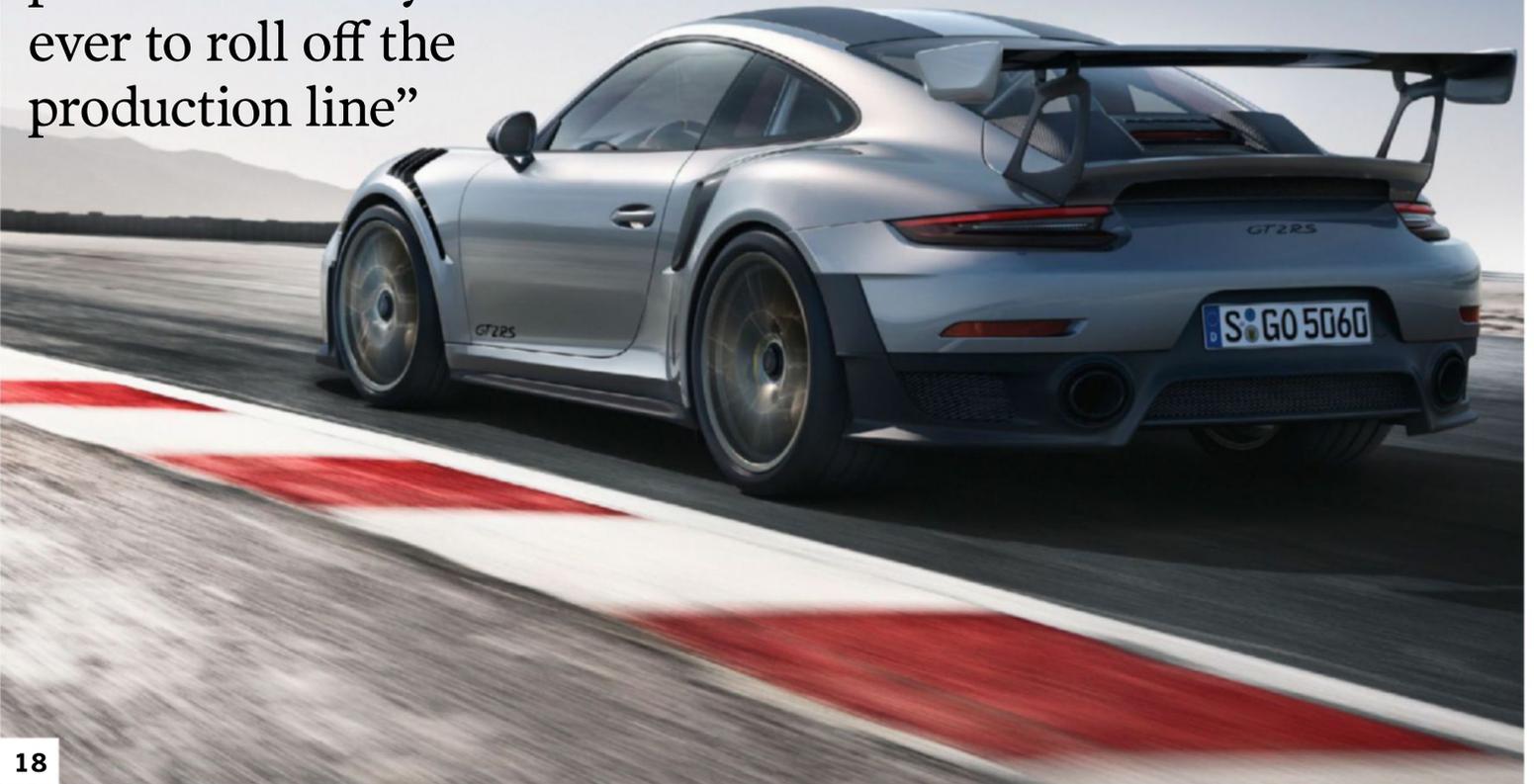


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“This the most powerful factory 911 ever to roll off the production line”



18



66



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# Update

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



## Turbo S Exclusive Edition launched

Limited numbers Turbo S revealed boasting 610hp; just 500 examples to be available worldwide

Porsche Exclusive, Zuffenhausen's in-house workshop responsible for building one-off 'special wishes' 911s, has revealed it is to produce a new 991.2 Turbo S, boasting 607hp and limited to just 500 units worldwide.

The most powerful 911 Turbo S of all time boasts a 27hp increase over the standard factory Turbo S, with maximum torque set at 750Nm. This is the first limited-run car the special wishes department has produced for worldwide markets since the revered 997 Sport Classic of 2010.

As with any Exclusive-designed car, the Turbo S is most notable for its bespoke design, here boasting Golden Yellow Metallic paint with carbon fibre inserts on the front bonnet, roof, side skirts and side air intakes. Front and rear addenda from the Turbo Aerokit is standard equipment, though the rear PU is slightly tweaked for originality.

There's a new design for the black centre-lock wheels which are lazer traced with Golden Metallic accents. In a first for PCCBs, the mighty six-piston front and four-piston rear

callipers are painted in a gloriously understated shade of black.

As with the current 991.2 Turbo S rolling off the mainstream production line, the 991 also comes with PASM, PDCC, rear axle steering and Sport Chrono pack as standard equipment. For the first time however, customers will also be able to order a chronograph timepiece from Porsche Design "configured in the same design" as their new sports car purchase from Porsche Exclusive.

This special edition is available from £186,916, with the chronograph an additional £8,700.

### Next-gen 992 Turbo takes to the 'Ring

Porsche is stepping up testing of its next-gen Turbo after we spotted a mule being put through its paces at the Nürburgring Nordschleife. Still sporting the chunkier fenders housing a much wider track, the recent spotting has reignited rumours the next-generation 911 may utilise hybrid power for the first time.



### Porsche sets up office in innovative Israel

Porsche has invested an eight-figure sum in the Tel Aviv-based Magma and Grove venture capital funds as it looks to guarantee access to technology trends and talent. "Israel is a key market for IT experts and engineers. It has more start-ups per capita than any other country in the world," says Lutz Meschke from the Executive Board for Finance and IT.





## Mission E development ahead of schedule

### Completion of Porsche's first all-electric sports car now expected by 2019

Porsche has let slip its much talked-about Mission E electric sports car is a year ahead of schedule, with a new due date of 2019, Total 911 can reveal.

After the concept car was unveiled at the 2015 Frankfurt Motor Show, Porsche claimed Mission E would be ready by 2020 – however, at a recent gala dinner to celebrate 40 years of existence for Porsche Centre Bournemouth, a speaker

from Porsche Cars Great Britain told the audience the car is expected to arrive for 2019, a whole year ahead of Zuffenhausen's initial projected date.

Total 911 has also learned company-wide infrastructure for the all-electric sports car is well under way, with Zuffenhausen allegedly scaling back 911, Cayman and Boxster production times to make room for new equipment to be

installed at its plant on Porscheplatz.

Porsche-approved body repair shops are preparing for similar equipment to be delivered ready for the new electric cars, and Official Porsche Centres are having to make additional room on site to cater for more car charging points.

There has however been no official word from Porsche AG regarding Mission E's confirmed production date.

### What's on in 2017

- Neunelfer Cars & Coffee  
**16 July**  
The popular 911-only platform combines with an open day at Poole Accident Repair.
- Canford Classics open day  
**August 26**  
Canford's 4th annual Classic Porsche Pull In.
- 27-30 August  
**Porsche Alpine Tours**  
Four-day driver's tour including the Stelvio Pass. For GT, R and Turbo S owners only.
- Classics at the Castle  
**3 September**  
The UK's best classic car show returns to Hedingham, Essex.
- Goodwood Revival  
**8-10 September**  
Lord March's three-day festival celebrating the halcyon days of motor racing.



## Singer reimagines the watch

Rob Dickinson's esteemed 911 tuners turns to timepieces

Singer Vehicle Design, the LA-based outfit reimagining Porsche's 911 sports car, has branched into the watchmaking sector. The result of two years' intense collaboration between Singer proprietor, Rob Dickinson, Geneva-based watch designer Marco Borraccino and watchmaker Jean-Marc Wiederrecht in 2014, has resulted in the creation

of a new timepiece brand titled Singer Reimagined. Its debut timepiece, Track 1, is a retro-inspired chronograph. Made from Grade 5 titanium and powered by AgenGraphe calibre movement, the Track1 is available from October 2017. 50 Track1 chronographs will be made available priced from 36,000 Euro.



## Successful first T911 entrepreneurs' day

British business owners share their love for all things Porsche 911

June witnessed the inaugural Total 911 entrepreneurs' day, bringing together a special selection of business owners who share a passion for Porsche's 911 sports car. Held in collaboration with WMC wealth management and Porsche Centre Portsmouth, seven carefully selected business owners brought their 911 along to Porsche

Portsmouth with a business-owning colleague or friend in the passenger seat. The troupe of flat six sports cars then took part in a spirited drive through the Hampshire countryside, winding up at the lavish Limewood Hotel. If you'd like to be considered for a future entrepreneurs' event, email Total 911's editor Lee Sibley via [lee.sibley@futurenet.com](mailto:lee.sibley@futurenet.com).

# Motorsport

The latest news and results from racing series around the globe



## 19th overall win at Le Mans

No.2 919 battles back from the brink for an unlikely victory for Porsche

Porsche's LMP Team once again triumphed at the Le Mans 24 Hours to celebrate a hat-trick of back-to-back overall wins at the world's most famous endurance race. The victory for Earl Bamber, Timo Bernhard and Brendon Hartley in the No.2 car marked an extraordinary turnaround of events that saw the car pitted for more than an hour battling a front axle drive problem only three hours into the race. Returning to the field 18 laps behind, the no.2 car was second to last overall and seemingly well out of the running for even a podium.

That left the no.1 car of Nick Tandy, Andre Lotterer and Neel Jani up against a three-strong effort from Toyota, and it was the Japanese manufacturers who looked dominant heading into the night as the track, sweltering from stifling daytime sunshine, finally began to cool. However, the change in track temperatures marked a change in fortune for Toyota, who had two cars retire in quick succession overnight due to mechanical issues and a collision with a

back marker. With the sole remaining Toyota well down the pecking order, that left Tandy in the no.1 car to open up a comfortable 12-lap lead by sunrise at La Sarthe.

However, there was to be a final twist in the tale as the lead car, now guided by Andre Lotterer, lost power from its combustion engine at the Dunlop curves and, with the hybrid racer's electric engine unable to develop enough power to get it round the 13.6-mile course and back into the pits, the No.1 car was denied its date with destiny. That meant the LMP2 class occupied all overall podium places with just four hours of racing left, though the forgotten No.2 car, which had quietly gone about clawing its way back into the race over the last 15 hours, was closing in fast. Gaining on its slower LMP2 rivals by more than ten seconds a lap, a blistering drive by Brendon Hartley in the Sunday morning sun saw the No.2 car surge up the leaderboard and into the overall lead with just an hour of racing to spare. It lead for just 20 of the 367 laps.

## Underwhelming WEC campaign continues

Le Mans GT podium is bereft of a Porsche as RSRs suffer more bad luck

Porsche GT Team's luck in the 2017 WEC season continued to be noticeable by its absence at Le Mans as only one of the two factory cars made the finish line. The no.91 car of Patrick Pilet, Richard Lietz and Fred Makowiecki finished in fourth place after 340 laps around Circuit de la Sarthe, one lap behind the winning Aston Martin.

With their sister car retired, the no.91 car assumed the class lead by Sunday sunrise, eventually dropping to third place. However, with just 90 minutes left, Makowiecki suffered a puncture which forced an unscheduled stop, dropping him to fourth. Dr. Frank-Steffen Walliser, Vice President Motorsport and GT Cars, said after the race: "This was our first time at Le Mans with our new RSR and I think we delivered a good performance. It's a shame we lost our #92 car in the night. It's also a pity that our #91 vehicle only managed fourth place, although the drivers and team had done everything and the vehicle had even lead over long distances."



## Carrera Cup GB lights up Le Mans

Special victory for Dan Cammish at circuit de la Sarthe spectacle

Redline Racing's Dan Cammish enjoyed a career highlight by claiming victory in a special round of the Carrera Cup GB held at Circuit de la Sarthe. The race, held only hours before the main 24-hour spectacle, witnessed 45 minutes of competitive driving in front of 200,000 spectators, with the exquisite Cammish taking the chequered flag just half a second ahead of JTR's impressive

Dino Zamparelli. Building on last year's inaugural Le Mans race for the Carrera Cup GB calendar, an unprecedented 61 cars took to the track for nine laps before the 85th running of Le Mans. Cammish's victory extends his lead at the top of the driver standings, the championship returning to British soil for rounds 8 and 9 in the last weekend in July.

### Motor racing in 2017

July

IMSA SportsCar Championship round 5: Watkins Glen **2 July**

Porsche Supercup round 4: Red Bull Ring, Austria **9 July**

WEC Six Hours of Nürburgring **16 July**

Porsche Carrera Cup Germany Nürburgring **14-16th July**

Porsche Carrera Cup GB Snetterton **28-30th July**



# Ben Barker

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

The FIA WEC driver shares all about his world championship campaign



## Reflecting on Le Mans 2017

Ben is left frustrated by BoP rules following his second WEC race at La Sarthe

Another Le Mans 24 Hours is in the rear view mirror and, while I can be satisfied with my own performance in the race, there is a sense of frustration that I, Gulf Racing and the other Porsche runners in GT-Am were effectively fighting with one hand tied behind our backs.

You obviously know the result by now, with Gulf Racing's #86 Porsche 911 RSR again going the distance, completing the entire 24 hours without a hitch – testament to the great work that the team puts in, both before the race and at the track – but that effort is undermined slightly when the car is denied the chance to compete with its rivals.

The irony is that modern-day sports car racing, and the GT category in particular, is run with the intent of making the on-track action as close as possible, with each of the competing marques governed by a set of adjustable regulations known as the Balance of Performance (BoP). The FIA's Endurance Committee is allowed to modify various aspects of each car – including its minimum weight, engine air restrictor and boost pressure ratio, fuel tank capacity and rear wing height, as well as the catch-all 'any other technical modification that the Endurance Committee may deem necessary' – in a bid to put them on as level

a playing field as possible, but it doesn't always work out like that.

Clearly, the FIA – and the Automobile Club de l'Ouest (ACO), which helps administer the endurance racing regulations – have a tough task trying to keep on top of the BoP, especially as improvements to the cars and the very different nature of the circuits we race at mean that the fulcrum point is ever-changing. Personally, I think that the idea of BoP is a good one, but there has to be a better means of determining the tweaks made to each marque.

Part of the problem is that the governing bodies left themselves the option of adjusting the BoP between qualifying and race at Le Mans, having already set changes following both the opening rounds of the World Endurance Championship and the official test day at the Circuit de la Sarthe at the start of June. Unfortunately, there is a belief that certain teams are prepared to 'sandbag' – or artificially reduce their own performance – in the run-up to Le Mans in a bid to avoid swingeing BoP alterations at the biggest, and most prestigious, event of the year.

With qualifying not really having much of a bearing on a race such as the 24 Hours, there is the potential for marques to hold back in the early

stages of the meeting to avoid being seen to be too far ahead of the opposition, but then unleash far better long-run performance in the race itself. It's not all down to BoP, of course, especially with the likes of Ferrari and Aston Martin looking after their tyres better than the Porsche, but it was very noticeable that while our top speeds were largely comparable, the way the various cars got there was very different, with the Ferraris and Astons enjoying better low-end torque, which allowed them to pull out 4-5 lengths over the Porsches.

With it seemingly easy to 'cheat' the system, perhaps it is time to investigate other methods of balancing performance across the GT classes, using greater amounts of data than just that accrued from lap and sector times and top speeds. I'm no expert in this department, but feel that, with the amount of technology available today, it could be controlled in a far more transparent manner.

The ACO has done a good job with BoP in the past, and even the opening rounds of 2017 were okay, so perhaps Le Mans was a blip. However, the 24 Hours is such an important race, and one where teams and manufacturers invest a lot of money, that perhaps a little more time and care needs to be taken in the equalisation process.

# Views

Contact Total 911



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



## Long lost UK 930 & Goodwood Revival rendezvous

**G'day Sir,**

As one of your distant antipodean subscribers, I write with a couple of very different topics where your UK-based readers may be able to assist. The first is to see if any of them can help fill in the first 10 years' history of my 1980 930, chassis #93A00700536, engine #6700526, before it was shipped to Australia in about 1990.

I have already tried Porsche Club GB, the DVLA and have visited the OPC in Reading, all without much success. The car was delivered new in April 1980 by AFN in London, and the only info that the OPC could provide due to privacy restrictions was that it was delivered to a director of Highmark Welding.

At that time, the car was painted Sienna Metallic and would have looked like the above photo. This is a pretty unusual colour and may help a

reader to remember it. At some point in its early life, the car was heavily loaded with radio gear including two microphones in the glove box and a large antenna on the offside of the rear bumper. This may be the next best way of identifying the car, as it was obviously owned by an amateur radio enthusiast or perhaps even an agent of Her Majesty's Secret Service...

The car was repainted in Cyclamen Red (Zyclam Rot, inset) when it arrived in Australia and the second photo shows it today. If anyone knowing the history and/or ownership of the car, or even any clues or leads, could get in touch with me it would be greatly appreciated.

The second request is much simpler. I will be in the UK in September and have been lucky enough to secure tickets to the Goodwood Revival on the Friday



and Sunday. If any of your readers or classic Porsche enthusiasts are going to be there it would be great to meet up and share their company!  
**Peter Wilson, Adelaide, Australia**

**Great to hear from you, Peter!  
Piecing together the history of a car is half the fun of owning a**

**classic, especially when it appears as interesting as yours. If any readers from our 911 community has some information on the car, please forward it to the Editor to pass on – likewise for those going to Goodwood Revival. Perhaps we could organise a Total 911 group coffee there?**

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!



## Continued: the Porsche wave

Dear Sir,

I was delighted to read Christian Mohr's letter regarding my earlier Living The Legend article on the disappearing obligatory 'wave' one Porsche driver used to give to another when passing on the road. It does still

happen (especially if you're in a 911), but not like it used to. And not in the USA anyway. I remember a time back in the 80s and 90s when you always got a wave, and if the pass was

coming from a head on direction, you'd flash your lights.

Of course,

back then the 911/912 made up a big percent of the Porsche cars you'd see, and their silhouette was unmistakable. I remember waving at

914 drivers, and getting a big wave (and smile) back that seemed to indicate surprise in the 914 cockpit that the owner of a top-of-the-line

model was acknowledging one often considered to be of lesser 'purity'. But let's also be honest here, back then it was a much smaller 'club', and in the end, I suspect the vanishing wave can be chalked up to the simple fact that there are far more Porsche models on the road today and waving at every owner (especially SUV owners) could get pretty old pretty quickly.

**Greg James**

**There's no question the presence of the Cayenne and Macan has diluted the Porsche brand from the sports car-oriented stronghold it once had, but that shouldn't convert into a loss of passion from those who drive a Porsche. As we've said before in these pages – bring back the wave!**



## Ask the expert

Got a question for our Porsche Technician? Email us [editorial@total911.com](mailto:editorial@total911.com)



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

**Q: "The glass roof of my 993 Targa has started to rattle when driving. The car has done just 55,000 miles. I know this is a fairly common problem, but what exactly is causing the roof to rattle?"**  
**Steven Naismith, Scotland**

Scott's answer: "993 Targas are generally pretty good and we don't see many for rattles. The first thing I would do, would be to open the roof and lubricate all of the rubber seals as these can cause creaking and squeaking type noises from body flex over bumpy roads. If while driving you can get a passenger to apply pressure to various points to locate it and narrow down the possible causes this may help."



## 991 Rennsports

Dear Sir,

I just had time to read Issue 151, which despite my following comment, is the best issue EVER. I have spent my entire life working for the largest car companies in the world, and learned a few things along the way, including enjoying 911s. As the vast majority of your readers do not have this experience, they look to publications such as yours for information, and on page 17 of issue 151 regarding de-winged 991 Rennsports, I believe you fail them. This matter of 'aftermarket parts voiding the warranty' has gone on far too long and the record needs to be set straight. It is up to the motoring press to properly inform the buying public, whether the subject is Civic Type R, a 911 R or anything else. **Scott Gulley**

**Thanks for your views, Scott. The quotes from our article came directly from Porsche; if we did not pass these quotes on, we view it that we wouldn't be doing our job. It is up to the owner to decide if there is legal merit in the context of the warnings issued and, as you saw from our chat with an owner of a de-winged Rennsport, some owners do decide there isn't.**



## GT3 gripe

Dear Sir,

While I enjoyed your comprehensive first assessment of the 991.2 GT3, I couldn't shake the element of disdain I felt when reading it over the fact none of these GT cars seem to be available to us 'normal' enthusiasts. It's putting me off the brand. I wonder if the magazine can make any clearer

Porsche's stance on who gets these cars and how? Is there even a process? **Steve Scott**

**So far as we can tell, there isn't a central policy from Porsche: it is up to the Dealer Principle at each Porsche Centre. As a key lynchpin between customers and the brand, the majority of**

**Dealer Principles have good intentions who like to ensure these cars go to people who will actually drive them. Total 911 has commented previously on how Centres in the UK and Australia in particular did a great job of ensuring the 991 R went to loyal customers who would drive the car, not speculators looking to flip.**



## Reborn 996

Dear Sir,

You'll remember I previously wrote in to you regarding the capitulation of my 996 Carrera Cabriolet and its subsequent rebirth thanks to an engine from a 2007 997 GT3 R, replete with 8,600rpm redline and a power output of 480hp, up from the original engine's 320hp. You asked for some pictures, so please find attached: I continue to enjoy the car immensely, particularly as it still boasts its luxury leather interior. I was very



fortunate, as one of the lucky 996 owners who were able to get a second chance with their car.

**Doug Shiparo**

**It is astonishing that such extensive, Mezger-oriented performance work has been hidden in a shell that remains so unassuming. As a Carrera Cabriolet boasting nearly 500hp, perhaps this is the definitive stealth 911. Thanks for sharing your pictures.**

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**(997) "4S" 3.8 "Gen 2" PDK (59 - 2010)**  
Basalt Black with Black leather,  
28k miles.....**£51,000**

**(997) "C2" 3.6 "Gen 2" PDK (59 - 2009)**  
Dark Blue with Black Leather,  
25k miles.....**£42,000**

**(997) "4S" 3.8 "Gen 2" PDK (58 - 2008)**  
Basalt Black with Black Leather,  
59k miles.....**£45,000**

**(997) Turbo 3.6 (08 - 2008)**  
Silver with Black Leather,  
41k miles.....**£62,000**

**(997) Turbo 3.6 Tip Cab (08 - 2008)**  
Basalt Black with Black Leather,  
43k miles.....**£57,000**

**(997) Turbo 3.6 (06 - 2006)**  
Cobalt Blue with Black Leather,  
54k miles.....**£55,000**

**(997) Turbo 3.6 Tip (06 - 2006)**  
Basalt Black with Black Leather,  
56k miles.....**£52,000**

**(997) Turbo 3.6 Tip (07 - 2007)**  
GT Silver with Black Leather,  
66k miles.....**£50,000**

**(997) "4S" 3.8 Cab (06 - 2006)**  
Seal Grey with Black Leather,  
45k miles.....**£36,000**

**(997) "4S" 3.8 (57 - 2007)**  
Midnight Blue with Grey Leather,  
58k miles.....**£35,000**

**(997) "4S" 3.8 (07 - 2007)**  
Meteor Grey with Black Leather,  
58k miles.....**£34,000**

**(997) "4S" 3.8 Tip (56 - 2006)**  
Silver with Ocean Blue Leather,  
51k miles.....**£34,000**

**(997) "4S" 3.8 (06 - 2006)**  
Basalt Black with Black Leather,  
54k miles.....**£34,000**

**(997) "4S" 3.8 Tip (56 - 2006)**  
Silver with Black Leather,  
48k miles.....**£34,000**

**(997) "2S" 3.8 Tip (07 - 2007)**  
Basalt Black with Black Leather,  
60k miles.....**£33,000**

**(997) "2S" 3.8 Tip (57 - 2007)**  
Red Ocean Black Leather,  
57k miles.....**£33,000**

**(997) "2S" 3.8 (05 - 2005)**  
Silver with Red Leather,  
52k miles.....**£30,000**

**(997) "2S" 3.8 (55 - 2005)**  
Silver with Ocean Blue Leather,  
53k miles.....**£28,000**

**(996) Turbo 3.6 Tip (53 - 2003)**  
Silver with Black Leather,  
49k miles.....**£45,000**

**(996) Turbo 3.6 Tip (03 - 2003)**  
Basalt Black with Black Leather,  
71k miles.....**£40,000**

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Agate Grey with Black Leather,  
31k miles.....**£42,000**

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22k miles.....**£49,000**

**Porsche Cayenne 4.2 Diesel Tip (62 - 2013)**  
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Lava Grey with Black Leather,  
51k miles.....**£26,000**

**Porsche Cayenne "GTS" 4.8 Tip (59 - 2009)**  
Basalt Black with Black Leather,  
60k miles.....**£26,000**

**Porsche Cayenne "GTS" 4.8 Tip (58 - 2008)**  
Basalt Black with Black Leather,  
58k miles.....**£23,000**

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# RECORD

Porsche's 991 GT2 RS is revealed as the most bonkers Neunelfer of all time. **Total 911** takes a close look at the new Rennsport's stats

Photography by Porsche AG & Microsoft



# BREAKER

19



**7**00hp. Usually when that sort of figure is attributed to a Porsche 911, we would presume it has been the subject of a fettle by a tuning house such as Gemballa or TechArt. Not this time, however.

Say hello to the new Porsche 991 GT2 RS, a rear-drive, turbocharged Rennsport boasting a monumental 700hp, making it the most powerful factory 911 ever to roll off the production line at Werk II. And, let it be said, that tells not even half the story of this phenomenal new Porsche GT car.

That's because the 991 GT2 RS will power on to a top speed of 211.2mph, delivering another gong of being the fastest factory 911 of all time, usurping the 991.2 Turbo S by a full six mph (with extreme friction and drag forces at play when a car surpasses that magic double-ton, such an increase in top speed should not be taken lightly).

As we exclusively told you in our prototype exposé last issue, the 991 GT2 RS's engine is derived from that of its 3.8-litre Turbo S sister, though the flat six has undergone extensive modification befitting its new Rennsport home. The car's ECU has been remapped while mechanically speaking, the two turbochargers are larger, pushing an increased volume of charged air into each combustion chamber.

The trick up the GT2 RS's sleeve though is with regards to cooling. A new, additional cooling system keeps the GT2 RS's flat six componentry from getting too hot under extreme loads, its pièce de résistance being jets that spray the intercoolers with water, causing gas temperature to fall and ensuring optimum output, even under what Porsche nonchalantly describes as "extreme conditions". The resulting 700hp headline figure represents an incredible 120hp boost over the 991.2 Turbo S, the fastest 911 you can otherwise buy from the showroom, but moreover it's an impressive 80hp jump over its 997 GT2 RS predecessor.

Translating all that power to the road is a compulsory PDK transmission that's been revised specifically for the GT2 RS – no manual gearbox is to be offered. This follows Andreas Preuninger's comments from his drive in the prototype car with us in issue 154, where he said "PDK is for the RS models... for anything with the RS badge on it's about lap times." However, the GT2 RS remains, like its GT2 ancestors, rear-drive only.

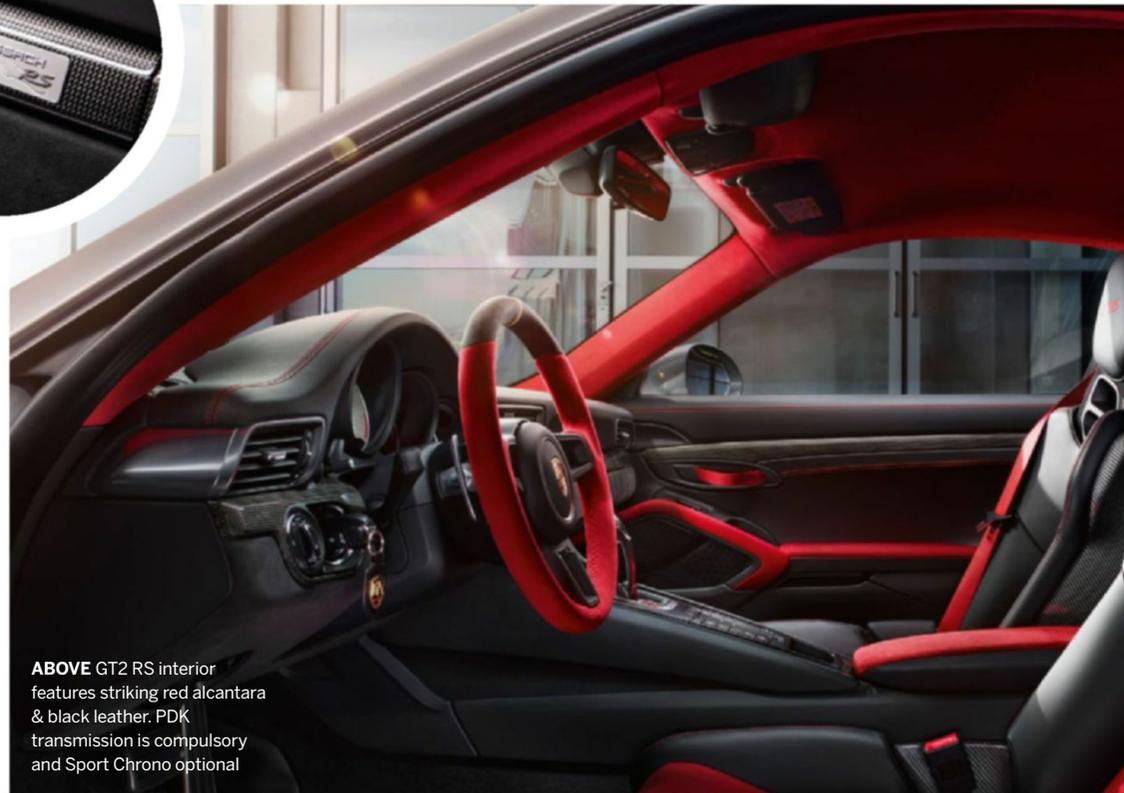
Like its 997 predecessor, the 991 GT2 RS chassis is based upon its naturally aspirated GT3 RS stablemate, utilising the 991 Turbo-wide body with side air intakes, though these have been reprofiled and dressed in carbon fibre for extra distinction. The GT2 RS shared the same 265/35 profile tyres wrapped around a 20-inch rim as the GT3 RS, also sharing the latest naturally aspirated Rennsport's mighty 325/30 profile tyres around a larger, 21-inch wheel. The Michelin tyres have, however, been revised specially for the GT2. As you can expect, PCCBs are standard on this ludicrous performance weapon, as is rear axle steering, the technology featured on all 991 Turbo and

GT cars and aiding stability through turns. Speaking of stability, this new GT2 RS shares the innovative PSM Sport mode, introduced across the 991.2 range with optional Chrono pack. This allows a greater slip angle before the car's systems will intervene, should the driver be daring enough to push it, of course.

In true Rennsport tradition, the GT2 RS has undergone a trademark weight saving programme. As such, lightweight carbon fibre has been used extensively; just take in the bonnet, front wings, wheel housing vents, Sport Design mirrors, side air intakes and numerous parts of its rear end as a case in point. Some of these carbon parts have a very thin smattering of paint over the top, but most of the exotic material is left exposed. The roof, lifted from the GT3 RS and R, is made of magnesium, keeping the GT2 RS's centre of gravity as low as possible.

The new exhaust, with a single big-bore outlet coming from each bank of cylinders, has been designed specifically for the GT2 RS and is made from titanium, saving seven kilograms from the system fitted to the 991 Turbo and Turbo S. Porsche says the new system "delivers an emotional sound without precedent," which is perhaps an acknowledgement its Turbo cars are traditionally too quiet as much as this turbocharged RS promises to provide a thrilling soundtrack.

Though the car weighs in at just 100 kilograms more than the 991 R in total, a new option for the GT2 RS is a Weissach Pack. As we told you last issue the package, inspired from the popular 918 e-hybrid option, saves a further 30 kilograms in weight from the car. This is achieved thanks to additional elements being made from carbon fibre, including the roof, both anti-roll bars, and coupling rods on each axle. ➔



**ABOVE** GT2 RS interior features striking red alcantara & black leather. PDK transmission is compulsory and Sport Chrono optional

<b>Model</b>	<b>991 GT2 RS</b>
<b>Year</b>	<b>2018</b>
<b>Engine</b>	
<b>Capacity</b>	3,800cc
<b>Compression ratio</b>	Unknown
<b>Maximum power</b>	700hp
<b>Maximum torque</b>	750Nm
<b>Transmission</b>	7-speed PDK; rear-wheel-drive
<b>Suspension</b>	
<b>Front</b>	Independent; MacPherson strut; PDCC;
<b>Rear</b>	Independent; Multi-link; PDCC
<b>Wheels &amp; tyres</b>	
<b>Front</b>	9.5x20-inch centrelocks; 265/35/ZR20
<b>Rear</b>	12x20-inch centrelocks; 325/30/ZR21
<b>Dimensions</b>	
<b>Length</b>	Not specified
<b>Width</b>	1,880mm
<b>Weight</b>	1,470kg
<b>Performance</b>	
<b>0-62mph</b>	2.8 sec
<b>Top speed</b>	211mph

**BELOW** New GT2 RS features magnesium roof from GT3 RS, though Weissach Pack cars get a carbon roof



**991 GT2 RS**  
THE 911 RECORD  
BREAKER

**700hp**  
max power  
MOST POWERFUL FACTORY 911

**211mph**  
top speed  
FASTEST FACTORY 911

**2.8sec** 0-62  
QUICKEST FACTORY 911

**£207,506**  
MOST EXPENSIVE NEW 911



**BELOW** Optional Weissach Pack comes with test track facility etched into the GT2 RS's head rests

“With the Weissach Pack and other options considered, this could be the first new 911 to carry a value of more than a quarter of a million pounds”





**BELOW** Unofficial debut of the GT2 RS was held in conjunction with new Forza 7 computer game. Both are available from the autumn



Alloy wheels are swapped out for magnesium items, and there's a greater use of titanium through the GT2 RS's underpinnings. Porsche says the Weissach Pack cars will be identifiable by the exposed carbon roof and luggage compartment emblazoned with a central strip colour-coded to the rest of the car. The Weissach Pack costs an additional £21,042.

In terms of the car's appearance, there are similarities to its only GT2 RS forebear, particularly in regards to the front bumper, which features three large grilles for maximum possible air intake to aid cooling. The 991's generous smattering of carbon fibre, as previously mentioned, has clearly been inspired by that earlier 997, too.

However, the 991 GT2 RS significantly builds on the 997 from there, most evident in those downforce-inducing air exit vents over each front wheel borrowed from the GT3 RS, as well as, for the first time on a road-going 911, two small air inlets in the front bonnet, these feeding additional veins of cool air to the 991's front brakes. The passage of air to the 991's flat six has been reworked too, those air intakes evident on the wing struts of the 997 replaced for 991.2 GT3-style intakes sitting directly on top of the GT2 RS's decklid. Inside, vibrant shades of red alcantara are once again reminiscent of the earlier 997 GT2 RS, complemented by black leather and – you guessed it – carbon trim as standard.

Perhaps unsurprisingly considering the 991 GT2 RS's performance figures, the car is also the most expensive ever road going 911 that Porsche has sold, costing a staggering £207,506 – that's a full 70 grand more than the limited-production 991 R. What's more, Sport Chrono package remains an option, though the Porsche Track Precision App is standard, as is Porsche Communication Management with Connect Plus (which is standard on all current 911s). However, this all means that, with the Weissach Pack and other options considered, this could be the first new 911 to carry a value of more than a quarter of a million

pounds when it hits showrooms, an accolade that Porsche, as maker of 'the everyday sports car,' might not be so keen to promote.

The GT2 RS launch brings about further evidence of Porsche AG working with its newly acquired Porsche Design Group partner too, the latter releasing a special issue timepiece to go with the car. Porsche says the watch, which "offers a nod to the world of motorsport," is only available to owners of the new GT2 RS and of course can only be ordered in conjunction with the new GT model at a Porsche Centre. The chronograph's price is £8,250.

Porsche hasn't yet revealed an official Nürburgring lap time (we're writing and printing this a day before the car's Goodwood reveal) yet we're reliably

informed that it'll duck UNDER the seven-minute mark, an outrageous milestone for a road car not usually attributed with the 'supercar' tag. Porsche's 918 hypercar managed a time of 6 minutes 57 seconds around the Nordschleife just four years ago, don't forget.

So this is the part where you're expecting us to relay that the car is a limited production build like the 991 R and that, like the R again, every single build slot is already spoken for. Well, not this time. Unlike the 997 GT2 RS, which was limited to just 500 examples worldwide, the 991 is not a numbered production run – as we

went to press Total 911 is hearing talk of around one car being allocated to each Porsche Centre.

First deliveries of the new GT2 RS are expected to take place from around September, which is interesting not because the car will go down as a 2018 model year build, but because that means new customers (in Europe at least) can look forward to getting to grips with their powerful, lightweight, rear-drive Rennsport just in time for the autumn season and ensuing winter months, when the roads are wet or frozen, and daylight hours significantly reduced. We told you everything about the new GT2 RS is utterly bonkers. **911**

- ➕ Multiple record breaker shows maximum capabilities of internal combustion engine still being explored
- ➕ 991 GT2 RS is evidence Porsche is still keen to build crazy driver's cars
- ➕ Not limited in production (cars not numbered)
- ➖ No manual gearbox option
- ➖ Sport Chrono pack not standard
- ➖ Huge price hike over 991 GT cars & 997 GT2 RS



MAKING OF THE  
LEG

# END

For seven years the 997 GT2 RS has reigned as the fastest and most powerful factory 911 of all time. In the wake of the 991's big reveal, what does the original turbocharged Rennsport offer today?

Written by **Lee Sibley** Photography by **Ali Cusick**

It is precisely 34.5 degrees Celsius at the Porsche Experience Centre, Silverstone. I know this because a small digital screen sitting inside the second-from-right dial in the 911's dashboard is illuminating the temperature reading in bright white figures. I also know this because the sweat freely flowing from every pore in my body suggests ambient temperature is far and above what us mortals here in the UK are accustomed to. Both windows down, my hands and arms are clammy and sticky as I wipe another fast-gathering layer of moisture from my soaked face.

Short of stripping off entirely (the thought does cross my mind), there's little else I can do: there's no air conditioning in here, so I'm at the mercy of our torturous summer sun. But you won't find me complaining. That's because I'm sitting at the wheel of a 620bhp 997 GT2 RS, ☺

about to hit both handling circuits dotted about the PEC's lavish outfield expanse.

The first of its kind as a bona fide turbocharged Rennsport (not counting the 2.1 Carrera Turbo RSR that finished second at Le Mans in 1974), the 997 GT2 RS well and truly broke the mould for Porsche which, to this point, had savoured the purity of natural aspiration for its lightweight, strictly motorsport-inspired GT cars.

The thesis behind this first GT2 RS was delightfully simple yet inherently mad: put the mighty, twin-turbo flat six from the 997 GT2 into a chassis inspired by the 997.2 GT3 RS. However, Porsche then went further – much further. Boost was upped from the GT2's 1.4-bar to 1.6-bar, with new turbochargers, better cooling and a revised engine management system thrown into the mix, too. The result is a huge 90bhp increase over the GT2 – such a leap is historically unheard of from one model to another at Porsche.

The chassis too has come in for some bespoke tailoring over its naturally aspirated Rennsport sister, Porsche's GT department deploying rose-jointed suspension and new Michelin Cup tyres (with a revised compound) and PCCBs as standard equipment. This is in addition to the customary RS spec of uprated springs, PASM, thicker anti-roll bars and active engine mounts.

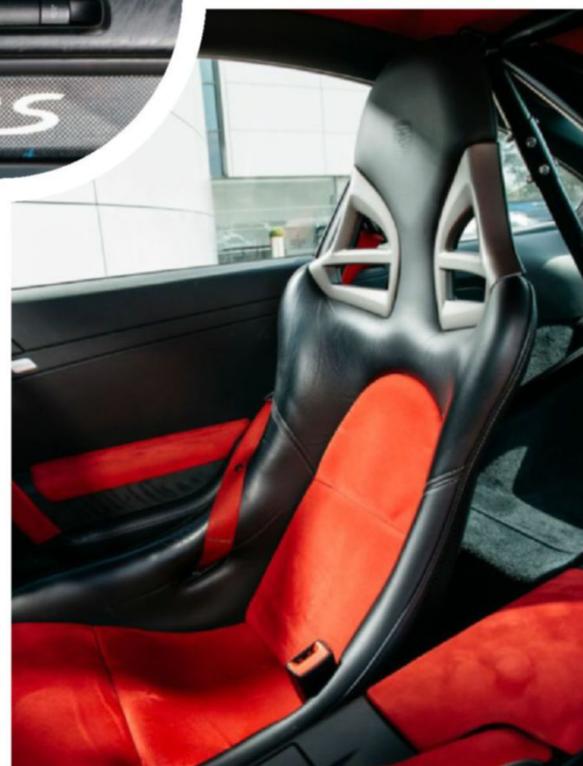
And, in true Rennsport tradition, this fire-breather has been on an extreme weight-saving regime, stripping some 70 kilograms from the 997 GT2 and weighing in at an impressive 1,370kg – that's as light as a 991 R. This is a turbocharged car, don't forget!

The impressive stats continue: boasting 620bhp, the 997 GT2 RS has only just been dethroned by the 991 GT2 RS as the fastest factory 911 of all time. Same too for torque, the 997's maximum twist of

750Nm not bettered by any other Neunelfer until the 991's reveal at Goodwood. Top speed here surpasses the magic double-ton mark, powering on to a heady 205mph – aside from the new car, only Porsche's current 991.2 Turbo S can even match it. Then there's the Nürburgring lap time, ever an important performance marker for Porsche, the 997 GT2 RS completing a full loop of the Nordschleife in just seven minutes 18 seconds. That was set in 2010, and the 2017 GT3 is the only 911, aside from the 991 GT2 RS, that can better its time. In fact, the only 'time' that isn't still particularly sensational by today's standards is the car's 0-62mph. This takes the GT2 RS 3.5 seconds to achieve, relatively slow for a turbocharged car, though undoubtedly down to the fact the car is manual and rear-drive only.

As you can see, the 997 GT2 RS is a breathtaking performance machine: never mind being the fastest and most powerful 911 of all time, it even usurped Porsche's then halo car, the V10 Carrera GT. This was reflected in the price as by Porsche factory standards, the turbo Rennsport was expensive from launch, its base price starting at £164,107 – this is especially tall when you consider its naturally aspirated GT3 RS 4.0 stablemate cost £128,466.

However, despite all those perversely outlandish performance figures, the GT2 RS is, at first glance, almost ordinary to look at. Sure, there's an intensive use of carbon fibre (more on that later) all over, but its aerodynamics don't differ greatly from its earlier GT2 stablemate: that fixed rear wing with gaping inlets either side of the struts is all as per the GT2, while the front bumper, its lower section almost entirely dedicated to letting in cool air, remains unchanged. Look closely and you'll find ➔



**ABOVE** Striking red alcantara in seat inserts and on steering wheel and shifter have become GT2 RS trademarks  
**RIGHT** PASM and stability/traction buttons occupy base of dash. 'Sport' button would be superfluous in the 997 GT2 RS



**Model 997 GT2 RS**

Year 2010

**Engine****Capacity** 3,600cc**Compression ratio** 9.0:1**Maximum power** 620bhp @ 6,500rpm**Maximum torque** 700Nm @ 2,500-5,500rpm**Transmission** Six-speed manual**Suspension****Front** Independent; MacPherson strut; anti-roll bar; PASM**Rear** Independent; multi-link; anti-roll bar; PASM**Wheels & tyres****Front** 9×19-inch centre-locks; 245/35/ZR19**Rear** 12×19-inch centre-locks; 325/30/ZR19**Dimensions****Length** 4,460mm**Width** 1,852mm**Weight** 1,370kg**Performance****0-62mph** 3.5 sec**Top speed** 205mph



**ABOVE** Unpainted Carbon fibre details are all over the GT2 RS, including side air intakes, hot air exit vents and underside of front bonnet

**RIGHT** Perspex screens aft of 'B' pillar help reduce overall mass

slight revisions to the GT2 Rennsport's rear bumper around the diffuser, and the front arches have been modified with tacked-on extensions reminiscent of those found on the 993 GT2. This helps accommodate wider front wheels with an extra half-inch of girth.

Inside the car there are more RS appendages to the tune of extensive alcantara, red door pull straps, bucket seats (these lifted from the Carrera GT), rollcage, Perspex in place of glass after the B-pillar, and a large removal of sound deadening. Oh, and there's no air con, unless otherwise specified. It's pure Rennsport stuff, and the exuberant lashings of red throughout the cockpit leave you in little doubt that you're sitting in one of the most celebrated and positively insane 911s ever to leave Porsche's fabled GT department.

Thing is, only a very few will ever enjoy the privilege of experiencing what this pillar of Porsche performance is really like, as just 500 models were produced worldwide on a limited production run – just 19 right-hand-drive cars came to the UK. This has seen the GT2 RS fall into the hands of serious collectors, and their value today means you'll likely not see one on the road too often (currently priced from £300,000, Total 911 has seen some speculators advertising examples for half a million).

And that's why I'm at Porsche's Silverstone Experience Centre, where you can actually drive this very car for yourself via the Centre's three-hour GT Experience course. A right-hand-drive, pre-production example, the car has 17,000 glorious miles on its odometer and, despite the heat, I'm intent on adding a few more.

The car sits ticking over while I pull the driver's seat forward on its runners before adjusting my mirrors. Meanwhile, my ears are attuned to the low burbling sound emitted from the car's titanium exhaust. Tonally unlike anything I've ever heard from a factory 911 before, its rumble resonates

## 997 GT2 RS Vs rivals

Seven years after the first GT2 RS launch, its figures still place it near the top of the 911 tree...

### MAXIMUM POWER

**997 GT2 RS: 620bhp**

991 Turbo S Exclusive:  
610bhp

### MAXIMUM TORQUE

**997 GT2 RS: 700Nm**

991.2 Turbo S: 750Nm

### TOP SPEED

**997 GT2 RS: 205mph**

991.2 Turbo: 199mph

### WEIGHT

**997 GT2 RS: 1,370kg**

991 R: 1,370kg

### POWER TO WEIGHT

**997 GT2 RS: 2.21 kilos**

991 GT3 RS: 2.82 kilos

### FUEL CONSUMPTION

**997 GT2 RS:**

**11.9ltr/100km**

997 GT2: 12.5ltr/100km

### 'RING LAP TIME

**997 GT2 RS: 7:18**

991 GT3 RS 7:20

right through the sparse yet baking hot cabin. Time to pull away, then.

Depressing the clutch pedal for the first time, I find it is exquisitely weighted – not overwhelmingly heavy or superfluously light, but just perfect. Next job is to slide the alcantara gearlever into first, which happens almost instantly: there's barely any travel as the stick slides through the gate and positively into gear. I can't wait to drive this thing properly!

Rolling out onto the older handling circuit (I prefer this one of the two as it's wider, faster and longer), I ease my way round for a couple of laps while finding my way with the car. At low speeds it seems incredibly tame and, believe it or not, easy to drive. Is this really the most insane 911 Porsche made for a time?

Almost as soon as I put my foot down, I'm given my answer. Rolling in second gear at 1,200rpm I floor the accelerator pedal, though at first nothing really happens. Then, as the tachometer shows us passing 2,500rpm, all hell lets loose: the car's nose lifts and I'm chucked back in my seat as car and driver are both booted vigorously up the road. My eyes widen as the turbocharged flat six pulls relentlessly round to 6,000rpm, at which point I change up to third. Holy Christ! This is acceleration unlike anything I've experienced in a 911 before.

With a tight right-hander approaching, there is much to do: I downshift back into second and lean hard on the middle pedal, those ceramic brakes doing their best to scrub what feels like terminal velocity from the 997. The car's nose lowers as weight is transferred forwards, though I'm trail-braking very deep into the corner to ensure those front wheels are pushed into the floor for maximum possible grip. Feeding in the wheel, the GT2 RS ghosts through the turn and, taking lock back off, I massage in the power as the Rennsport shoots forward again with venomous pace. I hear myself mutter yet more ➔



blasphemy over the fierce machine gun-like sound emanating from the back of the car (that titanium exhaust note overawes the whooshing of the turbos) as I prepare to arc through two quick right-handers. As with any 997, you can effectively steer through these using just the accelerator pedal, holding the wheel at two o'clock and adjusting your right foot to point the car through each apex. However, a sharp left turn ahead means I'm back hard on the anchors, fully aware I've never ever carried so much speed through those last two turns as I've just done in this Rennsport hellraiser. Again, I'm holding on to the brake pedal far longer into the turn than I would in a 991 to help shift the weight, though front-end grip is phenomenal.

Mad fast, deft through corners and unexpectedly loud under heavy acceleration, the car is just so bloody breathtaking to pilot. Every single aspect of its drive is nothing short of sensational. The steering is exquisite: sharp and perfectly weighted, all the while projecting so clearly what the front wheels are doing. The gearbox, too, is outstanding, boasting one of the slickest operations I've ever had the pleasure of using. A quick snick through the gate and, bang, you're in each gear, the motion fluid and

wonderfully direct – exactly as an RS should be. It's also exactly as it needs to be here as, with the rate at which you can shoot through ratios in the GT2 RS, the last thing you'll want to worry about is clambering through a sloppy gear change.

The ride isn't as firm as I'd anticipated either, though the car does in the main feel incredibly planted to the road. I say in the main, for it largely depends on your throttle application. Put

down too much power too quickly when exiting a corner and the back gets nervous, and it's not a progressive affair either. It's snappy, and even the most reactive driver won't be able to catch it in time if you push your luck too much.

You have to be mindful of the sheer power at your disposal, but there's no doubting the GT2 RS's turn of pace is its chief charm. 991.2

Turbo S owners may be quick to boast their car has higher maximum torque than the GT2 RS, yet the reality is the two can't be compared: whereas power delivery of the Turbo S is wonderfully linear, the GT2 RS delivers its thrust with a brutal, gigantic kick forwards.

Overall, the 997 GT2 RS presents a wholly unique experience: serial RS owners will be familiar with the car's feel and the way it rides, yet performance of that

blown engine reveals a whole new territory for even the most seasoned Rennsport driver to explore. It's no bad thing either: dare I say it, this is more fun to drive than the mighty 997 GT3 RS 4.0.

The only aspect of the car I find issue with is its throttle response, which just isn't on par with any modern RS I've driven. But then, as a turbocharged car, it never can be, either, and it is in managing this, as well as the mind-altering turn of pace, that will bring out the best in a driver.

It doesn't matter that there's a new 991 GT2 RS on the block. Porsche never needed to build the 997, a car that on paper at least deviated spectacularly from its rich Rennsport traditions. Yet Porsche did so, creating a car as blistering as it is breathtaking, a car that sat at the top of the 911 performance tree for some seven years – despite the influx in technology we've witnessed since. The 991 may well do that again, but not without the gizmos of rear axle steering, advanced PSM and, of course, a PDK gearbox. As pure as a turbocharged Rennsport can ever be, the original might well be the best. **911**



### Thanks

Thanks to Gordon and Mark at Porsche Experience Centre Silverstone for use of the GT2 RS and track facilities. For more information on the driving experience courses available, call +44 1327 855911 or visit the website [Porsche.com/Silverstone](https://www.porsche.com/silverstone).

“Dare I say it, this is more fun to drive than the 997 GT3 RS 4.0”





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Written by **Kieron Fennelly** Photography by **Daniel Pullen**

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**9 1 1 R   V E R S U S   9 9 1 R**

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# **T H E   G R E A T E S T**

Porsche celebrated the lightest 911 ever built with a brilliant anniversary model half a century on. Total 911 compares both exhilarating models on track...



**F**ifty years separate these very special 91Is, yet their origins could not have been more different. The 91IR was an experimental lightweight that never advanced beyond the prototype stage, and for decades was almost forgotten. Then, as interest in Porsche history widened, the importance of the 91IR was recognised to the point where it has become perhaps the most valuable of the early air-cooled cars; Porsche rarely misses an opportunity to build an anniversary model, but with the 991 R it pulled out all the stops to create as near a likeness to that original

R as modern production would allow – a brilliant contemporary yet traditionally analogue 91I.

To appreciate this 91I, it is necessary to understand Porsche's interest in saving weight as a means of gaining performance, which pre-dated Colin Chapman's famous (and occasionally fatal) "add lightness" dictum by a decade. Competition and motor racing had always been the company's shop window – it entered cars at Le Mans in 1951, barely a year after manufacture had begun in Zuffenhausen, and for 20 years Porsche built a series of lightened sports cars for the road, but really intended for the

track, such as the Carrera 904 GTS. From the outset, the power and agility of the 91I made it an obvious competition car, and in 1966 Porsche released the 91IS, which with 160bhp per litre had one of highest power-to-weight production car ratios in the world. But for competitive racing, at 1,080 kilograms it was heavy: Vic Elford's carefully tuned 180hp 91IT took the 1967 Monte Carlo Rally, but weighed only 20 kilograms less than the standard car. For new technical director Ferdinand Piëch, structural weight counted almost as much as power. Where previously Porsche had relied on experience and instinct, ➤

Piëch now brought calculation and analysis: applied to a 911 by his experimental department, the 820 kilogram, 210hp 911R was the result.

A rigorous diet typical of Piëch, he succeeded ultimately in saving 250 kilograms by measuring every component. A specific shell using thinner gauge steel, aluminium doors and bonnet, glass fibre front and rear bumpers, and finally plexi glass windows (except for the windscreen) brought the weight of the four prototypes down to 820 kilograms. Nothing was overlooked: bulkheads and brackets were drilled, hinges simplified and cockpit equipment was reduced to three instruments mounted on a glass fibre dash and two state-of-the-art Scheel bucket seats. The doors had leather straps to pull them shut and small 'T' handles to operate to the simple latch, which looked suspiciously like something from a kitchen cabinet. Crude louvres in the front and rear quarterlights were intended to allow ventilation.

Under the piano-hinged rear lid, the flat six was essentially the race-proved Carrera Six (906) engine using the same partially transistorised ignition and two sparkplugs per cylinder. A 10.3:1 compression ratio meant peak torque at a heady 6,100rpm and

maximum power of 210bhp at 8,000rpm. The R used the standard five-speed gearbox, but inherited the Carrera Six's driveshafts and limited-slip differential. The oil tank was in aluminium and mounted ahead of the rear axle, endowing the R with its characteristic filler cap just beside the passenger door. With a power to weight ratio of around 260bhp/tonne, the 911R made an auspicious start on the track with a third place at Mugello (Elford/van Lennep) behind a Porsche 910 and a Ford GT40 and was quite untouchable in the 2.0-litre category, though unofficially, as it could run with prototype status only.

Soon after came the famous victory in the 84-hour Marathon de la Route, with an R using the Sportomatic gearbox. This high-profile success enabled Piëch to get approval to build a further 20 cars. Their bodies were made by Karl Bauer (who also built the attractive BMW 2002 Cabrio) using normal gauge steel panels, but otherwise were of the same construction as the prototypes. In full rally trim the 911Rs weighed about 860 kilograms. The intention as ever with Porsche was for the factory to race some of the cars, while a handful of privileged clients would campaign the others. Racing manager Huschke

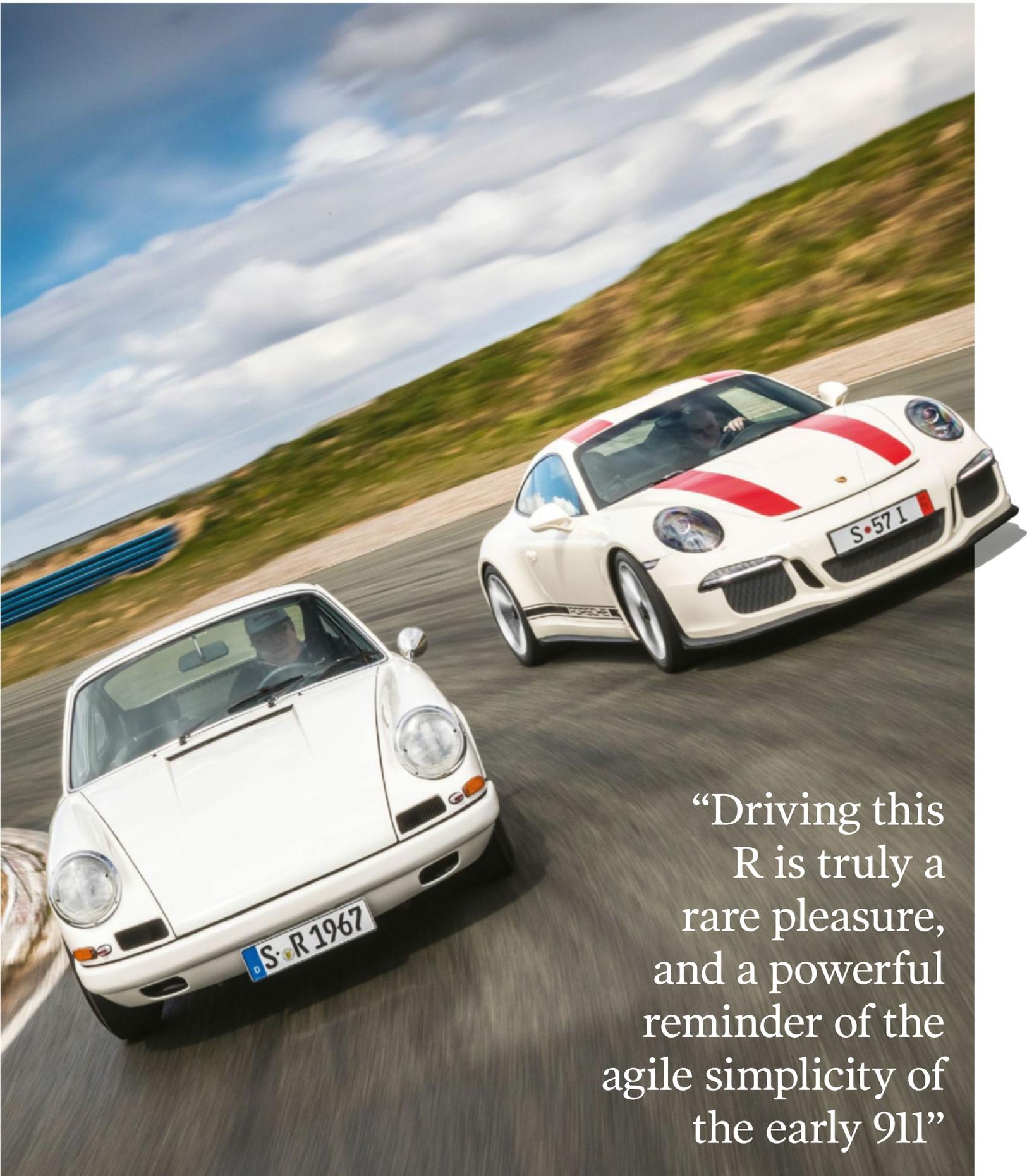
von Hanstein was keen to get the R homologated as a GT car: this would have the advantage of expanding Porsche's racing activity beyond the saloon category, where the 911's domination (and the fact that it was hardly a saloon anyway) was beginning to cause resentment among other manufacturers.

Von Hanstein argued that as the shell for the R cost much the same as for the 911L, the venture would be profitable, but he and Piëch were overruled by management, which refused the potentially fruitless task of finding takers for the minimum 500 units required by FIA rules. This left the 911R as something of a competition orphan. It did make several more successful appearances – third overall again at Mugello in 1968, and coming out on top in the hands of Gérard Larrousse at the 1969 Tour Auto. This event, with its 20 sprints connected by rally stages on the open road, was ideally suited to the 911R, but by then, Porsche had upped the competition flat six to 2.3-litres (and soon afterwards it would reach 2.5), and the R was obsolete: its successor in competition would be the more powerful, but heavier, ST. With no defined racing category, the 22 911Rs built sold slowly – it would be 1970 before the last ➔



**From top** Twin coils for the highly strung 2.0-litre flat six; Rustic ventilation louvres in side windows have charming period look; 911R distinguished here by its plastic front bumper

**From top** Like any 991, there's not much to look at under the engine cover; Yellow calipers mean mighty ceramic brakes; Competition stripes and original Stuttgart plate distinguish Johan's 991 R



“Driving this R is truly a rare pleasure, and a powerful reminder of the agile simplicity of the early 911”

**Below** Although not a twin plug cylinder head, rally style double ignition is fitted to the 911R



few found homes, but a different attitude prevailed in those days and racing cars like the 911R were routinely cannibalised or even broken up at the end of their competition lives.

To some observers, certain anniversary Porsches have appeared to be little more than marketing creations. That the 991 R emphatically does not fall into this category can be attributed largely to Andreas Preuninger. A member of the Porsche Motorsport team since 2001 and manager since 2007, Preuninger's reputation has grown steadily with the acclaim of such 911s as the 997 GT3 RS, in particular in its rousing 4.0-litre version, and the Cayman GT4. Today by far Porsche's best-known spokesman, he evidently has the ear of a board that has recognised that many of his ideas and proposals astutely reflect the Porsche tradition: as the 'unofficial' public voice of Porsche, he is consequently allowed remarkable leeway. Preuninger's candour not only pleases enthusiasts, especially when he bemoans modern sports cars lacking a connection with the driver despite technical

cleverness, but also excites interest in what his department might do next. It was this feverish speculation into which the 991 R was launched. Today, such is the power of the internet-driven bush telegraph, Porsche actually had orders for the entire 991 cars it was intending to build long before manufacture had begun.

There was more than a hint that old-school enthusiasts might be getting the car they thought the modern Porsche would not – or could no longer – build. Preuninger's frank admission that with the 991 GT3 and RS Porsche lost some purists along the way was music to fans' ears, but he made his point well: "If you look at the 996 GT3 range and the 997 GT3 range, we were in the lucky position of being able to address the same two customer groups with the one car – the purists and the track rats, as we call them. But this changed with the 991: the motorsport mentality meant the new cars were always going to use technology to go faster – hence PDK, four-wheel steering and the rest – and new customers were attracted as a result, but we lost the people that really drive for the driving's sake, just to feel something in the car, just to experience moments of joy."

As a result, many enthusiasts were no longer buying new Porsches, instead turning to classic air-cooled 911s or cars like Rob Dickinson's 'reimagined' Singer. In either case, it represented a loss to Porsche sales. Preuninger claimed a 991 R was always planned, that experiments had taken place with a manual 991 GT3 mule, and the runaway success of the Cayman GT4 simply accelerated the project. In essence, the 991 R is a manual, lighter 911. Preuninger accepted criticisms that the seven-speed manual shift was flawed and unintuitive. The 991 R's specific six ratio gearbox brought back a shift where the driver did not feel the urge to look down at his hand.

Priced (for the UK) at £136,000, the same figure as the fabled 997 GT3 4.0, the last Motorsport

911 with a manual gear box, the 991 R came with ceramic composite brakes and titanium exhaust; the single-mass flywheel was a £2,000 option rather than standard, as Preuninger thought this component – which improves throttle response – might be too hair-shirted for some buyers. Autoblip remained compulsory, however. Because the 991 GT3 was built around Porsche's four-wheel steer, it was felt the balance and agility of the R, which uses the same chassis, would not be served by deleting it, so it was retained. However, removal of the GT3's wings and other aerodynamic outward appendages did mean the suspension required significant recalibration, and the 991 R has a specific road not track configuration. Finally, the pièce de résistance was the 991 R's engine, the 500PS 4.0-litre unit borrowed from the GT3 RS, close enough to the GT3 R's competition engine to be comparable with the 911R, which took its flat six from the racing Carrera Six.

So how do the two compare? Once again we are grateful to Belgian enthusiast Johan Dirickx, who has put both his 911R, a car he has owned since 2009, and his newly acquired 991 R, at our disposal. Side by side, the 991 is once more a reminder of how much bigger the contemporary 911 has become, but also striking is the finish: the fit of the 911R's aging plastics is variable, and the car has the distinct air of a kit racer. By comparison, the standard body of the 991 is like any modern Porsche, superbly executed and enhanced here by the ivory paintwork. "I hoped to get white, the same as my 911R," says Johan, "But that shade had already been reserved." The visual contrast extends to the interiors, with bare metal evident in the earlier model. Again, like all Porsches, the 991 R is tastefully furnished, but the equipment level has been reduced: there are no steering wheel buttons or infotainment screen, and the rear cabin is carpeted in the R/RS tradition. A further acknowledgement of ancestry are the plain door cards with pulls rather



**Model 911R**

Year 1967

**Engine**

Capacity 1,991cc

Compression 10.5:1  
ratio

Maximum power 210bhp @ 8,000rpm

Transmission 901 five-speed manual

**Suspension**Front Torsion bars; strut/damper;  
anti-roll barRear Torsion bars; strut/damper;  
anti-roll bar**Wheels & tyres**

Front 5.5x15-inch Fuchs; 165/70/15 tyres

Rear 5.5x15-inch Fuchs; 165/70/15 tyres

**Dimensions**

Length 4,163mm

Width 1,610mm

Weight 820kg

**Performance**

0-62mph Not tested

Top speed Not tested

**Model 991 R**

Year 2017

**Engine**

Capacity 3,996cc

Compression 13.2:1  
ratio

Maximum power 500hp @ 8,250rpm

Maximum torque 460Nm @ 6,250rpm

Transmission Six-speed Sport manual

Modifications Twin-mass flywheel (single  
optional)**Suspension**Front Lower wishbones; MacPherson  
struts with combined coil springs  
& dampers; anti-roll barRear Multi-link with parallel wishbones;  
combined coil springs & dampers;  
anti-roll bar**Wheels & tyres**Front 9.5x20-inch centre locks;  
235/35/20 tyresRear 12x20-inch centre locks;  
305/30/20 tyres**Dimensions**

Length 4,532mm

Width 1,852mm

Weight 1,370kg

**Performance**

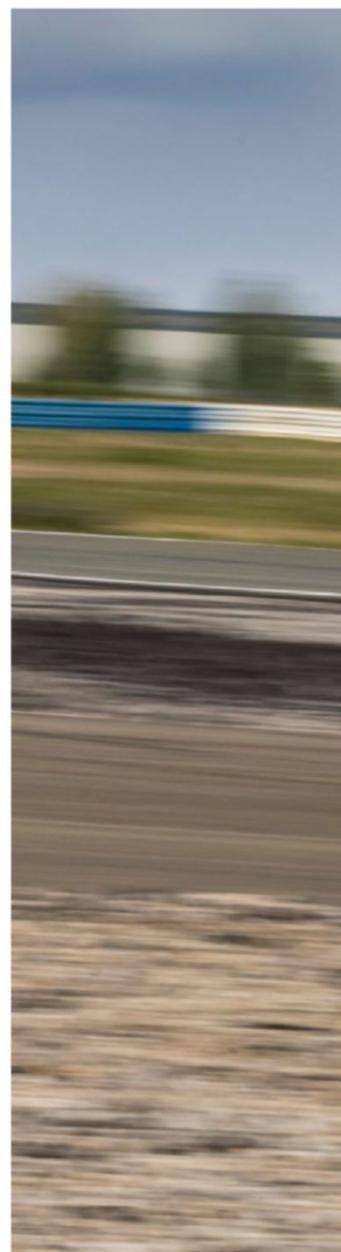
0-62mph 3.8 secs

Top speed 201 mph





The spartan, kit car-like interior of the early 911R is a world away from the lavish 991 R, even if the later car is pared back in terms of driver equipment. Green dials of the 991 makes an apt historical nod to its predecessor



**“On the track the 991 is a more challenging car, if only because its performance and limits are so much higher”**

than handles. The non-adjustable bucket seats come from the 918, and this is the only 991 with a six-speed manual gearbox.

Johan was able to have his car customised with plaques of the door thresholds, and on the dashboard which read ‘Tribute to 11899002R,’ the chassis number of his 911R. “It means if ever I were to sell them, the two Rs would have to be sold together,” observes Johan. In fact, as the second-built 911R, 11899002 has an interesting history: as well as serving as press demonstrator at Hockenheim, where journalists marveled at just how sideways Vic Elford was able to make the R go, it was also involved in the successful endurance record attempt at Monza, where 911R chassis 001 was driven to a series of world records. Johan’s R was the back-up vehicle, driven to Monza, loaded with spares, and over the six days ended up donating much of its suspension to its sister R, as the endurance car’s underside suffered on the notoriously rough Monza banking.

Johan Dirickx is a pastmaster of turning a Porsche anniversary into an event, memorably managing to assemble almost half the remaining 911 SC RSs, plus a handful of convincing replicas, for that 911’s 25th birthday. When he ordered his 991 R, he was insistent it was a post-August 2016 build so that it came into MY 2017, thereby making it a genuine anniversary 911. He arranged to collect it from Zuffenhausen in November, driving there in his 911R. Porsche had already borrowed this 911R for photography in its 991 R brochure, so the handing over of the 991 R’s keys was carried out with the full ceremony, which Porsche’s Exclusive department lays on for esteemed customers. Johan and his mechanic Mike then drove both cars to Monza, photographing them together exactly 50 years after the record attempt.

On the flat, Bedford Autodrome-like Abbeville circuit with its short straights and tight turns, the 911R is at its nimble best: light and surprisingly unintimidating, its steering is precise, the clutch



perfectly weighted and the gearchange pleasantly smooth. With second and third in the same plane (the 901 gearbox has first bottom left, opposite reverse), it is ideal at Abbeville, where all the corners need to be taken in second to stop the revs falling away – there is very little power below 4,000rpm, while above 5,000rpm delivery is explosive. On the straight, we are able to select fourth briefly, before braking for the approaching hairpin. It is easy to be caught out by the total absence of flywheel effect as the revs fall away, marooning the hapless driver mid corner completely out of the power band. Driving this car is truly a rare pleasure – on comparatively narrow tyres Johan is able to drift it at will – serving as a powerful reminder of the agile simplicity of the early 911.

50 years of development means that the 991 R, sharing the same rear-engine, rear-drive architecture, and so fundamental dynamic traits, is nevertheless a very different car. Its titanium exhaust makes almost as much noise as the 911R's simple mild steel

'silencer', but the note, befitting twice the cubic capacity, is much deeper, sounding much like a GT3. Throttle response from one of Porsche's final batch of naturally aspirated engines is instantaneous. This is obviously a much heavier car than a 911R, though at 1,370 kilograms, much the same as a 1989 964 C2, thanks in part to magnesium roof panels and carbon fibre front wings and bonnet.

The 4.0-litre engine, however, exudes power, and unlike the 911R, is hardly lacking in torque – on a steady throttle you could probably lap the circuit in third gear alone. Visibly, the 991 R accelerates quicker down Abbeville's 600-metre main straight, and where the earlier R might reach 150kph, the 991R easily hits 190kph before the 40kph hairpin. And it will slide its tail too, though on 305 section Michelins this takes more commitment than in the older 911, but the vital 911R characteristics of lightness and agility are still present, as is the new R's unerring ability to transmit 'feel', despite the sophistication of the suspension

and the electric steering. On the track, the 991 R is a more challenging car than the 911R, if only because its performance and limits are so much higher.

A devotee of the self-shifter, Johan did not want the 991.1 GT3 "because it is PDK only. I often drive with an auto box on the road, and I don't even use the paddles, but for a car I use on the track, I must have a manual. Sure, in terms of laps times it's less 'efficient', but that's to miss the point. As I drove the 991 R home from Monza, I thought, 'I have four priorities: in reverse order, engine, brakes, chassis and the relationship between pedals gearshift and steering.' With the 991 R that's perfection."

That final comment seems to sum up the 991 R: for a happy few, Porsche has managed to recreate the characteristics that made the appeal of the 911. **911**

### Thanks

Many thanks to Johan Dirickx, le Circuit d'Abbeville and DFDS ferries

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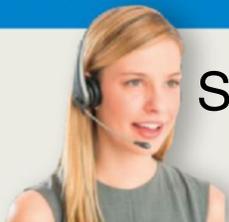

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# PORSCHE INDEX

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

# 996 CARRERA 4S

The 996 has its detractors, but the C4S is an affordable route into wide-body ownership. It's time for a more in-depth look...



## Background to the 996 C4S

‘Turbo look’ is a familiar part of the Neunelfer enthusiast’s parlance, but you have to head back to 1984 for its first appearance. Back then, it meant the M491 option for the 3.2 Carrera, a car that featured familiar mechanicals clothed in the wider-hipped shell of the groundbreaking Turbo, and it soon became clear that Porsche had hit on a winning recipe.

Continuing with both the 964 and 993 generations, it debuted on the car you see here in the latter part of 2001, before going on sale the following year. Buyers were asked to pay around £65,000 for the privilege if they opted, as many did, for the

optional Tiptronic gearbox – £25,000 less than the amount asked for the full-fat Turbo – but that didn’t stop more than 23,000 of them signing on the dotted line. Today, according to Paragon Porsche’s Jason Shepherd and RPM Technik’s Greig Daly, £27,000–£35,000 will secure a very nice Coupe. Viewed in the context of the savage depreciation that afflicts many modern cars, that’s impressive for a 911 that’s a decade and a half old, and quite astonishing value given the looks, performance and desirability on offer.

What attracted many original buyers were those more muscular looks that came courtesy of an additional 60mm of rear width and the front and rear bumpers from the Turbo. The front item was re-profiled to account for the fact that the blown model’s rear spoiler was missing, and there were no air intakes on the rear haunches, but the C4S did gain a full-width reflector strip between the rear lights,

along with the same style of alloy wheel (although these featured solid rather than hollow spokes). The new model also shared the Turbo’s 10mm-lower suspension setup – albeit slightly retuned and softened – and the ‘Big Red’ brakes with 330mm discs. Otherwise, it was standard C4, which meant a viscous-coupled four-wheel drive system with Porsche Traction Management (PTM) and a 320bhp 3.6-litre flat six that could be paired with six-speed manual or five-speed Tiptronic transmissions.

The extra width did bring a marginal performance penalty, adding 0.1 seconds to the 0–62mph sprint and lopping 3mph from the top speed (now 5.1 seconds and 174mph respectively) compared to the C4, but it was of no consequence in reality. A Cabriolet version was also offered, and reckoned to account for around a third of total sales, but the C4S would prove relatively short-lived as the 997 arrived in 2004. ➔





**ABOVE AND RIGHT** Rear spoiler automatically deploys at 75mph; Primitive PCM1 screen narrower than PCM2 found on later MY 2004 996s and onwards

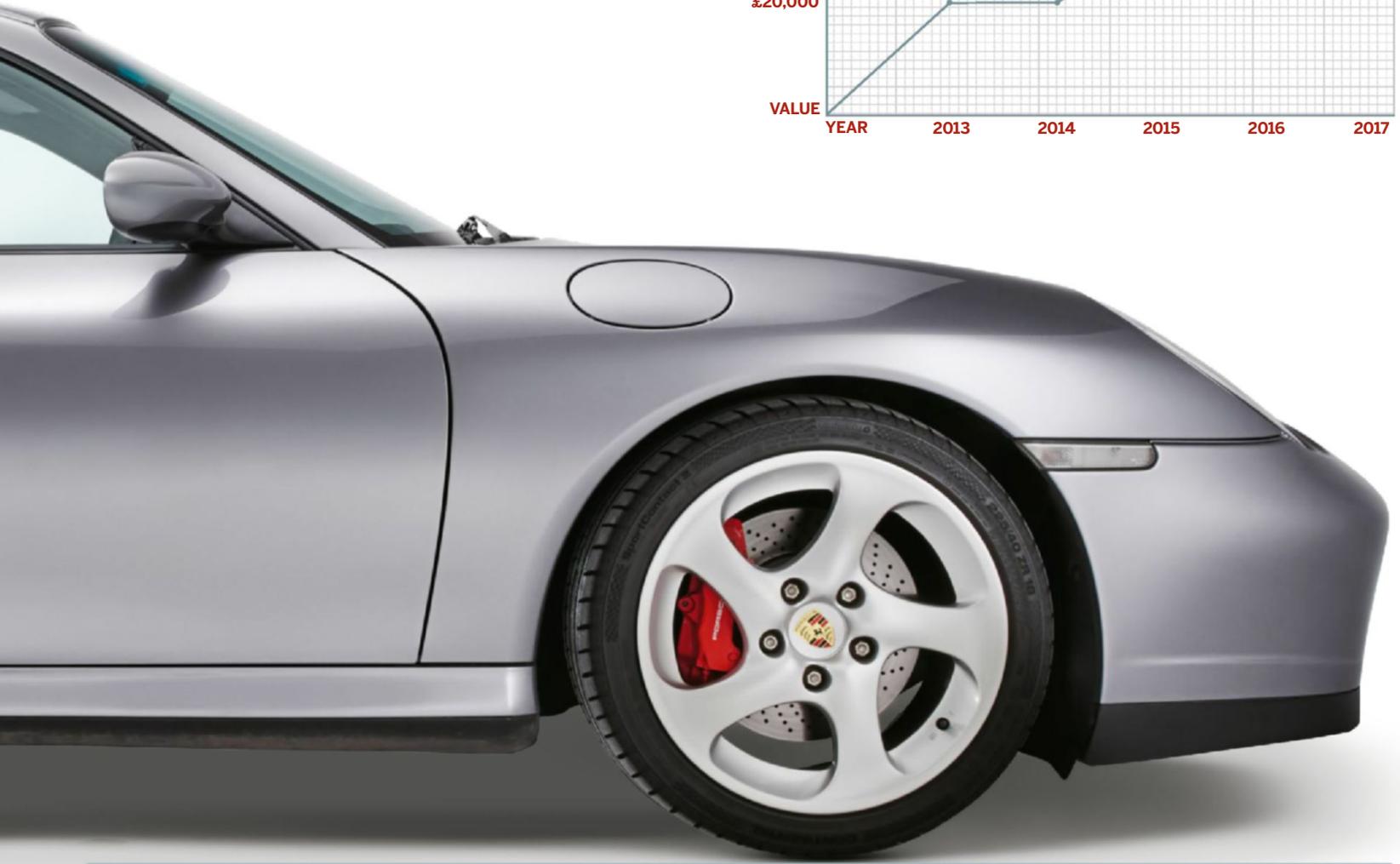
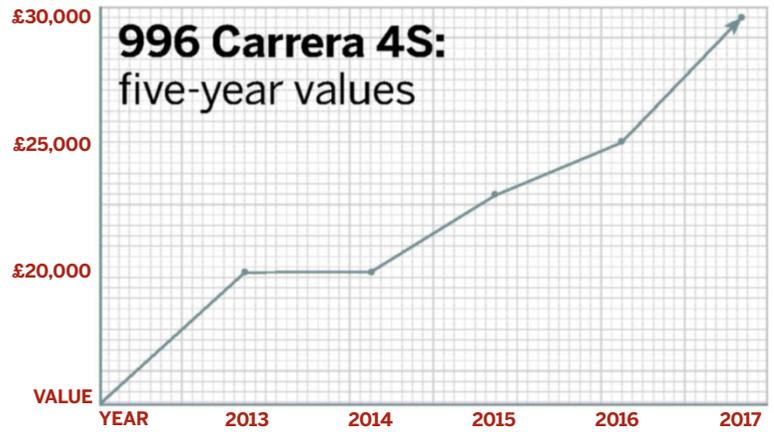


## What's it like to drive?

The C4S is no stranger to the pages of this magazine. As recently as issue 152, Kyle Fortune pitted it against the pricier – and much quicker – 996 Turbo, and came away from the encounter more than a little impressed by what the C4S had to offer. Yes, the Turbo was ferociously quick, but the C4S countered with a less daunting driving experience, one where you could make fuller use of the power on offer. But it wasn't just about speed, as he also relished the greater delicacy when it came to responses and feedback, commenting on the “enjoyable balance between the chassis and the way the flat six delivers its power”. Add in a slick manual gearbox and well-matched control weights, and it was, said Kyle, “So much more than the sum of its Turbo-look parts.” ➔



“The Turbo was quick, but the C4S countered with a less daunting driving experience”



## Market rivals

We know that 996 prices are on the rise, but the value offered by a tidy C4S still seems remarkable. While that's good news in many respects, it does mean the choice of other 911s available for similar money is somewhat limited



### 996 C2/C4

Being the first water-cooled Neunelfer was always going to mean a difficult start, and a reputation for unreliability and expensive engine failures didn't help. With values depressed, it became the generation of choice for those on a budget, but times are changing. C4S money could get you a very low miles C2/C4.



### 997 Carrera

The replacement for the 996 moved the game on, impressing owners with a blend of refinement and strong build quality. Benefitting from more compact dimensions compared to the 991, it meant the 997 felt wieldy when the going got twisty, and it was quick enough in entry-level form compared to the 996 C4S.



### Air-cooled

The money required for a good C4S will just about secure an air-cooled car, but you'll be heading into riskier territory. Left-hand drive and/or high-mileage examples exist, but care is needed to avoid a costly project. You might unearth a gem, but it would be unwise to buy without specialist advice.

**RIGHT** Example here has narrower standard seats that are heated (optional), wider Sports seats were also optional

## Running costs

Given that previous issues of **Total 911** have covered 996 engine matters at some length, there's little need to labour the point again here. Suffice to say that the health of the motor is paramount, and as age and mileage take their toll, it would be prudent to invest in a thorough pre-purchase inspection before you commit. Respected specialists Charles Ivey Ltd charge £370, for example, and it would be money well spent if you have any doubts over the history of the car you're considering.

With that concern satisfied, regular maintenance is both straightforward and reasonably priced: expect to pay around £220 for a quick change of oil and filter at a specialist, with RPM Technik asking £300 for a 12,000-mile check and £1,080 for the bigger 96k service. If you do decide to take the plunge without a professional inspection then check the history for evidence of IMS or RMS upgrade/replacement, and ensure there's no sign of hesitation or uneven running, which can be down to failing coils or air-mass meters, or problems with the VarioCam. You'll also want to keep a close eye on the temperature gauge during the test drive, as the nose-mounted radiators are prone to corrosion, something that also affects the air-conditioning condensers. Parts cost £470 and £292 respectively, so budget accordingly if you think replacement might be imminent.

Transmission-wise, neither gearboxes nor four-wheel-drive system should give trouble unless abused, although the threat of stomach-churning bills (£11,000 for a new Tiptronic, for example) means exercising a degree of caution. £1,100 for a fresh clutch is about par for the course, but while that Tiptronic 'box is considered bullet-proof, make sure the steering-wheel shift buttons and instrument panel display function correctly. Sharing suspension and brakes with the Turbo means the potential for heftier bills, so ensure regular fettling hasn't been neglected, as fresh discs and pads all round will be £1,384 at RPM (it would be £212 less for a C2 by way of comparison), with a replacement front caliper costing £611. New lower front suspension arms ('coffin' arms) are £272, with front dampers coming in at £523.

In terms of bodywork, even the earliest examples ought to be in fine condition, so be very suspicious of any that aren't. Don't be surprised if the front end has been the subject of local re-painting, as stone chips are a common problem, but be wary of damaged bumpers, as they aren't cheap, while a replacement hood is going to set you back the best part of £2,000 before fitting, so check the condition and operation.

Lastly, the cabin; any wear or abuse should be obvious, but make sure that there are no issues with the electric windows or PCM system, as both can play up with age. ➔





## Desirable options

Buying one of these new might have saved a wad of cash compared to the full-fat Turbo, but that doesn't mean that owners were short-changed when it came to specification. Reflecting its position towards the top of the 996 range, the cabin of a C4S was a fine place to be with extensive leather trim and the likes of climate control, upgraded hi-fi and electric seats all fitted as standard. Plenty of luxury, then, but what do the experts think when it comes to spec?

## Manual gearbox

There were plenty of owners who preferred the Tiptronic self-shifter – arguably a Cabriolet, thus equipped as a rapid and relaxing sun-trap – but both Greig Daly and Jason Shepherd would pick one of the rarer manual cars. The six-speeder boasted a slick shift and ratios that perfectly exploited the flat six's prodigious power and torque outputs.

## Sports seats and exhaust

Another choice from both of our experts, and common options on many a 911 before and since the 996's arrival. The greater bolstering and adjustment of the seats add comfort to the car's mile-munching credentials, while for many the C4S's switchable exhaust system is one of the best 911 soundtracks.

## Infotainment

Plenty of C4S buyers were tempted to splash out on the Porsche Communication Management system with its integrated satnav, trip computer and audio. It's just as popular today, although Daly says the dated appearance may detract from the cabin's appeal. A matter of personal taste, then, but it's hardly a deal-breaker.

## Colour and trim

Once again this comes down to taste, but the combination of Seal Grey Metallic paint and black leather is a great combination according to Shepherd. Rarer colours, such as Guards red, are still appealing, but it's probably worth steering clear of lighter interior hues and wood finishes.



**ABOVE** Extensive choice of interior colours, seats and trim packs, including aluminium or carbon fibre as here, mean specs vary greatly from one C4S to another  
**LEFT** Quad exhaust tips were a Porsche Equipment option, standard tips were twin oval

## Before you buy

**W**hile corrosion shouldn't be a factor, even the newest C4S is more than a decade old, so it pays to be cautious. It goes without saying that a thorough check of the history is required to ensure no major accidents lurk in the car's past, and check that those unique bumpers are undamaged, as replacements are pricey; the front one costs £835 before painting and fitting, for example

With modest values come the danger that previous owners may have skimmed on maintenance, so check that service stamps aren't missing. And while the 3.6-litre engine was less prone to RMS and IMS issues, evidence of replacement or upgrade is good news. RPM Technik can upgrade the latter for around £900 if it's done at the same time as clutch replacement.

Check that engine and cabin cooling systems are healthy. Muck building up around radiators and air-con condensers leads to corrosion – conscientious owners should have cleared them regularly – and replacing the whole lot will get expensive.

The 'Big Red' brakes mean larger bills come replacement time; specialists will charge around £1,300 for fresh discs and pads all-round, so it's a good bargaining point if a refresh is

imminent. The suspension is trouble-free providing it's not been neglected by a penny-pinching owner, although worn front lower arms are a common issue. If they need replacing then Paragon Porsche sell good-quality alternatives to the OEM items, saving around £100 per side and with a two-year warranty.

While not quite feeling hewn-from-solid, cabin quality was still impressive, so there's little reason to be lumbered with a scruffy example. Key areas to check are the operation of the PCM system where fitted, and the electric windows, which can be prone to failing motors and regulators.



**BELOW** Front radiators can be prone to corrosion if not regularly cleared of road debris



“While the 3.6-litre engine was less prone to RMS and IMS issues, evidence of replacement or upgrade is good news”

## Total 911 verdict ★★★★★

It's not often that the words '911' and 'bargain' are mentioned in the same sentence, but that's what we have here. Sure, the 996 has its critics, and there are plenty of enthusiasts for who it will never be an option, but for those that are convinced,

the C4S is a very sound choice indeed. The Turbo-aping looks are a major part of the appeal, but set that aside and you're still looking at a very capable Neunelfer, one that merits a four-star rating from us for very good reason.

**RIGHT** Turbo-look body with usable everyday performance means a good 996 C4S is already a modern classic



## Investment potential & ownership experience

This car is all about that Turbo-look, and judging by how quickly they leave showrooms, there's no doubt that today's buyers are drawn to the more muscular appeal of this particular 996. An added attraction is the sheer value offered by what is a very capable Neunelfer, and while the rises in value have been relatively modest,

it's a steady climb that looks set to continue. Both Shepherd and Daly are full of praise for the styling, with the latter describing it as arguably the best looking 996 and one that he'd very much like to own himself, while Charles Ivey's Alvaro Crego also reports significant interest from buyers and is equally keen on the way this car looks. Aesthetics aside, the

C4S also boasts strong and accessible performance, and running costs are reasonable compared to the Turbo, plus there's a level of comfort and usability that make for an enjoyable daily driver. But as Shepherd points out, the key is to buy a good one and maintain it; follow his advice, and its desirability should make it a safe place to put your money. **911**

THE  
PORSCHES  
OF THE  
RIJKSPOLITIE

Over 30 years, the Dutch highway police had the largest Porsche police car fleet in the world. Total 911 takes a closer look...

Written by **Kieron Fennelly** Photography by **Dan Pullen**





The story begins in the late Fifties with the promotion of a bright young officer, Kees Vogel,

to head of Dutch traffic police. In the post-war boom, like Germany, the Netherlands was developing rapidly: towns were being rebuilt and expanding, and new dual carriageway roads were under construction to link them. As car ownership increased and traffic patterns changed, Vogel realised that the new motorways required different policing from the traditional urban model. He set up a separate highway division, the Rijkspolitie, for which one of the first requirements after appointing and training officers was vehicles. The Dutch force's traditional Renault Dauphines, Opel Kadetts and VW Beetles had been acquired for the urban work, which was the policeman's lot until then, and were hardly suitable for sustained motorway mileages, so Vogel looked east for inspiration. There, certain German forces, notably Baden Württemberg in the south and Nordrhein Westfalen on the Netherlands' eastern border, were using Porsche 356s for autobahn patrols. This would be the route the Rijkspolitie would take, and it would copy the German model exactly, from open cars to the style of uniform worn by the occupants. The 356s would also be predominantly

white, but instead of the green flash of the German vehicles, Dutch cars would have the orange of the House of Orange, the national colour. Officers would wear white coats and aviation-style headgear topped off with orange helmets.

As the Germans had, the Dutch too chose the 356 Cabriolet. The belief was that in open cars, crews had better visibility and could make more obvious hand signals to motorists. In extremis they could even deploy firearms more easily. The orange-hatted policemen were also clearly visible to motorists. This was typical of the intelligent policing that Vogel sought, deterrence considered more effective than entrapment. Indeed, to join this division, officers had to be "married men with two children": a man with family responsibilities was thought likely to be a wiser driver and make better judgements in fraught situations.

A measure of Vogel's esteem with his bosses was that he was able to persuade them to spend government money on Porsches. Only 15 years after the war, there were still certain sensitivities among those who had lived under German occupation. Because the official Porsche and VW importer, Ben Pon, had had dealings with the Germans, the cars were all brought in via another car dealer. The first six, delivered in autumn 1961, consisted of 356B 1500 Cabriolets. In all, the Rijkspolitie would take 45 356s,



“The 911 would remain the highway flagship of the Rijkspolitie for almost three decades”





the final ten built in spring 1966 long after series 356 production had ceased. It was a measure of the importance Porsche attached to this business that it accepted the order, and also an acknowledgement that the new 911 was available only as a Coupe, and the Dutch wanted the open car.

The Porsches soon built up a following: the 'pilots', as their drivers were called, appreciated the 356's steering, agile handling, dependability and brakes, and they were excited about the prospect of driving the flat-six 911. Initially, for cost reasons the Rijkspolitie men had to make do with the 912: these were the first Targa-top Porsches with the plastic rear window, which quickly became opaque. The basic model with steel wheels and a simplified specification was supplied. Each car had a bold two-digit number on its bonnet – the individual call sign of that Porsche. Zuffenhausen delivered the 912s and later 911s with additional electrical connections to enable the police to fit their solid state radios and other electronic equipment. Besides dashboard fittings, the Rijkspolitie devised a plywood cupboard installed in the 911's rear compartment. This distinctly home-made feature rather suggested the budget had been entirely used up on everything else, but it served its purpose for the stowage of torches, gloves and smaller tools that did fit in the boot, which was already filled with traffic cones, warning triangles and other police paraphernalia.

Dutch officers were said to be disappointed by the Rijkspolitie's 15 912s, finding them less lively than their 356s, but in 1969, they got the first 911s – and all their enthusiasm returned. The 911 would now remain the highway flagship of the Rijkspolitie for almost three decades. As there was no 911 (or 912)

Cabriolet – this would not arrive until 1983 – the Dutch switched to the newly introduced Targa top, remaining faithful to this style until 1964 Targa production ended in 1993. A final batch of ten 911s in 1994, which were the last Rijkspolitie Porsches, used the 964 Cabriolet, the other 911 in our photography.

Initially, the Rijkspolitie purchased the bottom 911 specification, the 130 bhp 'T', and officers were distinctly envious a few years later when their fellow patrolmen in the Belgian Gendarmerie were given ten 2.4 Es and subsequently acquired the 210bhp 2.7 Carrera. The Belgian 911 fleet would be far smaller though, and last only until the mid Eighties. If it bought the bottom specification, the Rijkspolitie did invest a considerable amount of money in maintaining its Porsche fleet. Servicing was carried out at police headquarters at Driebergen in the centre of the country, and two further regional service centres were later established. These used Porsche dealer-trained mechanics and kept a large bank of spares, including replacement engines.

The policy was to replace an engine with serious faults rather than rebuild it, which would obviously take longer when the car as a public service vehicle needed to be on the road. This means that today, from a collector's point of view, although roughly 50 former Rijkspolitie Porsches are known to remain, it is hard to find an example with a matching numbers engine. Until the Eighties, cars were kept for five years irrespective of mileage. With the advent of the Carrera 3.2, outright purchase was abandoned in favour of leasing, and the cars were traded after reaching 100,000 kilometres. ➔



**Above** Open-topped Porsches were preferred as they allowed greater vision for the police force



**Above** An ex-police 911 boasted an unblemished service history, though stripped police equipment left holes in the dashboard

The Rijkspolitie did not stint on driver training either: 'pilots' had to apply for selection – naturally there was plenty of competition to get behind the wheel of a police Porsche, and instruction for successful applicants was both theoretical and practical, the latter taking place at circuits like Zandvoort. One of the trainers was a certain Gijs van Lennep. Officers were schooled in wet road driving, and like aircraft pilots had to keep up a specified number of 'Porsche hours' per year to retain their licences. Although at any one time there were probably only 50-60 911s patrolling the highways, Dutch motorists always got the impression that there were far more: officers would speed past traffic,

pull off at a junction, then filter back on after a few minutes, so unknowingly, ordinary motorists might see the same patrol two or three times over a 50 kilometre stretch. Vogel's deterrence strategy was much more effective in achieving respect for his men than the speed traps beloved of French gendarmes.

Over the 36 years of Dutch police Porsches, the 911 was the dominant and preferred model. At various times, especially during the Seventies, the Rijkspolitie also experimented with other Porsche models.

There were, for example, a dozen 914s and a couple of 914/6s: officers were said to hate them. When the Nordrhein Westfalen police next door bought a batch of 924s in 1981, the Dutch followed suit, and Porsche even built three special 924 Targas to encourage them. But like their German counterparts, officers generally thought the 125bhp 924s too slow for motorway work. Besides, unlike the Nordrhein men, the Dutch had the 911, which in the latest SC form was a 204 horsepower missile, and by then had firmly stamped its authority on Dutch highways.

A collector of police Porsches is Chris Kruizinga from the north of the Netherlands. His website ([www.politieporsche.nl](http://www.politieporsche.nl)) is a focus for other collectors, of which there are at least ten in Holland. Chris has nine restored highway patrol Porsches from several countries, but his Belgian 2.4 E is the model that he is perhaps most proud of: "It had one owner for 42 years. He acquired it from the police not only when it was about three years old, but also – and this is most unusual – still with all its police equipment.



**Right** A Rijkspolitie on patrol with his Porsche 911 and distinctive orange helmet



**Below and left** It wasn't just the 911 that came in for service in the Rijkspolitie, this Porsche 356 and 924 a prominent case in point



In restoration, we almost always have to replace some of these items, and not everything is available. In the Seventies or Eighties, an ex-police Porsche was a very good purchase, because you could be sure the car had been maintained properly, but people were put off by the screw holes and gaps in the fascia where the radio and telephone had been removed."

Chris has researched Dutch police car history extensively. He points out that not only was the 911 merely one of various makes used, but also was always subject to comparisons with other models for high speed work. During the Eighties, Rijkspolitie had a squadron of E30 BMW 323is. Cheaper than the Porsche to buy and run, they proved unreliable, uncomfortable and very prone to oversteer in the wet. Their registration plates were all KK plus the number, and this led to their ribald nickname 'Klotekar' from the Dutch klote, for rubbish. Better liked were the unpretentious Mercedes 190s, but the only vehicle to compare with the 911 in most officers' view was the V8 Range Rover, which if not as fast, offered supreme visibility, space, towing ability and a truly commanding presence on the roads.

Of course, it could not continue. Internal politics had killed off the Belgian Gendarmerie 911 by 1987; the Dutch Porsches survived, the 964 replacing the 3.2, but by then the knives were out. The recession of the early Nineties impacted public finances; the Rijkspolitie was reformed, and changed its name to the Korps Landelijke Politie Dienst, KLPD, as sign-written on the 964 Cabriolet in our photographs.

Political shifts to the left demanded an end to these 'extravagant' and (because of the lack of stowage space) not always practical police vehicles. Press reports began to appear, particularly on maintenance costs – it emerged for example that the 964s could go through a set of rear tyres in 7000 kilometres! The last 911s were ordered in 1994, and were all withdrawn by 1996. Their replacements were the Volvo T5s, also favoured by British police forces. Ironically, though nominally cheaper, the first T5s probably cost as much as the 964s, thinks Chris Kruizinga, because of the huge discount Porsche allowed.

Today, the Dutch Rijkspolitie is, like its fellow organisation the Belgian Gendarmerie, long gone. It was unique in having the largest Porsche fleet anywhere. At its height there were 75 largely 911s running at any one time, and over 36 years it employed a total of 509 Porsches. With ten per cent of these restored, there is still a chance you might see one on a summer Sunday. If that Sunday happened to be 9 July 2017, you may have seen quite a few, because Mark Wegh's Gelderland Porsche organised a ceremonial drive of 60 Rijkspolitie Porsches across the country to their old Driebergen HQ. The only missing element from this splendid pageant sadly was Vogel, as he died in January 2017.

Could the Dutch police ever purchase Porsches again? Kruizinga would like to believe so, but he is doubtful. "It's true they are talking about faster cars, but the 911 would never contain all their equipment now. A Macan would certainly suit them!" **911**



## Gelderland Porsche

It's thanks to the generous offices of Mark Wegh, owner of Gelderland OPC and founder of the first Porsche Classic centre, that **Total 911** has been able to photograph these former Rijkspolitie Porsches. As well as the Netherlands' pre-eminent Porsche dealer, Mark is also a very knowledgeable collector, and with his nine-strong fleet of police Porsches, possesses the largest such collection anywhere. Seven of these are 911 Targas, a 2.7, a 3.0, two SCs, a 3.2 and a 964. Additionally, Mark has the final Rijkspolitie 911, a 964 Cabriolet from 1993. All the cars are in running order and as they were in their service days; some were obtained in that state from other collectors, while others were returned to this condition by Mark's Classic workshops. The most difficult part is replacing dedicated police equipment, though, says Mark with a mysterious wink, "Though we have our sources."





# OUTLAW APPROVED

The PS Works Clubsport has been cited as the UK's best Outlaw build of 2017 – but that's yet to come certified by the Urban Outlaw himself. Total 911 lets Magnus Walker loose on Paul Stephens' blistering backdate

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Written by **Joe Williams** Photography by **Ali Cusick**

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“It’s the perfect day for a road test, right?” so says Magnus Walker, who’s knelt down while swapping over his trusty Doc Martins for a rather more svelte pair of black Converse-style shoes. It’s a blisteringly hot summer’s day in the UK, though the Urban Outlaw’s retiring boots have barely trodden down on British soil, Magnus having only arrived in the country via the Eurostar from Paris around an hour ago for his book tour.

However, there will be no more intercity train journeys for Total 911’s long-time friend today. That’s because he’ll be taking his position in the more familiar confines of an air-cooled Porsche 911, even if the roads upon which he’ll be driving it through are more than 5,400 miles away from his usual stomping ground of California’s Angeles Crest Highway.

The car itself is no ordinary air-cooled Neunelfer, either. This is the PS Clubsport Series 2 from the eponymously named independent Porsche specialist, Paul Stephens. By way of a background, in 2007 Paul Stephens introduced a lightweight coupe called the PS Clubsport, which sat alongside its Autoart range of cars. Created from the ethos of ‘less

is more’, the Clubsport was by Paul’s own admission “a very light, formidable car capable of showing a clean pair of heels to more modern machinery on a twisty road or circuit.”

A decade on from that first car, Paul felt the time was right to introduce a PS Clubsport Series 2, launched under the PS Works programme. Very much a car that appears to encompass the current market lust for a do-it-all classic 911, Paul says

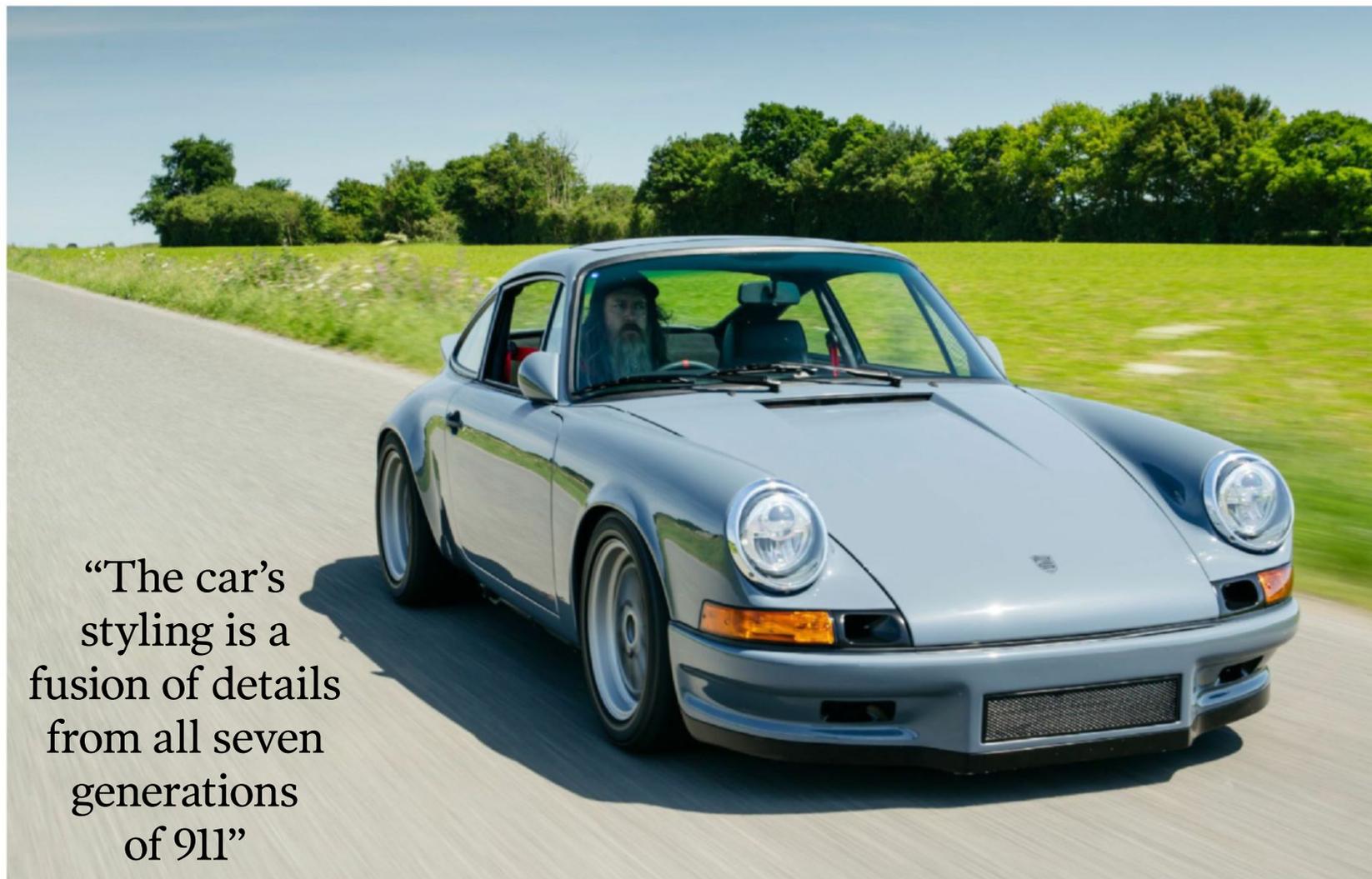
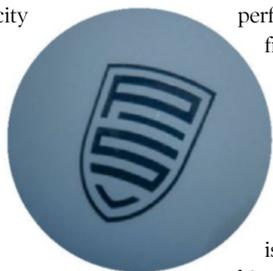
the build has been inspired by the road-going performance 911s, taking styling elements from all eras. The result is billed as a truly individual car for a similar outlay of a new, ‘standard’ Porsche 911.

Sitting resplendent in the summer sunshine, there’s no question the new PS Clubsport has an ‘Outlaw’ look about it, which is exactly why Magnus is here to drive it. Can the Urban Outlaw himself verify the car as Britain’s best new Outlaw build?

Paul begins by showing Magnus around the car, which despite its pre-impact bumper appearance actually started life as a 3.2 Carrera. The original car was stripped and restored in preparation for painting, with the roof de-seamed for cleaner styling and increased top speed. Inner wheel arches were rolled

before the fitting of lightweight bonnet, bumpers and mirrors, while the car’s underside, engine bay, boot compartment and cockpit were painted satin black, along with all window frames and details (anodised window frames and chrome door handles are optional).

The car’s styling is a fusion of details from all seven generations of 911, that clear from the RS-inspired ducktail that, as Magnus is quick to point out, has had the split vein grilles from a 993 C2S worked into its decklid and sprayed satin black. Paul says external panels can be painted in the customer’s colour choice, though of course he needed a special hue for this first Series 2 build. “It’s Graphite blue pearl mica from the 2017 Paint to Sample programme. We had great fun as a team choosing a hue for the car,” Paul says, unlocking his iPhone and showing us a WhatsApp group between him and his members of staff. The feed is littered with all manner of Porsches painted in different colours, with comment and debate after each picture. There’s evidence of more discussion on the group chat too regarding everything from bodywork, interior choices, wheels, even wheel offsets. For the enthusiast, it’s great to see such passion from the PS staff, who are evidently still invested in the build of the car long after their working day onsite is over. This also shows the ➔



“The car’s styling is a fusion of details from all seven generations of 911”



**Model PS Clubsport Series 2**

**Year** 2017

**Engine**

**Capacity** 3,600cc

**Compression ratio** 11.3:1

**Maximum power** 300hp (est)

**Maximum torque** 330Nm @ 5,000rpm

**Transmission** G50 five-speed manual; Quaife limited slip differential

**Modifications** 3.6-litre M64 Varioram engine; equal length exhaust system; decat; 993 RS flywheel & clutch

**Suspension**

**Front** Standard torsion bars; KW V3 dampers

**Rear** Standard torsion bars; KW V3 dampers

**Wheels & tyres**

**Front** 7x16-inch Fifteen 52 Outlaw 001s; Yokohama Advan Neova AD08R 205/50/16 Tyres

**Rear** 8x16-inch Fifteen52 Outlaw 001s; Yokohama Advan Neova AD08R 225/50/16 Tyres

**Dimensions**

**Length** 4,163mm

**Width** 1,610mm

**Weight** 1,070kg

**Performance**

**0-62mph** 4.5 sec (est)

**Top speed** 175mph

**LEFT** PS Clubsport runs on Magnus' Fifteen52 Outlaw 001s; 'Clubsport 3.6' script on ducktail is a Rennsport-inspired decal



**CLOCKWISE FROM TOP** Paul shows Magnus the PS Clubsport's finer interior details; 993 C2S decklid grilles and double air intakes in the front bumper are subtle; The Urban Outlaw gets to grips with the car





level of teamwork that went in to building this special 911. Paul agrees the build was a collaborative effort from all his staff: “Although this is an evolution of the original Paul Stephens Clubsport theme, the series 2 model is a car created by the whole team rather than one individual, and every member has played an important part in its design and creation,” he says.

Paul pops the decklid, lifting it to reveal not the flat six of a 3.2 Carrera, but an M64/06 Varioram unit commonly found in later 993s. It’s had work, too: the rear pulley and lightweight flywheel are machined from billet while the engine itself, mounted 400mm lower in the chassis for better weight distribution, also features an early RSR type crossmember and carrier. Magnus asks what power the car produces, which Paul estimates to be between 290 and 300bhp. SSI heat exchangers have been fitted, plus a custom rear box with two outlaw style three-inch outlets finished in matte black. The cooling fan is painted graphite blue to match the car’s exterior hue, which is a nice touch too. Mated to the Varioram engine is a five-speed G50 from a later 3.2 Carrera, a new 993 RS lightweight clutch and flywheel and Quaife torque biasing limited slip differential helping the Clubsport put its power onto the road. “There are different engine and gearbox options available, much depending on what the customer wants,” Paul enthuses. “You can have a 915 or G50 mated to a 3.2, 3.4, 3.6 or 3.8-litre engine with power ranging from 230-350bhp. The final engine spec will be created according to the customer’s individual budget and performance requirements.” It raises an eyebrow from under Magnus’ hat, who himself is no stranger to eeking extra power from Porsche’s air-cooled flat six.

By way of suspension, the Clubsport sits on new KW 3-way adjustable dampers that allow the car to be stiffened up for track use (in lieu of the bumpy

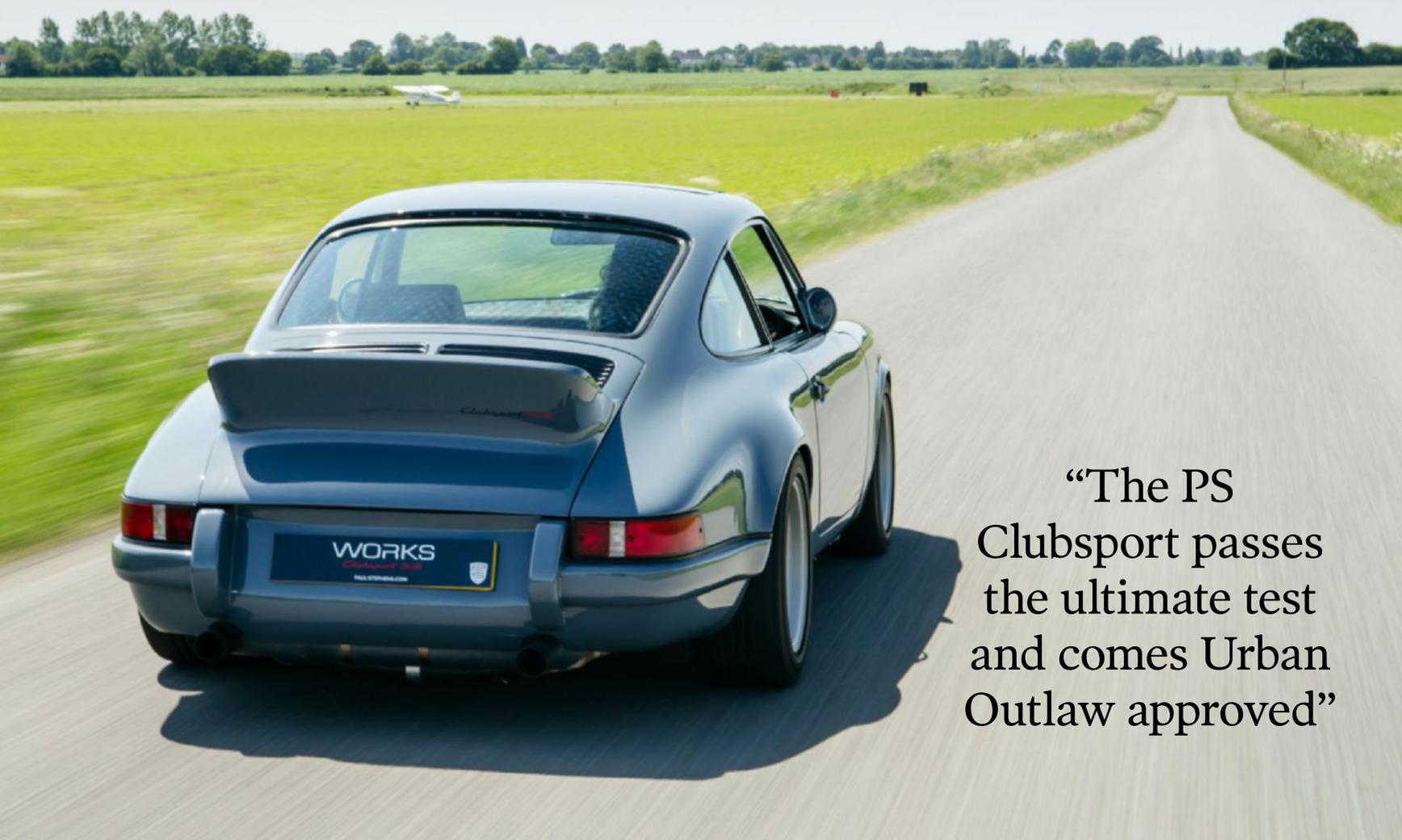
country roads surrounding Paul Stephens, the car isn’t quite as stiff today as it can be). Standard 3.2 Carrera brakes are used with refurbished callipers, new discs and pads, which Paul says is adequate for fast road and track use on a car that’s had nearly 200 kilograms saved over the original car. Magnus is inquisitive over suspension options, and Paul advises there are Boxster brakes and Turbo torsion bars available if a customer wanted to spec a car intended for serious track use.

The wheels fitted to this PS Clubsport are instantly recognisable to Magnus, for they are his own Outlaw 001 wheels designed in collaboration with LA-based wheelmakers Fifteen52. “It’s actually possible to fit 9-inch rears at this stage but we feel with the optional limited slip differential fitted to this car it will offer too much rear end grip,” Paul tells Magnus as he bends down for a closer look.

Here measuring 7x16-inch front and 8x16-inch rear and wrapped in Yokohama Advan Neova rubber, in true outlaw style there’s no centre caps present, the look accentuated by long wheel hub studs. Magnus clearly approves.

The two men walk around to the driver’s door, Magnus opening it and taking his seat inside. The front seats are ST style, trimmed in black leather with black and white houndstooth centres for a suitably period look, and Magnus comments on their style. In keeping with the outlaw feel, the car’s rear seats have been deleted, the cabin decorated instead with lightweight black carpet and mats (though the driver’s heel pad and foot rest is trimmed in ribbed rubber for maximum grip).

There’s 964 RS webbed door pulls in red, matching the red seat belts, and the dials have been recalibrated to match the engine specification and increased top speed; the RPM redline now sitting at ➔



“The PS Clubsport passes the ultimate test and comes Urban Outlaw approved”

12 o'clock on the central dial ahead of a black dished 360mm Momo wheel with matching red tip.

With around 1,000 miles of testing reading on its odometer, this PS Clubsport is yet to collect the patina that Magnus likes seeing on his own Porsche collection, but it's clear the Urban Outlaw is ready to put that right. “Let's fire her up and head on out,” he says, tucking an errant dreadlock from his famously long platted hair off the road and inside the car. Paul closes the driver's door as Magnus turns the key, stirring the 993-generation flat six to life. It starts on the button and Magnus gives the car a couple revs to sample its acoustics. Before long the car is rolling, and Magnus is off to play in the PS Clubsport, Total 911 riding shotgun.

We hit up the sprawling channels of rural Essex's country roads and, despite their narrow appearance, Magnus isn't hanging around, quickly getting to grips with the car and its personality. He looks at home in the car, exactly as he does in one of his own when charging up Angeles Crest Highway, using heel and toe to shift up and down between second, third and fourth through the slender lanes. “The gearbox is super smooth, it's definitely been rebuilt,” he shouts over the barking 993 engine, which lets out a wonderful snare on the over-run.

We reach the airfield near Stebbing Green, an open expanse of flat road boasting a long straight



followed by a series of wide, quick corners. Again, Magnus doesn't hang around, weighting the car up beautifully through the first left-hander and powering through the quick chicane. His facial expression doesn't give much away (he is concentrating after all), yet we can tell he's having fun.

The afternoon quickly passes, and after a while we pull over to take a breather from our fast road antics. So, what does he think of the PS Clubsport? “It's a hoot,” he says, jumping out from the car and taking another look around it. “It's stiff but not super stiff, which I'm surprised at,” Magnus says, rocking the car gently from its roof to prove his point. “It's actually pretty palatable for long road trips, despite the Clubsport name, so it's a good tourer in this spec.

I'd like to try its setup as a track car too,” he says, pulling his phone out to take a picture of the Graphite blue car by the roadside. “The engine's very torquey, it doesn't leave you wanting more revs too often, and the chassis makes it easy to carry good speed in and out of turns. It's a good little outlaw!” With that, Magnus puts his phone back in his pocket and climbs back in the car. Before firing it up once more, he looks over to where we are by the roadside and says: “I've no idea where we are but do you know the long way back to Paul Stephens? I want to get out and drive for a while longer.” We're happy to oblige, mesmerised by Magnus' contentment at another wheel of what he calls OPP (other people's Porsche).

As Magnus will tell you, the whole concept of an outlaw car is open to interpretation, and many – enthusiasts and specialists included – have had a go at it in recent times. The PS Clubsport presents Paul Stephens' expression of what such a car should invoke, with iconic looks, go-kart handling and an impressive fit and finish. Possibly the best UK outlaw car this year, the PS Clubsport passes the ultimate test and comes Urban Outlaw approved. **911**

### Thanks

For more information on the PS Works range, contact Paul Stephens on +44 (0) 1440 714884. Magnus Walker's book, *Dirt Don't Slow You Down*, is available now from the Penguin online shop.



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TECHNOLOGY EXPLAINED

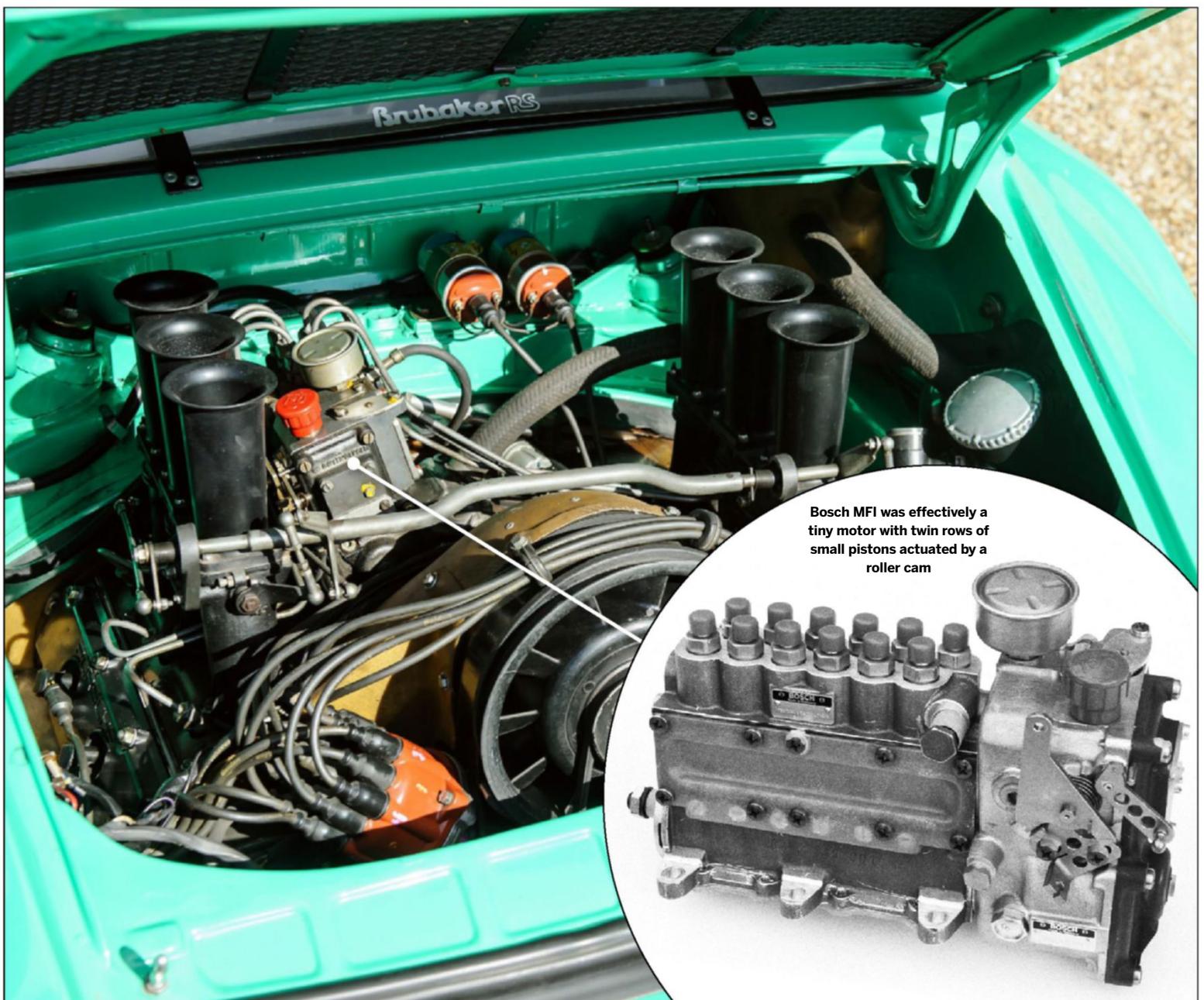
# MECHANICAL FUEL INJECTION

During the transition between carburetors and Bosch K-Jetronic, the Neunelfer used mechanical injection, as Total 911 investigates

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Written by **Kieron Fennelly** Photography by **Porsche Archive**

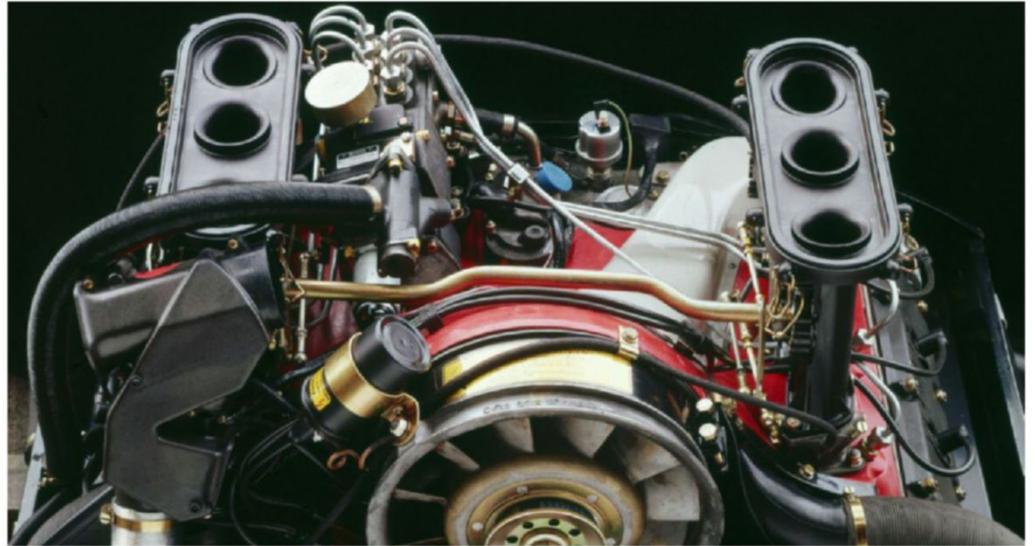
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Carburettors were the age-old method of combining the petrol-air mixture for combustion engines and Porsche persevered with them until the late 1960s, when US emissions regulations prompted a switch to fuel injection. The carburettor works by the suction created by the downward stroke of the pistons, with fuel delivered by a pump usually running off the crankshaft; fuel injection by contrast is a closed, pressurised delivery system. The first Bosch-derived injection system for the 911 was virtually a miniaturised motor with twin rows of tiny pistons actuated by a roller cam. This turned on a shaft belt driven from the engine at half crank speed and the effect was an exact dosage of fuel at constant pressure delivered to each of the 911's six cylinders, coinciding precisely with the engine's combustion cycle. Essentially, injection offered the precision a carb could not, providing the fuel the engine demanded rather than what it could manage to ingest through a carburettor.

Injection systems were nothing new: initially developed for diesel mixture induction, they were adapted for petrol during WWII, in which Bosch made the injection systems for the Luftwaffe's fighter planes. In the decade after the war, the injected F1 and sports racers of Mercedes were unmatched. When Mercedes retired from the sport, Birmingham-based Lucas Industries took up the injection idea and its indirect injection would become the de facto fuel system of F1 for 20 years.

Rarely an early adopter, Porsche did not even go the injection route in motor sport until the 906 racer. However, for B-series 911s, Ferdinand Piëch had development manager Paul Hensler modify the 906's Bosch fuel system for production. For road use, the mechanism needed several refinements. A solenoid valve ensured mixture enrichment for starting and another dealt with completely cold starts, while a third solenoid intervened to cut off fuel supply on overrun, restoring it only when engine speed had reached 1,300rpm. As with the 906's injection, the main method of fuel metering was by a circular cam rotated by throttle movement, but instead of the



## “Emissions and the advent of the catalytic converter sounded the death knell for mechanical fuel injection”

slightly crude slide throttles of the race engine, the production car had six individual butterflies for better control of the metering cam: the 911's injection was designed to cope with a life largely at part throttle whereas the racer would only ever be driven flat out.

Barely visible beneath the air filter, the injection system required few changes to the engine compartment beyond some reshaping of the manifold. The injected engines met the 1969 US regulations so the complete 911 range could once more be sold there. While the 911T remained carb fed, the 1969 E and S with their 'plunger pump' injection both gained 10bhp. This increase was due to the changes Porsche was able to make thanks to the more precise fuel delivery. 170bhp from 2 litres was unprecedented at the time and Porsche took the precaution of adding a second, thermostatically controlled oil cooler to the S.

Mechanical fuel injection was standard production on the 911 until model year 1974. After the major revisions of the 'B' series, the 'G' series represented

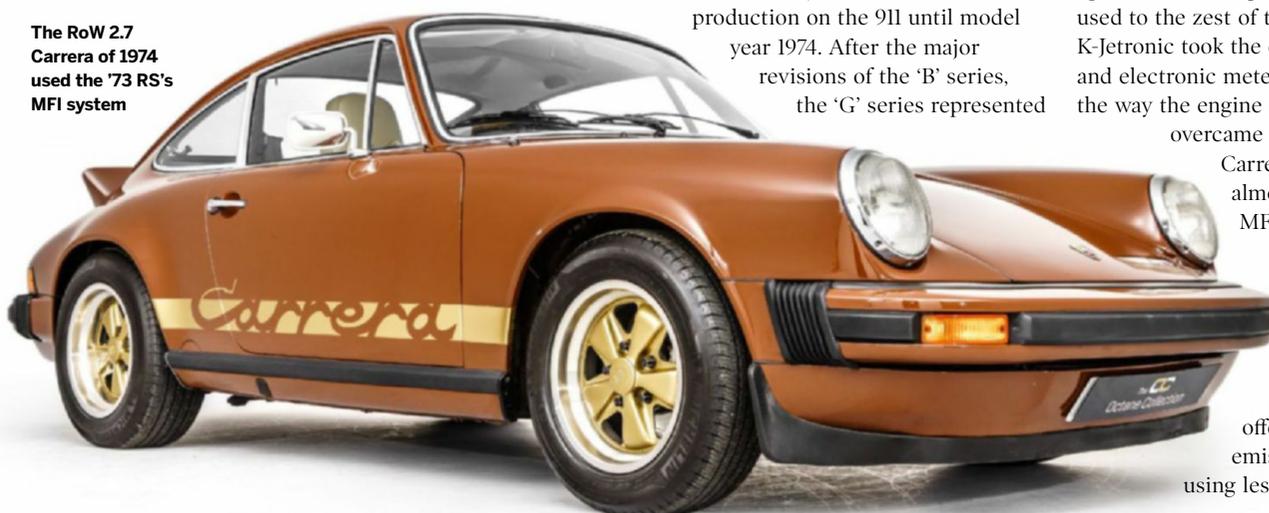
the next substantive change, the most obvious manifestation being the famous impact bumpers. Under the hood, the most important change was the advent of Bosch's K-Jetronic injection. This had first been marketed on the US version of the 911T the previous year and was now extended to what had been the middle-ranking E, now called the 911S. The top-flight model was renamed the Carrera and it would keep its 2.7-litre 210bhp plunger injection engine another year, until the advent of the 'T' series Carrera 3-litre for MY 1976.

Emissions and the advent of the catalytic converter sounded the death knell for mechanical fuel injection. Sensitive though it was to engine demands as well as being able to strengthen the mixture at altitude, MFI lacked the finesse to achieve the delicate exhaust balance required by the noble metals of the catalyst. Even if Europe resisted the catalytic converter until 1993, Porsche opted to build largely to US specification. Fans used to the zest of the flat six complained the K-Jetronic took the edge off top-end performance and electronic metering restricted fuel flow and the way the engine revved; progress in electronics overcame this on the 1983 L-Jetronic

Carrera 3.2, top-end breathing almost free as it had been with MFI, yet the 3.2-litre car returned 24mpg against the 2.7-litre MFI's 18.

MFI was a child of its time, but it was inevitable the precision of electronic control would succeed it and offer both better acceleration and emissions performance while using less fuel. **911**

The RoW 2.7 Carrera of 1974 used the '73 RS's MFI system



# HIGHLAND FLING

It's a one in a million drive as Porsche takes on  
Scotland in celebration of 911 production

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Written by **Kyle Fortune**  
Photography by **Dean Smith, Barry  
Hayden, Justin Leighton**

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**E**dinburgh. My hometown. Growing up here as a kid I never truly appreciated how beautiful it is. And it is, sensationally so, though today I'm back home not to see friends, family or enjoy the sights, but to take part in something very special indeed. A few weeks ago, the millionth Porsche 911 rolled off the Zuffenhausen production line in Germany. Think about that for a moment: one million 911s – and counting – that's an incredible feat for any car, let alone a premium sports car.

Since its introduction the 911 has become a sports car icon, defining the marketplace, dominating race circuits and being symbolic and relevant in every decade it's existed. That's as true today as it was when it was introduced back in 1963; the 911 might be something of a freak, a quirk of Porsche's engineering determination, and against the odds it's proved wildly successful. Even so, 1 million of them, that's absolutely extraordinary. That millionth car is here too, in my hometown, to start a celebratory tour taking in some of Scotland's most sensational roads.

It's not journalistic licence when I say that this moment means more to me than anyone else here. My city, my country, in a green Porsche 911. Had you told the car-mad seven-year old me at primary school just a few miles away from here that I'd drive the latest version of the model 911 (coincidentally green, too) that was in my schoolbag some 36 years later, I

wouldn't have believed you. But that's exactly what I'll be doing, taking part in a convoy of 911s, spanning all decades and types, from a super-rare 911 GT1, a '67 soft window Targa, new Gen2 GT3 and everything in between. It's the stuff of schoolboy fantasy.

That's tomorrow, though. First dinner, in Edinburgh Castle no less, after that Millionth 911 is piped and drummed into the dream line-up on the castle's esplanade. It's quite a sight seeing the Irish green Millionth car arrive. Pictures do not really do it justice: it a beautifully executed example of the Porsche Exclusive department's work. It's as rich in its detail as it is subtle in its execution, the Millionth car correctly simple, a mix of contemporary modernity with retrospective reverence and being utterly representative of what the 911 is, was and can be.

The gold-badged Millionth car takes its place in a line of 911s, parked neatly alongside a 959 and that GT1 Straßenversion. Food, as you'd expect, is introduced with haggis, Porsche's GT model line director Andreas Preuninger doing the honours and stabbing the tasty beast during a traditional 'address'. Like that Millionth car outside, at dinner I'm sat parked between Simon and Andrew, the owners respectively of the 959 and GT1, their conversation as interesting as their choice in cars, their company something I'll be experiencing more of again tomorrow.

A walk up to the castle in the morning reveals last night wasn't a rear-engined 911-shaped dream, the

line up of Porsches very real indeed. To them there's the addition of some police motorcyclists, who'll ease the Porsche convoy through Edinburgh's streets and out of the city. I'm given the keys to an old friend for the first leg – 'Heebee', the grey and gold 997 GT3 RS that's gained its affectionate nickname among the many journalists who've driven it thanks to the HBY on its number-plate. It's been lovingly tidied up, new paint up front, as well as a new steering wheel and gearknob, though slipping into the sports bucket seat feels so familiar. There's a new 991 Gen2 GT3 in front of me, and in front of that is Andrew's GT1, though everywhere I look there are 911s of differing vintages and historical significance, it feeling like every one of the 70 per cent of the million 911s are here, if not in actuality, but in spirit.

What follows is a drive through Edinburgh, the like of which I'll never experience again. The roadsides are lined by the many tourists stopping to take pictures, the traffic halted by those police motorcyclists. The 911 convoy is eased through traffic like automotive royalty, traffic lights ignored, the city streets resonating to the sound of many flat sixes as they escape the city's limits and head out in search of more interesting roads. Best laid plans and all that quickly dissipate as soon as those police outriders leave us to our own devices, the convoy taking a wrong turn, it split down the middle. I stick with the Millionth car, some hasty phone calls and ➔



**LEFT** Irish green hue indicates the celebratory Millionth 911 will eventually wind up in the Porsche family's private collection

**BELOW** Inside, the Millionth 911 has been lavished with some Exclusive touches that evoke the trim of those early 911s

## Building the million 911s

Every one of the million 911s has been built in Porsche's Stuttgart Zuffenhausen production line and, like the cars it produces, that line has undergone transformation since its inception. During the time those million 911s have been built, the world around it has changed and the line has undergone developments to reflect that. Modernisation of not just the product, then, but the manufacturing itself, from the introduction of hot zinc galvanisation in the '70s, to new, more efficient production processes to cope with the increased demand for cars in the 1980s. Spot-welding via robots was introduced in 1985, three-axis welding robots arriving three years later, with the 964 being the first fully robot-welded 911 to leave the production line.

Famously in the '90s, Porsche would turn to Toyota to help in adopting lean production techniques to improve efficiencies introduced under then CEO Wendelin Wiedeking. The now single production line would produce all the current models, the 964 making way for the 993, then 996 (as well as the Boxster). The line has continued to develop, new production processes being added to increase efficiencies, though there remains a highly skilled workforce who hand-assemble the 911 at various stages in its production cycle. That production line produces all the 911 series models, including the GT cars, though race cars are taken off the Zuffenhausen line for final finishing at the GT department in Weissach.



Model **Millionth 911**

Year **2017**

**Engine**

Capacity **2,981cc**

Compression **10.0:1**  
ratio

Maximum power **450bhp @ 6,500rpm**

Maximum torque **550Nm @ 2,150-5,000rpm**

Transmission **Seven-speed manual; rear-wheel drive**

Modifications **Exclusive Powerkit (+30bhp)**

**Suspension**

Front **Independent; MacPherson strut; PASM; anti-roll bar**

Rear **Independent; Multi-link; PASM; anti-roll bar**

**Wheels & tyres**

Front **9x20 inch; 245/35/ZR20**

Rear **12x20 inch; 305/30/ZR20**

**Dimensions**

Length **4,528mm**

Width **1,852mm**

Weight **1,450kg**

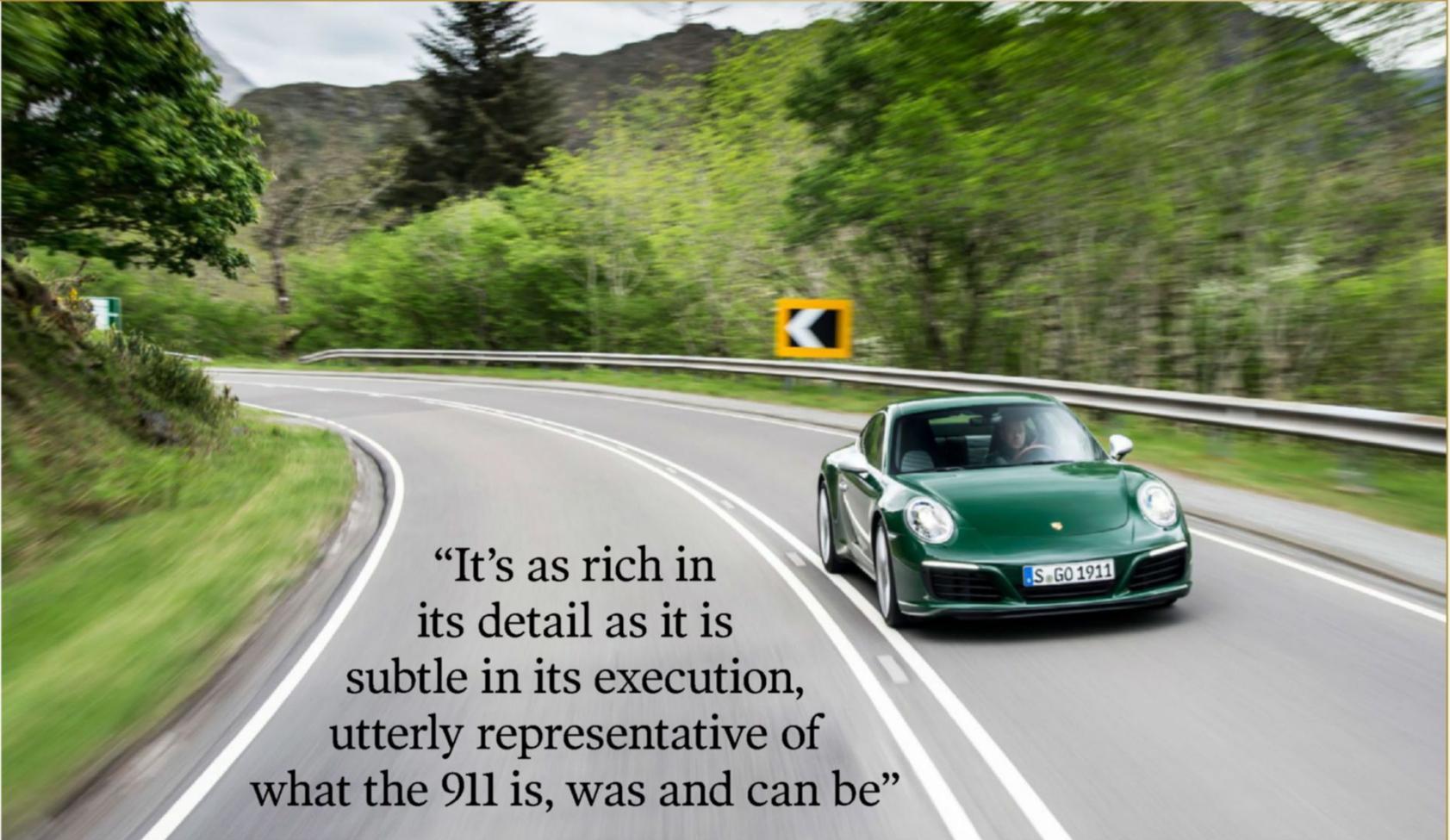
**Performance**

0-62mph **4.1 sec**

Top speed **194mph**



**ABOVE AND RIGHT** Millionth 911 is joined by some very special Zuffenhausen machinery for its Scotland adventure, a police escort taking the convoy through Edinburgh's famous gothic streets



“It’s as rich in its detail as it is subtle in its execution, utterly representative of what the 911 is, was and can be”

radio chatter suggesting reconvening part way up the route at one of the car change points at Spean Bridge. Before then our splinter group stops, Heebee replaced by its successor, the Lava Orange legend that is Porsche UK’s ‘XLG’ 991 GT3 RS press car.

The route to Spean Bridge is, like so much of Scotland’s roads, glorious, mixing sweeping, sensational vistas with complex topography and fine, quiet tarmac. The temptation is too great for Andrew ahead in the 911 GT1, a car that needs to run quickly to run well. It’d be rude not to join him, particularly as having passed the lead photographer’s vehicle he’s unsure of the way. I am technically local, after all. There’s a 959 filling my mirrors as Simon gives chase, the sight of a GT1 in front of me and a 959 behind being one that’s tattooed on my memory forever.

With those photographers left in our wake, this insane three-car convoy forges a fast path en route to Loch Donan and Eilean Donan Castle at the Kyle of Lochalsh. Doing so means we miss the gathering together of the convoy at Spean, but we’re all the better for it, enjoying clear roads for the duration of our long drive. With that GT1 effectively driving blind to the route ahead, I stretch the RS’s 4.0-litre unit to squeeze past the GT1 when the road’s wide enough to do so, leading these two hyper 911s to our destination courtesy of the satnav that predates the cars now following me.

Nobody’s looking at the Donan Castle when we arrive, the sight of these three Porsches turning heads from the other historical view. We’re early

thanks to our, ahem, ‘enthusiastic’ pace en route. Rain arrives as the remaining cars do. I swap into a standard Carrera 4 for the drive back to our overnight stop, all the way back to Pitlochry. Rain tempers the drive back, at a more moderate pace, yet not without its thrills, Scotland’s terrain never anything but sensational to look at, even when the view is punctuated by the sweep of windscreen wipers.

Fonab Castle is where bed eventually lies, the car park awash with the celebratory convoy, the participants all buzzing from the experience. There’s more tomorrow, Knockhill Circuit being our eventual destination, but not before an evening of conversation and reflection over what’s been an incredible day. Thus far the Millionth car has alluded me, but I’ll be driving it tomorrow. Not before a revisit of the Gen2 991 GT3, which on familiar roads to Knockhill gives me a 9,000rpm thrill-ride that underlines my position that it’s the best 911 that I’ve ever driven. Until the next one, of course. The Millionth car is now mine for a moment, and I’m immediately seduced.

The specification is basically that of a GTS, the S’s unit featuring the same Powerkit that increases its power to 450hp – that increased output driving the rear wheels only. Sitting in the houndstooth-covered seats, with the warmth of the wooden steering wheel, it’s a shame the gearknob’s not similarly covered. A manual at least, which might be a retrospective nod in these big-selling PDK times, but it’s the correct one. There’s little over 940 miles on the odometer when I get in it, and all I can think is I hope the

previous occupant had the presence of mind to take a picture of it as it ticked over the 911 marker. It’s all familiar, all 911, though the significance of its build number isn’t lost on me. More irreplaceable than any other 911 I’ve been lucky enough to drive, I’m initially circumspect with it as I take it out on familiar roads around the Knockhill Racing Circuit. That caution quickly dissipates, the historical significance of the car forgotten as I just revel in driving it.

It feels very like the GTS, standard chassis aside here. It effectively is so, which is to say perhaps the most rounded, capable 911 you can buy. Or can’t when specifically applied to this car. The steering is light, feelsome, the throttle immediate and the performance unerring, it being very much a modern 911.

The 911 today epitomises the evolution of the car, any car, and the Millionth underlines that. The original was an agile, fast engaging and usable sports car at genesis, and today it remains so, only the march of modernity has brought with it refinements, more comfort, economy, greater performance and a huge advance in technology. For all of that, though, it remains utterly identifiable as a 911. Jumping from the Millionth into the early Targa here reveals that as much as anything else, and identifying that the wood trim of the Millionth car isn’t necessarily representative of the early cars – that Targa not having a splinter of the stuff inside. No other car is so recognisable, so interesting, so unique, which is why it’s endured so effectively, and seduced so many. One million, then, and counting... **911**



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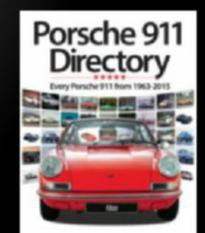
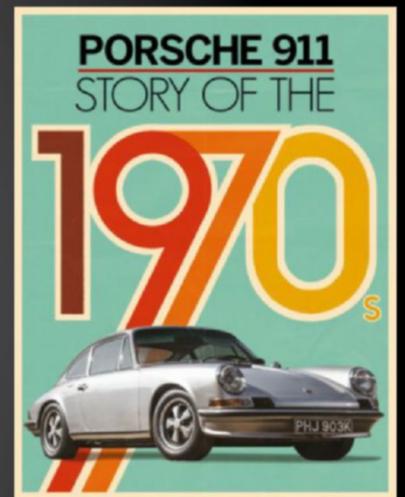
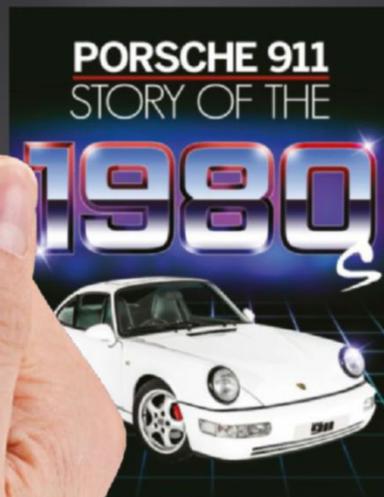
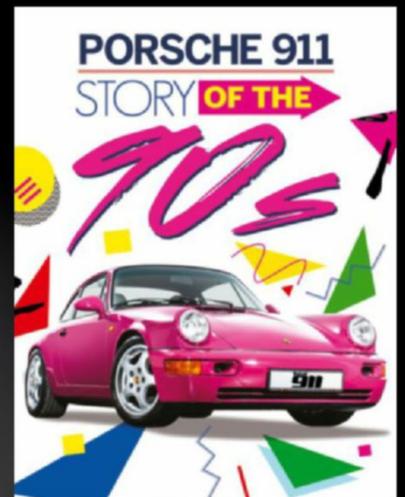
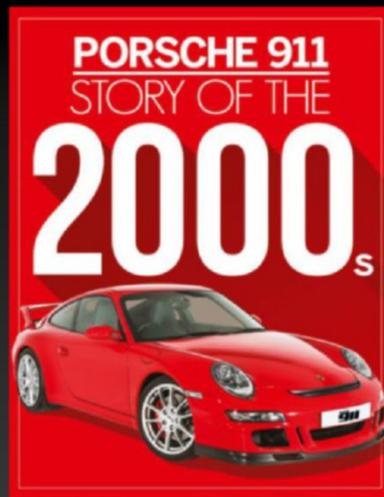
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# Living the Legend

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



**Greg James**  
Mercer Island, Washington

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



Winter in the western USA was a wet one this year. From San Diego to Seattle, record amounts of rain fell in the lowlands, and the mountains got a heavy blanket of snow. Lake Tahoe, which had been suffering from the California drought, received snowfall equal to four normal years in one this past winter! What this meant for me was my cars got significantly less use than normal from about November to late April. However, now that the dreary grey weather has mostly disappeared, the local car scene has emerged as it always does this time of the year.

There were two big local events in early summer: The XXX Root Beer

Porsche gathering in Issaquah, WA, and the first of the year Exotics at RTC Saturday morning "cars and coffee" show two weeks later. Both were well attended. The XXX event was strictly Porsche and held on a day with rain showers, so while attendance was good, and there were some interesting cars (including a number of R Gruppe hot rods), the Exotics at RTC event – held on a sunny day – was the bigger of the two by a wide margin. Of all the Porsche at both events, the one that really stood out for me was the immaculate 1973 911 RSR tribute (main pic) owned by Bruce Leven of Porsche Bayside racing fame (His team campaigned a pair of 962 race cars in the 1980's). The RSR positively glowed, and looked flawless in every respect. The Redmond gathering continues to expand

every year, and on good days over 300 cars show up. (One of the non-Porsche highlights was a pair of La Ferraris – one Blue, one white – both owned by a long ago retired early Microsoft programmer). While Seattle may lag behind southern California in its overall car scene and culture, it can't be by much. With all the wealth created by Microsoft, Amazon, Starbucks and Costco just to name a few Seattle businesses, the local collector car scene is going full throttle. All the major marques are represented locally, and if its special Porsche you want to view, it's not uncommon to see 959s, RSRs, 70s Carreras, 356s and lots of hot rod track machines at the weekend events.

On another note, I've decided to replace the light flywheel on my 993 Turbo. The previous owner had it installed



**Tony McGuiness**  
San Diego, USA

@tonygt3rs  
 @tonymcguinessgt3rs

**Model 997.2 GT3 RS**  
**Year 2011**  
**Acquired February 2011**

**Model 991 GT3**  
**Year 2015**  
**Acquired December 2014**



This past month has been terrific fun in my world of Porsche! In early May I flew to Maui in Hawaii for business.

During my time in Maui, I was able to fly from Kahului over to Oahu to visit my favourite Porsche dealership in the world, "Porsche of Hawaii" in Honolulu. Those of you that have been long-time Total 911 readers will recall I am a regular visitor to Hawaii and wrote a LTL piece in issue 106 way back in 2013. Back then I was fortunate to test drive a brand new 991.1 C4S Cabriolet around Waikiki and take some stunning photos in Ala Moana Park. I am not a fan of Cabriolets in general but Hawaii is the perfect place for an open-top 911 – it was an experience of a lifetime!

While my recent visit to Oahu didn't allow enough time to take a 911 for a drive, I did get to spend plenty of time hanging out with several members of the Porsche of Hawaii team including Service Manager Jason

Yamanaka, Parts Advisor Kristopher Fragas, and Sales Consultant Aaron MacCullogh.

They have a terrific passion for the German marque and as is so often the case in Hawaii, they treat you like family. After chatting with Jason the service manager about his love for everything Porsche, especially the legendary 917, Aaron provided me with a special view of this amazing 991 R with gorgeous green wheels. The owner of this extraordinary R was very pleased to allow it to be displayed in the showroom. I couldn't imagine a better place than Hawaii for this 991 R colour scheme!

With my time limited, I made my way to the parts department to catch up with Kristopher and purchase some unique "Porsche of Hawaii" souvenirs including a fantastic quality Porsche of Hawaii T-shirt with what else on the back... a 991 R of course! Kris is a great salesman himself and ensures every time I am there, I leave with a large bag full of Porsche of Hawaii souvenirs. In fact, I had so many things this time, I had to purchase a green RS bag by Porsche Driver's Selection to carry everything back to Maui!

On my way back, I realised these guys truly epitomise the Aloha spirit and are great ambassadors for Porsche here in America's 50th state. I will be back again next month and can't wait to stop in to see what else is new at the dealership in these far flung, balmy islands in the Pacific. Until next time, Aloha and Mahalo (Thank You) Porsche of Hawaii.

and told me in a phone conversation that it came with the car as part of a kit purchased by the owner before him. In our call, he mentioned to me that after he had the job done, he realized he'd made a mistake, and didn't like how touchy it made the clutch. When combined with the high revving Turbo motor, the light flywheel makes smooth take-offs difficult at best, and embarrassing at worst when I stall it. A quick inquiry to my local Porsche shop about the costs of replacement with a stock setup was a bit of a shock. The job estimate came in at about \$3,500-\$4,500. Ouch! I'm not sure how many 993 Turbo readers are out there but my advice on the subject is simple: before you think about a light flywheel on an already powerful, fast revving Turbo motor, drive one with the modification. My guess is you'll stick with the stock setup.





**Gina Purcell**  
Oxford, UK

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



Driving out in Wolfli recently on local roads, I managed to blunder into a gaggle of pre-First World War vehicles, all members of the

Veteran Car Club of Great Britain, and a very friendly bunch they were too. They drove a course around the nearby villages entitled the Creepy Crawly Rally, and people came out of their houses to cheer them on; it made for an almost 'street party' atmosphere that brought

so many folk together. Usually at our TIPEC Porsche car meets, I'm the one with the oldest car, so it was nice to be the junior upstart in senior company. Proof positive that old cars just make people smile...

I had one of those 'zen' drives recently; the sort that makes you feel like you've driven into a bubble of perfection and neurologically bonded to your steed. My blissful state was well met by the countryside I found myself in; the pleasure heightened by knowing this recently discovered and magical spot was only a few miles from home. It was the perfect foil to the unbridled hedonism of a 911 drive, and we now call it Tranquil Hill.

We'll soon return to southern France and northern Spain to reacquaint ourselves with their fabulous roads and pretty villages. We're taking Sabine the 3.2 Carrera and have been giving her some shakedown drives in preparation for the journey. This year's small malady was failure of the reversing lights, but that was easily fixed. Alan will also be having the small engine bay fuseboard replaced with one from Classic Retrofit to match the main one up front. One thing I've personally made sure of is the secure attachment of the new rear



number plate, as its predecessor fell off last year somewhere near Grasse, requiring me to dust-off my typographer's eye by making a passable replacement from silver duct tape and a borrowed indelible marker pen.

We're raring to go! There's a quiet place off the beaten track waiting for us in the hills overlooking the Costa Brava, run by a young couple. Both are petrol-heads, and as the distinctive beat of an air-cooled 911 hangs heavily in the drowsy Spanish afternoon heat, reverberating in the folds of the hills like a flat-6 bumblebee, we know they'll have come outside to greet us. Old 911s just make people smile...



**Richard Klevenhusen**  
Rio de Janeiro, Brazil

**Model 930 3.3**  
**Year 1979**  
**Acquired May 2012**

[@richardkle](#)



Ever since I purchased my 930 in 2012, I have been concerned with keeping the car's leather well hydrated.

In my case, the car is from the 1979 model year and of course the labour involved with this maintenance is enormous. I always use a moisturiser specific for car leather and

apply it once a year. I was recommended one application every six months, but I find this to be particularly exaggerated. In Rio de Janeiro, temperatures comfortably exceed 40 degrees Celsius in the summer, but since I always keep the car in the shade and it does not go out in the street very often, I have opted to apply the moisturiser only once a year instead. I'm keen to keep the car's original leather and as such I take pleasure in caring for

it in such a way. I apply the moisturiser naturally on the panel as well, that is, everywhere there is leather. I think it's part of the job of being a lover of the classic Porsches to be careful about maintaining them fastidiously. I cannot imagine seeing the seat of my car tearing or completely parched – I'm hoping my preventative work will ensure that doesn't happen, anyway! As you can see from the pictures, I think my work is paying off.





**Kyle Fortune**  
Warwickshire, UK

Instagram @kylefortune205  
Twitter @Kyle\_Fortune

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



Another month of inactivity? Hell no, that more a result of being busy rather than any actual design. With a hole in my press car

bookings I decided to use the 993 for a couple of weeks, it doing all the sort of mundane motoring that's usually undertaken in something else. It's bloody good at it, too, the 993 taking the kids to school on a couple of occasions, my pair loving the 'racing car'. Yes, it's a pain not being able to leave it on the driveway overnight – my insurance stipulating it's garaged overnight when it's within a mile or so from home – but that's a small price to pay for the enjoyment it brings on the road, not to mention the cheaper premiums too.

One run stood out in particular, an early flight on the Tuesday to head to Germany to sit in the GT2 RS that featured on the cover of the last issue. This saw me opening the garage door very early indeed, heading over the familiar A422 between Stratford Upon Avon and Banbury to join the fast, if still boring, M40 to Heathrow. No, it wasn't as quick as the GT3 I had out there recently, but as it was so early I had the road to



myself and it really was no less fun. In the airport carpark I was reminded too just how small it is, the 993 barely filling the parking space, which is a good thing given how careless people are when opening their doors.

If you've not been out in your 911 for a while, make an excuse to get it out of the garage, use it and enjoy it, it's well worth the effort, even for the boring stuff. If, of course, any drive can be described as such in a 911.



**Michael Meldrum**  
Houston, Texas

Instagram @p911r

**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

**Model 997.1 GT3**  
**Year 2007** Acquired 2017



I love custom, outlaw, modified Porsche 911's. To build one to your exact specifications is a bit like having a suit tailored to your exact

fit (not that I own any suits, I live in Texas, where things are a bit more laid back).

I'm lucky enough to own examples of each of air-cooled generation and I've spent many hours behind the wheel of each. Having enjoyed them in their stock format, I've embarked on a mission to build my perfect version of each.

I am in the 'less is more' demographic, my preference for track orientated cars but keeping enough of the modern conveniences to allow daily driving. Things like air-conditioning for the brutal Texas summers and sound deadening to keep the noise level manageable. Basically, I like to have the old-fashioned touring specification.

One area that is normally non-negotiable is the inclusion of back seats and seat belts to make sure my kiddos can enjoy the old cars to. You might say that I want to have my cake and eat it, which is fair enough.

I just spent the last weekend checking on the progress of the cars with the chaps at RS-Werks in Newark Delaware. It's a fabulous place with a smorgasbord of builds in progress. Whilst they specialise in custom 911 builds, they have an eclectic mix of other washer vehicles there including a 356, 914, 928 and a 962 race car.

One of the main reasons they won my business was their expertise and metalwork. I have been impressed with the customer features and modifications they have executed on the 1970 911 STT (the extra T is for Touring) build, including custom reprofiled flares, extensive stage welding chassis reinforcement custom suspension mounts, custom rear seat to name but a few of the modifications.

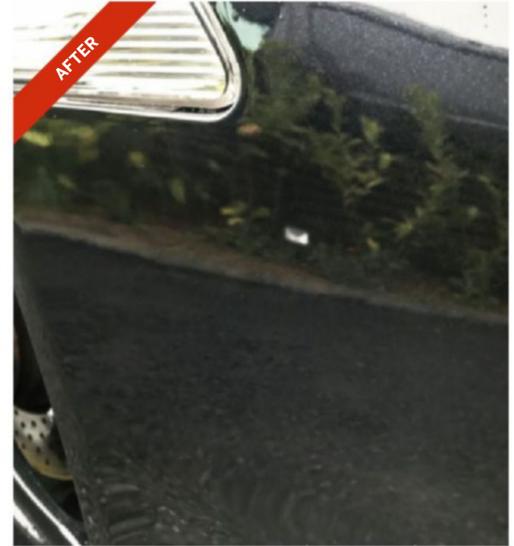


The 964 RS America build was having a custom tartan interior installed and the air conditioning reinstated. The previous owner had the car set up for DE (aka track days) which is a blessing and a curse. Almost all my wish list of performance upgrades has been implemented but most of the comfort features had been removed!

The Albert Blue 1971 RS Tribute is progressing well: paint, interior and houndstooth bucket seats are complete and the 3.2 (from an 80's Carrera) is ready to be installed. I cannot wait to experience the combination of the lightweight early chassis with the extra punch and low down torque.

Fingers crossed I'll be enjoying at least one of these cars very soon!





**Chris Wallbank**  
Leeds, UK

chris\_wallbank

@chrisjwallbank

**Model 997.1 Carrera S**  
**Year 2005**  
**Acquired November 2012**



A busy month working overseas at various places like the KW Suspension factory in Germany shooting development

cars means time with my 997.1 C2S has been very limited. Although I love travelling abroad and getting the chance to visit these interesting companies and their facilities, it's sometimes a

little frustrating as I've usually had so many things previously planned in for the Porsche, which has to then be rescheduled. Oh to be a photographer!

I did, however, recently find the time to pull the 997 out of the garage and give it a good wash and detail, which it needed desperately. Annoyingly though, After washing it and standing back to admire shiny Basalt black paint, my eye was drawn to a large new scratch on the front bumper. On closer inspection

it seemed to be quite deep and worse still, regular polish wouldn't touch it, so I nipped down to my local to Halfords.

After studying the cutting polishes on offer I thought I'd try the Autoglym scratch removal kit as it came with a handy little polishing pad. Luckily enough after just a couple of applications the scratch was pretty much invisible to the eye, so no need for paint! If you ever get any fairly deep scratching I would definitely give the Autoglym kit a try first.



**Rob Clarke**  
Bristol, UK

@rob911\_ttl

@Rob996LTL

**Model 996.1 Carrera 4**  
**Year 1999**  
**Acquired February 2014**



Who said the 911 wasn't a practical car? I learned of a car-related phrase this month that probably everybody knows about (except

for me), regarding buying a car 'for the A to A! This means to take your car out of the garage, drive it for pleasure and then tuck it back in the garage afterwards! So a car just for driving pleasure and no function – nice thought but mine is used on a regular basis, even taking odd shaped packages to the post office (I had to get a bike in the 996, see top right!).

I had to take a visit to the main dealer this week (OPC Bristol), not for my 911 but for the Macan. This visit was for its first interim oil change. Sat in the dealership was a 991 GT3 RS: I tried the handle expecting it to be locked, which it wasn't, so I had to try it for size. It was slightly awkward to get into due to race seats but once in, it immediately felt comfortable. I always struggle getting seats right, but these felt good. Browsing the dash, there were all the usual RS trimmings. I may need to start saving.

Back to the reality of my 996, I thought it had developed a fault as I could hear an annoying sound that would happen when cornering. This was getting to the point where I was going to book the car in to have it looked at but it sounded like it was coming from the glove box – well I say glove box, there isn't one on a 996.1, but the area of the dash you would expect it to be. So, I eliminated the non existent glove box, next target was the door pocket, so contents emptied and still the noise persisted. I was beginning to think there was a problem then, as a last resort reached down the side of the passenger seat to see if there was anything in that



small storage area on the door sill. Would you believe, there was a tyre pressure gauge! I removed the gauge and yes, the noise went! The only thing I can conclude is that it was rocking from side to side and thus making the noise. What a relief.

Elsewhere, in response to Christian Mohr's letter in issue 153, I have also experienced the Porsche waving snobbery he spoke of, and I have now stopped waving as I find it's the newer 991 owners who seem to be the biggest culprits; fellow 996 owners and older cars seem to be fine. What are your thoughts on the matter?





**David Grover**  
Harpenden, UK

@propertypetrolheads

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

**Model 997 Cup**  
**Year 2014**  
**Acquired December 2016**



So we are safely back now from rounds 4,5 and 6 of the GT Cup Championship at Brands Hatch GP, with more great stories to share of

the amateur racer.

Readers will recall we had engine failure a few weeks ago and the problem seems to have been a worn gudgeon pin that broke and let a piston loose, destroying the crankcase, crank, pistons, con rods and heads. A very big bill to sort out followed, putting a serious dent early on into our budget for 2017. We are going to take this up with Weissach as the wear isn't normal and will share the outcome – I don't feel optimistic though.



GT Marques however did an excellent job getting the engine back, bench testing it and running it up in the car literally hours before getting to Brands. There was no time to rolling road test the car however which eventually created a significant problem.

So in mixed weather of sun and heavy showers last Friday I ventured out on wet tyres to see if everything was running as it should be. Unfortunately we had a minor oil leak straightaway that worsened and started sending blue smoke across the circuit and a hasty black flag had me back in the pits within five minutes of arriving for the test day.

After some diagnosis it was clear that it was the brand new rear RMS oil seal that was the culprit and whilst just a £20 part, it was not one we had with us. So a hasty trip to get one from the nearest OPC annoyingly proved pointless as it turned out they were mistaken and didn't have the item in question in stock when we got there and the next nearest one was back at Reading. As a consequence the whole day had to be written off.

That Friday proved to be a shocker on the motorway network so it wasn't until 12:30am that I received a phone call to say the car was all back together at the circuit with the new seal fitted but with no opportunity to even run the engine and no certainty it would be perfect for a full race weekend. Whilst confident everything would be ok, the risk was large in that the whole race weekend could be ruined and so GT Marques offered to

go back to their base overnight and pick up a 991 Cup car for me to use instead, so by the time I arrived on Saturday morning at the circuit this was being unloaded. The car was Dino Zamparelli's runner up car from Carrera Cup GB 2016, so a well sorted machine set up to race.

With much activity moving cameras, data logger and fitting of decals to the car, we had it ready five minutes before the track went live for our practice session and I was out running in a car I had never driven before and on a track I had never raced on. I must say the 991 is a bit easier to drive and more forgiving compared to the 997, so I soon got into my stride, albeit noticeably slower than my competitors (most of them were seasoned experts or even pro).

I was gridded 25th out of 28 cars so not last which I was happy with. For Race one I stayed calm and built consistency which got me to P16. Race two got me to P19 overall. To say I was pleased is an understatement.

Sunday brought better weather with the long pitstop race of 50 minutes. I wasn't quite as smooth this time, aware the car wasn't mine, although some of my sector times were better than on the Saturday and so we were heading for a positive end result. After my pit though, I misread a black flag which I thought was for me and came back in for the second time costing me a few minutes and eventually 3 race places, putting me last of the finishers, ironically 4th in my class after earlier accidents and retirements.



**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**



This past month brought more than its fair share of mechanical issues with both my 930s. First of all, with respect to

my red 1986, you may recall the rear main seal has had a minor weep since being identified in the PPI by Brumos in Jacksonville, Florida.

After 3 years, I decided it was time to have the RMS addressed, along with completing a full tune-up. After New Jersey Porsche specialist Protosport took the car in, they decided to begin by first checking the spark plugs for any fouling. Upon trying to remove one of the plugs, they noticed a broken head stud jammed against the plug...bad news. Broken head studs have been a well-documented issue with most 80s 911s and 930s, but I had been a bit surprised as the car had already received reinforced ones during

its full rebuild at 30,000 miles at S-Car-Go, by the previous owner (the car is now at 56,000 miles). In any event, this repair requirement has led to the decision to (at a minimum) rebuild the top-end of the motor and of course in doing that, the bottom-end will be thoroughly inspected, which hopefully will not lead to another "while you're at it" moment. After the previous high performance top and bottom-end rebuild at S-Car-Go, the boost was set to a "healthy" 1.2 bar. After this rebuild, I will likely lower this to 1.1 or even possibly 1.0, although that might eat into some of my fun.

A week or two later, I went to start the blue 1988 930 Targa, which you may recall had an issue last fall where the starter was furiously turning, but would not start. It seemed like a fuel problem to me, but the 930 has a complex relay set-up, so I didn't replace the relay myself. The local specialist where I kept the car for the winter had "thought" he identified

the problem as running a Bosch ignition coil with a Perma-tune ignition module, instead of the matching Perma-tune unit. However, upon starting up the car up this spring, starter turns...nothing. Exact same issue! Back to square one...

This serves as just another reminder that cars from the 80s are enjoyable modern classics, but certainly not without their maintenance issues, and "When it rains, it pours!"





**Sean Parr**  
Harpenden, UK

@inveloveritas

**Model 912**  
**Year 1967**  
**Acquired November 2014**



Our esteemed Editor, Mr Sibley, has suggested I should call my monthly article 'Garaging The Legend' as I seem to stumble from

one month of sunny weather to another without actually getting my 912 out of the garage and, unfortunately, this month is no different.

The main reason I have not driven the 912 is there is a hole in the heat exchangers, which makes it sound nasty and I hate it not being right. But Max Levell at Revival Cars, Heathrow, has woven his magic and come up with a replacement set of heat exchangers which he is going to fit for me before next issue, which will be a proper treat – the sealing has never been right since I put the peashooter Turbo Thomas exhaust on and this should put it all to rights. Dealing with Revival Cars is an absolute treat: Max is such a great guy, incredibly easy to get on with and really helpful. Nothing is ever too much to ask. He and Dave, his Chief Mechanic, can sort anything out and whilst they are reassuringly expensive, they are great value for money – you never get the feeling they are taking the Mickey nor doing unnecessary work. I'd rather the car comes back when he says it will be



ready, with the work done to a very high standard. Besides, the car always comes back performing better than when it goes in, on every level. If you read many of my past articles, you will know that is not always the outcome with every independent Porsche specialist.

I also have had a new addition to my life in the form of another German Boxer, this time a BMW R1100GS, a monster adventure bike, which is my first bike in over 30 years. I used to own Ducatis but I thought knowing how crazy I am on my

bicycle in the Alps and Pyrenees it would be safer for me to have a big comfy sit and beg tourer than a down low Ferrari of the motorcycle world. And I love it, in much the same way as my lovely 912. It is very quirky, fast enough but not crazy, built like it has been hewn from granite and even with 110,000 miles on it, feels like it's barely broken in, let alone worn out. So it has been taking a bit of my attention, but I promise that for next month, I'll get the exhaust on the 912 fitted and actually drive the bloody thing!



**Joe Croser**  
Northamptonshire, UK

@jcx911

**Model 997.2 Turbo**  
**Year 2010**  
**Acquired March 2016**



This month started and ended pretty much the same way – with a group of like-minded enthusiasts in my local TIPEC club. For

years now I have been a PCGB member and I have enjoyed a few of their events, but I'd never dipped my toe into 'The Independent Porsche Enthusiasts Club'. Why? I'm not so sure, really.

A pal gave me the heads up that a new club to the Peterborough area was gathering regularly and he reported that they seemed like a decent sort. So, after a few false starts (poor weather, too much work) I finally made my first evening meet. I think we had 20 cars turn up with a decent mix of 997s, 996s, 993s, 3.2s and SCs as well as a few Boxsters, Caymans and 944s.

The meeting provides for informal tyre-kicking chat as well as a tasty meal served up by the pub venue. For a long time, I have heard that the profile of TIPEC was very different to that of PCGB and I could see how. The average age

was lower than a PCGB meet and most, if not all came alone to the TIPEC meet where the PCGB meets tend to see more 'co-pilots' in attendance. I left with a very good feeling about everyone I had met.

So, given a last-minute pass this past Sunday morning I jumped at the chance to join a few of the TIPEC chaps at a local Bedfordshire village Cars & Coffee meet. I arranged to meet one of the chaps just outside Peterborough,

leading him down the B660 from Glatton to Kimbolton before peeling off towards Little Staughton and Colmworth – a fine string of roads which I will never tire of! Again, there was a fair mix of cars. Of course, as car nuts we enjoyed them all., but our conversation always came back to Porsche and our cars in particular. I snapped a pic of Nic's new (to him) 997 Carrera S alongside James' Cayman, Mike's 944 and my tasty Turbo (below).





**Joel Newman**

London, UK

**Model 996 Turbo**  
**Year 2003**  
**Acquired April 2014**



I don't know about you but I think whoever coined the phrase 'the best things come in small packages' clearly hadn't experienced

the complete and utter sense of annoyance you feel when you spot a stone chip on your car's paintwork. How can something so small be quite so irritating? The usual questions arise: where am I going to take it to be fixed? How much is it going to cost? And long are they going to have it? Where am I going with this? Well, I spotted two points of paint damage on the 996 the other week and while they might be small in the grand scheme of things, I'm won't pretend that noticing them didn't totally ruin my week.

She may not be the newest 911 out there but I'd like her to be as perfect as can be, and the chip by the rear Turbo



badge and the damage on the edge of the driver's door was beyond annoying.

A friend told me about Chipex and its range of Touch Up Kits. Now, I've previously been pretty skeptical about kits like this after trying one from a local motor factors many years ago but the reviews I read were universally positive and crucially, most of them said how easy the product was to use. Bonus!

So, I visited the Chipex website ([chipex.co.uk](http://chipex.co.uk)) and did some reading of my own. All of Chipex's Touch Up Kits are 100% guaranteed to be a perfect colour

match to the car's original paint, all you need is enter your paint code or find it through your reg number. A couple of days later the kit arrived.

The reviews weren't wrong, applying the kit really was easy. Following the instructions was important as you need to be careful with how long you leave each layer to dry before applying the next one but essentially it's a three-stage process taking about 20 minutes. What a result! Both the damage by the rear badge and the door were totally gone – not bad for £29.99.



**Lee Sibley**

Bournemouth, UK

@lee\_sibs

**Model 996 Carrera 4S**  
**Year 2002**  
**Acquired April 2017**



I was around seven years old when I used to accompany my Dad to Colchester market. The ritual was pretty regular: he'd be on the lookout for a weekend

bargain and I'd spend my time scoffing a bacon bap while ogling at the portly auctioneer who, despite talking too fast for me, seemed to engage better with



the adults as they raised their hands and nodded their way through the lots. Dad would buy gardening tools, a Chopper bike or spare car parts and load them into his van before we'd head for home.

This one particular Saturday, after the market, Dad took me to the Ferrari dealership next door. This area of Colchester was (and still is) a metropolis of car dealerships, with Porsche, Maserati and VW all close by, but owing to the fact I had a poster of a Ferrari F355 on my wall, we nipped in there.

I distinctly remember Dad lifting me up to look through the window of a car when a sales rep came over. "Anything I can help with, sir?" he said. Dad explained he was showing his boy around his future car, to which the salesman said "And would the young man like to take a seat in his future car?" Before I knew it, I

was sitting at the wheel of this Ferrari. It is one of my most cherished memories.

Fast forward 21 years though and my sports car intentions have fallen for the prancing horse of Stuttgart rather than Maranello. And, Porsche Colchester, which is on the same site as that old Ferrari garage, recently hosted a cars & coffee morning there. Illness meant I didn't make the event but my Dad, who still drives a van to this day, took my C4S, along with my Mum, for a morning looking at objects a little more exotic than used garden shears.

Despite my absence I thought it was fitting my Dad returned to the same site where he introduced his son to sports cars in, well, his son's sports car. It's funny where you get your influences from – and did I mention the Old Boy printed magazines for 26 years?



**Richard Higgins**

Salisbury, UK

**Model 996.1 Carrera 2**  
**Year 1999**  
**Acquired November 2015**



I have always struggled to be on the pace at Silverstone GP, so I booked some coaching on the Friday before my

most recent race there in the Porsche Club GB Championship.

Friday was very hot, so the car got slower throughout the day. This was disappointing but I was quite confident I had improved and learned more about the track – hopefully resulting in more competitive race times the next day.

Saturday was just as hot. Qualifying went okay: I qualified 8th, but was two seconds off pole. I was disappointed but felt I had not strung a full lap together.

In race one I quickly moved up the grid. I was running right on the pace, I ended up with the fourth fastest lap and up into fifth, but on the last lap I missed a gear into Vale. 6th it was. In race two, I had my work cut out but passed two cars, finding myself back in 6th, with the fastest lap. Then tragedy, the engine failed. Race over. The engine is now being looked at, I will update when I have more news though I know it will not be cheap.





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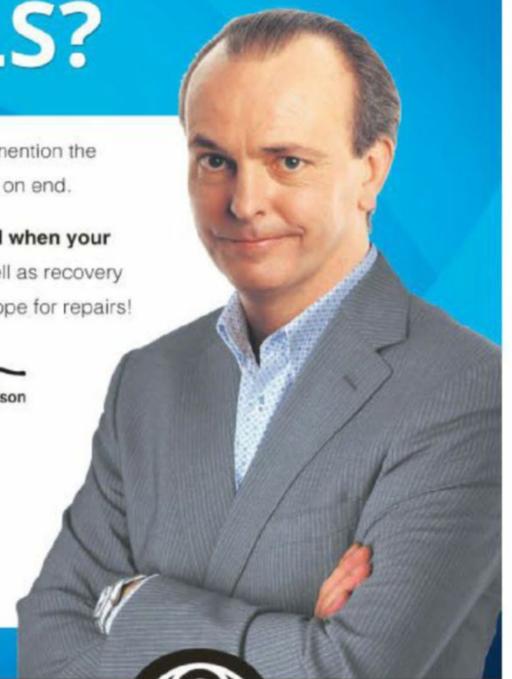
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### Data file

Full specs, ratings and market values of every 911, including the early pre-impact bumper models, can be found beginning on page 86



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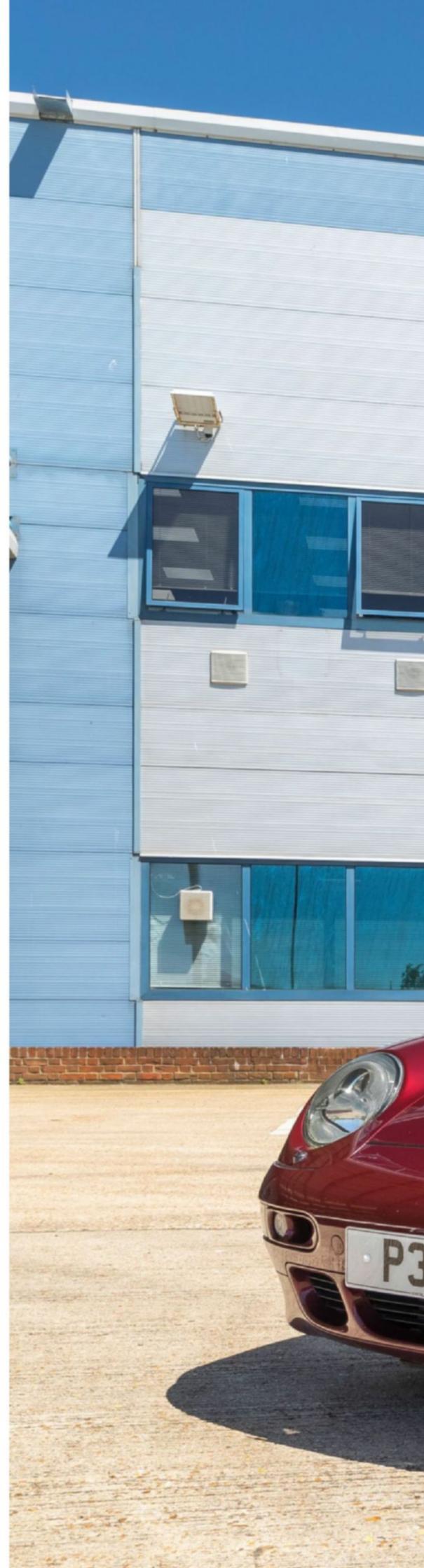
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# VW HERITAGE

Traditionally a supplier of classic Volkswagen parts, Total 911 investigates how VW Heritage has followed in the footsteps of Ferdinand Porsche

Written by **Kieron Fennelly** Photography by **Daniel Pullen**

**T**he Porsche owner hunting for spares might think he (or she) had come to the wrong address: a modern three-storey warehouse with 'VW Heritage' emblazoned across its front. After all, hadn't VW and Porsche gone their separate ways? The sight of a 997 and striking 993 C4S in the directors' parking spaces is slightly more reassuring, and then the company's marketing director, Andy Gregory appears. "Yes you are in the right place," he says. "The directors are Porsche fans and we now supply Porsche parts."

VW Heritage retailing Porsche spares? It turns out there is solid business logic behind this. A ten year company man, Andy Gregory explains that the business really goes back to 1986 when founder David Ward hit on the idea of offering a removals service for students between digs: famously impoverished undergraduates were in no position to call a taxi. But he needed suitable transport, something slightly

more versatile than a bare, steel bodied Ford Transit. So he hitched a lift to the Netherlands to buy a Volkswagen T2, the famous VW bus long beloved of campers and hippies. However, no sooner had he got the VW back home than a neighbour leapt upon it and made him an offer he could not refuse. Budding entrepreneur Ward could see a more lucrative business than trundling students about. He returned to the Netherlands and purchased another VW bus which he converted into a camper van and resold – the enterprise was not called VW Heritage yet, but you can begin to see what was coming. His expertise with VW's van led to requests for parts from VW Karmann Ghia owners, spares for which like the bus were then more plentiful in Holland and Germany. Inevitably he began to get inquiries for Beetle items and what originally had been Karmann Classics grew by the mid 1990s into VW Heritage.

"We have had to change premises every few years as the business continued to expand," says Andy ➔

## Company profile

**Founding directors:**  
David Ward & Vicky Swaden

**Opened:** 1987

**Location:** Shoreham, Sussex

**How many Porsche parts:** 2,500 (initially)

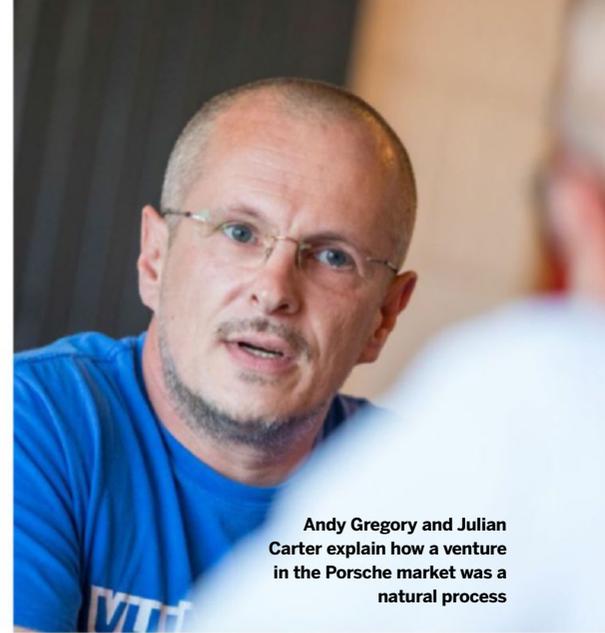
**Interesting fact about the business:** Has own studio for high resolution photography of parts

## Contact

☎ +44 1273 444000  
vwheritage.com/porsche



RJR



Andy Gregory and Julian Carter explain how a venture in the Porsche market was a natural process



“A number of people here began as clients and ended up working for us”



Gregory. “David Ward took over the Essex-based VW specialist Big Boys’ Toys which brought more VW expertise into the company and in 2004 we set up a dedicated classic Golf section. The VW organisation usually does not keep parts beyond ten years so this opened a new field for us: water-cooled engines.”

He is at pains to point out though that throughout its evolution, VW Heritage has never lost touch with its ‘run by enthusiasts for enthusiasts’ ethos. “Because we understand the cars as owners ourselves, we can and do talk to customers at length about their projects and offer personal advice. We have also taken the ‘frequently asked question’ idea a lot further by researching client questions we couldn’t answer and building up an information bank. It means that today, although like everyone else we operate mostly online, we still field up to 500 telephone calls a day. Customers like talking to us and it helps cement relationships. A number of people here began as clients and ended up working for us.”

In 2014 VW Heritage moved to its present site, just behind the promenade at Shoreham on Sea: this impressive modern warehouse with a parts and racking systems worthy of a small manufacturing plant offered three times the space of the company’s previous building. “Our first thought was, ‘how will

we use all this space?’ But in three years we have filled most of it,” adds Andy. The company’s business model is not just consumer retail, but wholesale, or B2B as well. This has allowed some diversification: VW Heritage acts as UK distributor for Hamburg auto parts maker Meyle, using the parcelling and logistics set up at Shoreham to despatch Meyle parts such as brake discs to the UK trade, often to businesses who are already its VW customers.

So where does Porsche fit in? Julian Carter is Porsche Parts specialist. “It’s something the company has considered for some time: it’s an obvious fit with the VW business and it uses our existing despatch systems. It also uses the same suppliers like Dansk, for example. We are building up our marque expertise – I come from a Porsche spares background and we will gradually be offering the same service to Porsche clients as we do for VW.”

Porsche will be marketed under the Heritage Parts Centre name and the object is to complement rather than take over market share. The company’s experience with VW enthusiasts suggests that its personal approach will win Porsche custom. It will extend its own high resolution parts photography to Porsche items so that online enquirers can look in detail at the product. “Frequently they are looking at

the part on their screen as they are talking to us on the phone,” remarks Andy.

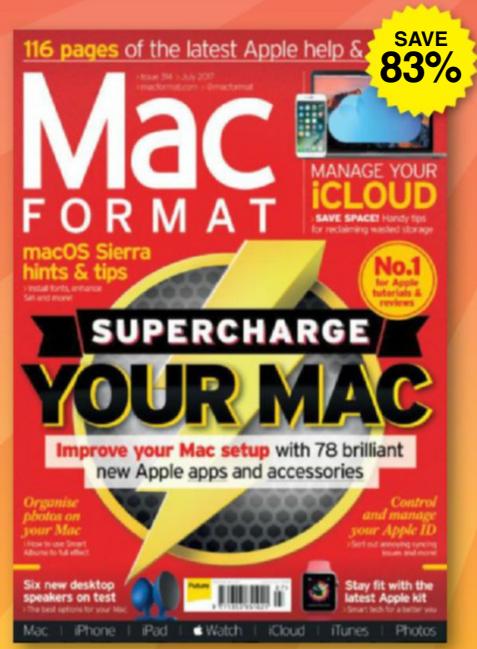
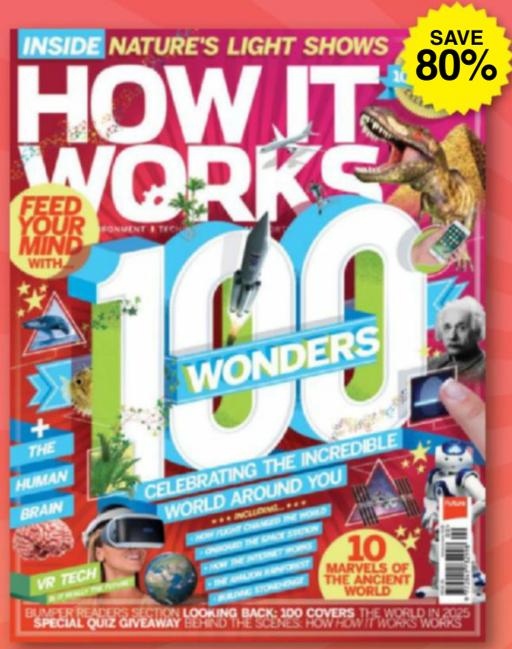
Much in the same way it has organised social activities for the VW crowd, the company envisages similar events for Porsche. Heritage’s PR manager Eva Brückmann hails from Mönshheim, which by interesting coincidence is about as near to Porsche’s Weissach test facility as you can live. “I was raised on a diet of classic cars,” she says “and my father is the chairman of the local motor club: he organises get-togethers with all sorts of Porsche people: we’d like to plan some of our events round that.”

These are early days for Heritage Parts Centre: the Porsche website began only in June and the initial stock is 2,500 parts. “But that covers most of the ground,” says Julian Carter. “We hold most common 911 spares as far as the 997 gen 1. 911s have gone up so much in price that nearly everything is worth restoring now.” VW Heritage employs 85 people who between them speak eleven languages: the firm deals with 120 countries. They are retailers at once enthusiasts with the dirt still under their nails and who are also keen to pass on their experience to customers they often come to regard as friends. Their Porsche venture has all the hallmarks of success: we wish them well. **911**

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# Data file

Definitive facts and figures for every 911 model from 1964 to the present day



911s in the data file are organised in rows according to release date, beginning with the very first model in 1964. Many models were available in Coupe, Targa and Cabriolet forms, with the option of automatic transmission. Here, data has been provided from the Coupe variants unless stated. All data here has been compiled, where possible, from Porsche's own figures.



## General valuations

This reflects the general market trend for a model's used value compared to the previous financial quarter. The review for Q4 will be September 2017. The review for 2017 Q2 was June.



## Ratings

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



▲ (O series) ★★★★★

**911 2.0-litre 1964-67**

The 911 that started it all when the prototype appeared in 1963, this car set the style for all 911s to follow. Developed to replace the 356, a four-pot 912 was also made.

Production numbers	9,250
Issue featured	123
Engine capacity	1,991cc
Compression ratio	9.0:1
Maximum power	132hp @ 6,100rpm
Maximum torque	149Nm @ 5,200rpm
0-62mph	8.3sec
Top speed	131mph
Length	4,163mm
Width	1,610mm
Weight	1,075kg
Wheels & tyres	F 4.5x15-inch: 165/80/R15 R 4.5x15-inch: 165/80/R15



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

Production numbers	4,015
Issue featured	148
Engine capacity	1,991cc
Compression ratio	9.8:1
Maximum power	162hp @ 6,600rpm
Maximum torque	179Nm @ 5,200rpm
0-62mph	8.0sec
Top speed	137mph
Length	4,163mm
Width	1,610mm
Weight	1,030kg
Wheels & tyres	F 4.5x15-inch: 165/80/R15 R 4.5x15-inch: 165/80/R15



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

Production numbers	4,691
Issue featured	120
Engine capacity	2,195cc
Compression ratio	9.8:1
Maximum power	183hp @ 6,500rpm
Maximum torque	199Nm @ 5,200rpm
0-62mph	6.6sec
Top speed	145mph
Length	4,163mm
Width	1,610mm
Weight	1,020kg
Wheels & tyres	F 6x15-inch: 185HR R 6x15-inch: 185HR



▲ (C & D series) ★★★★★

**911T 1969-71**

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

Production numbers	15,082
Issue featured	107
Engine capacity	2,195cc
Compression ratio	8.6:1
Maximum power	127hp @ 5,800rpm
Maximum torque	169Nm @ 4,200rpm
0-62mph	7.0sec (est)
Top speed	127mph
Length	4,163mm
Width	1,610mm
Weight	1,020kg
Wheels & tyres	F 5.5x15-inch: 165HR R 5.5x15-inch: 165HR



▲ (C & D series) ★★★★★

**911T 1973**

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

Production numbers	16,933
Issue featured	127
Engine capacity	2,341cc
Compression ratio	7.5:1
Maximum power	132hp @ 5,600rpm
Maximum torque	197Nm @ 4,000rpm
0-62mph	7.6sec
Top speed	128mph
Length	4,163mm
Width	1,610mm
Weight	1,077kg
Wheels & tyres	F 5.5x15-inch: 165HR R 5.5x15-inch: 165HR



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

Production numbers	109
Issue featured	145
Engine capacity	2,994cc
Compression ratio	8.5:1
Maximum power	233hp @ 6,200rpm
Maximum torque	275Nm @ 5,000rpm
0-62mph	5.3sec
Top speed	152mph
Length	4,135mm
Width	1,680mm
Weight	900kg
Wheels & tyres	F 8x15-inch: 215/60/R15 R 9x15-inch: 235/60/R15



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

Production numbers 5,807 (plus 78-79 Call cars)

Issue featured	116
Engine capacity	3,299cc
Compression ratio	7.0:1
Maximum power	304hp @ 5,500rpm
Maximum torque	412Nm @ 4,000rpm
0-62mph	5.4sec
Top speed	160mph
Length	4,291mm
Width	1,775mm
Weight	1,300kg
Wheels & tyres	F 7x16-inch: 205/55/R16 R 8x16-inch: 225/50/R16



From 1978, the SC was the only normally aspirated 911. Developed from the Carrera 3.0, but produced less power. Upgraded Sport options.

Production numbers	60,740
Issue featured	127
Engine capacity	2,994cc
Compression ratio	8.5:1/8.6:1/9.8:1
Maximum power	183/191/207hp @ 5,500rpm
Maximum torque	265/265/267Nm
0-62mph	6.5sec
Top speed	141/146mph
Length	4,291mm
Width	1,626mm
Weight	1,160kg (1978)
Wheels & tyres	F 6x15-inch: 185/70/R15 R 7x15-inch: 215/60/R15



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

Production numbers	21
Issue featured	109
Engine capacity	2,994cc
Compression ratio	10.3:1
Maximum power	259hp @ 7,000rpm
Maximum torque	250Nm @ 6,500rpm
0-62mph	4.9sec
Top speed	153mph
Length	4,235mm
Width	1,775mm
Weight	940kg
Wheels & tyres	F 7x16-inch: 205/55/R16 R 8x16-inch: 225/50/R16

(A series) ★★★★★

**911L 1967-68**



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

Production numbers	1,603
Issue featured	138
Engine capacity	1,991cc
Compression ratio	9.0:1
Maximum power	132hp @ 6,200rpm
Maximum torque	173Nm @ 4,500rpm
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; 185HR

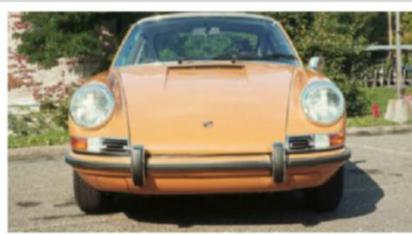
(A & B series) ★★★★★

**911T 1967-69**



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

Production numbers	6,318
Issue featured	127
Engine capacity	1,991cc
Compression ratio	8.6:1
Maximum power	112hp @ 5,800rpm
Maximum torque	156Nm @ 4,200rpm
0-62mph	8.8sec (est)
Top speed	124mph
Length	4.163mm
Width	1.610mm
Weight	1,020kg
Wheels & tyres	F 5.5x15-inch; 185HR R 5.5x15-inch; 185HR



(B series) ★★★★★

**911E 1968-69**

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

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

(B series) ★★★★★

**911S 1968-69**



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

Production numbers	2,106
Issue featured	n/a
Engine capacity	1,991cc
Compression ratio	9.1:1
Maximum power	172hp @ 6,800rpm
Maximum torque	183Nm @ 5,500rpm
0-62mph	7.0sec (est)
Top speed	140mph
Length	4.163mm
Width	1.610mm
Weight	995kg
Wheels & tyres	F 6x15-inch; 185/70/R15 R 6x15-inch; 185/70/R15



(C & D series) ★★★★★

**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.

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

(E series) ★★★★★

**911E 1972**



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

Production numbers	4,406
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	F 6x15-inch; 185HR R 6x15-inch; 185HR

(E series) ★★★★★

**911T 1972**



A lower compression ratio and the inclusion of Zenith 40 T1N triple-choke carburetors led to the relatively lower power output of 130bhp despite the new 2,341cc engine size.

Production numbers	16,933
Issue featured	107
Engine capacity	2,341cc
Compression ratio	7.5:1
Maximum power	132hp @ 5,600rpm
Maximum torque	197Nm @ 4,000rpm
0-62mph	7.6sec
Top speed	128mph
Length	4.163mm
Width	1.610mm
Weight	1,077kg
Wheels & tyres	F 5.5x15-inch; 165HR R 5.5x15-inch; 165HR

(E series) ★★★★★

**911S 1972**



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

Production numbers	5,054
Issue featured	120
Engine capacity	2,341cc
Compression ratio	8.5:1
Maximum power	193hp @ 6,500rpm
Maximum torque	211Nm @ 5,200rpm
0-62mph	6.6sec
Top speed	140mph
Length	4.163mm
Width	1.610mm
Weight	1,077kg
Wheels & tyres	F 6x15-inch; 185/70/R15 R 6x15-inch; 185/70/R15



(F series) ★★★★★

**Carrera 2.7 RS 1973**

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

Production numbers	1,590
Issue featured	145
Engine capacity	2,687cc
Compression ratio	8.5:1
Maximum power	213hp @ 6,300rpm
Maximum torque	255Nm @ 5,100rpm
0-62mph	5.8sec
Top speed	152mph
Length	4.163mm
Width	1.610mm
Weight	975kg (Sport)
Wheels & tyres	F 6x15-inch; 185/70/R15 R 7x15-inch; 215/60/R15

(F series) ★★★★★

**911E 1973**



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

Production numbers	4,406
Issue featured	144
Engine capacity	2,341cc
Compression ratio	8.0:1
Maximum power	167hp @ 6,200rpm
Maximum torque	206Nm @ 4,500rpm
0-62mph	7.5sec
Top speed	137mph
Length	4.163mm
Width	1.610mm
Weight	1,077kg
Wheels & tyres	F 6x15-inch; 185HR R 6x15-inch; 185HR

(F series) ★★★★★

**911S 1973**



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

Production numbers	5,054
Issue featured	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

(G, H, I, J series) ★★★★★

**911 1974-77**



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

Production numbers	9,320
Issue featured	121
Engine capacity	2,687cc
Compression ratio	8.0:1
Maximum power	150hp @ 5,700rpm (169hp 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 R 6x15-inch; 185VR

(G, H, I, J series) ★★★★★

**911S 1974-77**



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

Production numbers	17,124
Issue featured	n/a
Engine capacity	2,687cc
Compression ratio	8.5:1
Maximum power	175hp @ 5,800rpm
Maximum torque	235Nm @ 4,000rpm
0-62mph	7.0sec
Top speed	142mph
Length	4.291mm
Width	1.610mm
Weight	1,080kg
Wheels & tyres	F 6x15-inch; 185VR R 6x15-inch; 185VR



(G & H series) ★★★★★

**911 Carrera 2.7 1974-76**

From 1974, Carrera name was given to range-topping 911. Essentially the same engine as previous year's RS for all markets except USA. Whaletail available from 1975.

Production numbers	1,667
Issue featured	134
Engine capacity	2,687cc
Compression ratio	8.5:1
Maximum power	213hp @ 6,300rpm
Maximum torque	255Nm @ 5,100rpm
0-62mph	6.3sec
Top speed	148mph
Length	4.291mm
Width	1.610mm
Weight	1,075kg
Wheels & tyres	F 6x15-inch; 185/70/R15 R 7x15-inch; 205VR

(I & J series) ★★★★★

**911 Carrera 3.0 1976-77**



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

Production numbers	3,687
Issue featured	148
Engine capacity	2,994cc
Compression ratio	8.5:1
Maximum power	200hp @ 6,000rpm
Maximum torque	255Nm @ 4,200rpm
0-62mph	6.3sec
Top speed	145mph
Length	4.291mm
Width	1.610mm
Weight	1,093kg
Wheels & tyres	F 6x15-inch; 185/70/R15 R 7x15-inch; 215/60/R15



(I & J series) ★★★★★

**930 3.0 1975-77**

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

Production numbers	2,850
Issue featured	144
Engine capacity	2,994cc
Compression ratio	6.5:1
Maximum power	264hp @ 5,500rpm
Maximum torque	343Nm @ 4,000rpm
0-62mph	5.5sec
Top speed	155mph
Length	4.291mm
Width	1.775mm
Weight	1,140kg
Wheels & tyres	F 7x15-inch; 185/70/R15 R 8x15-inch; 215/60/R15



(I & J series) ★★★★★

**930 3.3 1984-89**

Revised engine added power and torque in 1984, while in 1987 Motronic engine management improved efficiency and emissions upon its return to the US market.

Production numbers	11,135
Issue featured	144
Engine capacity	3,299cc
Compression ratio	7.0:1
Maximum power	304hp @ 5,500rpm
Maximum torque	432Nm @ 4,000rpm
0-62mph	5.4sec
Top speed	161mph
Length	4.291mm
Width	1.775mm
Weight	1,300kg (1,335kg from '86)
Wheels & tyres	F 7x16-inch; 205/55/VR16 R 8x16-inch; 225/50/VR16

(I & J series) ★★★★★

**Carrera 3.2 1984-89**



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

Production numbers	70,044
Issue featured	148
Engine capacity	3,164cc
Compression ratio	10.3:1
Maximum power	234hp @ 5,900rpm
Maximum torque	284Nm @ 4,800rpm
0-62mph	5.6sec
Top speed	152mph
Length	4.291mm
Width	1.652mm
Weight	1,210kg
Wheels & tyres	F 7x15-inch; 195/65/VR15 R 8x15-inch; 215/60/VR15 (16" for '89)

(I & J series) ★★★★★

**930 SE 1986-89**



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

Production numbers	50 (UK only)
Issue featured	146
Engine capacity	3,299cc
Compression ratio	7.0:1
Maximum power	335hp @ 5,500rpm
Maximum torque	432Nm @ 4,000rpm
0-62mph	4.6sec
Top speed	173mph
Length	4.291mm
Width	1.775mm
Weight	1,335kg
Wheels & tyres	F 7x16-inch; 205/55/VR16 R 9x16-inch; 245/45/VR16



(I & J series) ★★★★★

**959 1986-1988**

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

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

(I & J series) ★★★★★

**Speedster 1989**



Carrera 3.2 with a steeply raked windscreen and hood and stripped interior. Porsche claim the hood was not designed to be 100 per cent watertight.

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



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### 930 LE 1989

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

Production numbers	50
Issue featured	110
Engine capacity	3,299cc
Compression ratio	7.0:1
Maximum power	335hp @ 5,500rpm
Maximum torque	432Nm @ 4,000rpm
0-62mph	4.6sec
Top speed	173mph
Length	4,291mm
Width	1,775mm
Weight	1,335kg
Wheels & tyres	F 7x18-inch; 205/55/VR16 R 9x16-inch; 245/45/VR16

### 3.2 Clubsport 1987-89



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

Production numbers	340
Issue featured	126
Engine capacity	3,164cc
Compression ratio	10.3:1
Maximum power	234hp @ 5,800rpm
Maximum torque	284Nm @ 4,800rpm
0-62mph	5.1sec
Top speed	152mph
Length	4,291mm
Width	1,650mm
Weight	1,160kg
Wheels & tyres	F 6x16-inch; 205/55/VR16 R 7x16-inch; 225/55/VR16



### 964 Turbo S 1992-93

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

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



### 964 3.8 RS 1993

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

Production numbers	55
Issue featured	12
Engine capacity	3,746cc
Compression ratio	11.6:1
Maximum power	304hp @ 6,500rpm
Maximum torque	359Nm @ 5,250rpm
0-62mph	4.9sec
Top speed	169mph
Length	4,250mm
Width	1,775mm
Weight	1,210kg
Wheels & tyres	F 8x18-inch; 235/40/ZR18 R 11x18-inch; 285/35/ZR18

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### 993 Carrera 4S 1995-96

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

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

### 993 Carrera RS 1995-96



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

Production numbers	1,014
Issue featured	119
Engine capacity	3,746cc
Compression ratio	11.5:1
Maximum power	304hp @ 6,000rpm
Maximum torque	355Nm @ 5,400rpm
0-62mph	5.0sec
Top speed	172mph
Length	4,245mm
Width	1,735mm
Weight	1,279kg
Wheels & tyres	F 8x18-inch; 225/40/ZR18 R 10x18-inch; 285/35ZR18

### 996 Carrera 4 1998-2001



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

Production numbers	22,054
Issue featured	111
Engine capacity	3,387cc
Compression ratio	11.3:1
Maximum power	304hp @ 6,800rpm
Maximum torque	350Nm @ 4,600rpm
0-62mph	5.2sec
Top speed	174mph
Length	4,430mm
Width	1,765mm
Weight	1,375kg
Wheels & tyres	F 7x17-inch; 205/50/R17 R 9x17-inch; 255/40/R17

### 996 GT3 1998-2000



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

Production numbers	1,858
Issue featured	117
Engine capacity	3,600cc
Compression ratio	11.7:1
Maximum power	365hp @ 7,200rpm
Maximum torque	370Nm @ 5,000rpm
0-62mph	4.8sec
Top speed	188mph
Length	4,430mm
Width	1,765mm
Weight	1,350kg
Wheels & tyres	F 8x18-inch; 225/40/R18 R 10x18-inch; 285/30/R18

### 996 Turbo 2001-05



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

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

**total  
911**

★★★★★

**964 Carrera 4 1989-93**



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

Production numbers	13,353 (Coupe)
Issue featured	111
Engine capacity	3,600cc
Compression ratio	11.3:1
Maximum power	254hp @ 6,100rpm
Maximum torque	310Nm @ 4,800rpm
0-62mph	5.7sec
Top speed	162mph
Length	4,250mm
Width	1,652mm
Weight	1,450kg

**Wheels & tyres**  
 F 8x16-inch; 205/55/ZR16  
 R 8x16-inch; 225/50/ZR16

★★★★★

**964 Carrera 2 1990-93**



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

Production numbers	19,484
Issue featured	119
Engine capacity	3,600cc
Compression ratio	11.3:1
Maximum power	254hp @ 6,100rpm
Maximum torque	310Nm @ 4,800rpm
0-62mph	5.6sec
Top speed	162mph
Length	4,250mm
Width	1,652mm
Weight	1,350kg

**Wheels & tyres**  
 F 8x16-inch; 205/55/ZR16  
 R 8x16-inch; 225/50/ZR16

★★★★★

**964 Turbo 1991-92**



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

Production numbers	3,660
Issue featured	116
Engine capacity	3,295cc
Compression ratio	70:1
Maximum power	324hp @ 5,750rpm
Maximum torque	450Nm @ 4,500rpm
0-62mph	5.4sec
Top speed	168mph
Length	4,250mm
Width	1,775mm
Weight	1,470kg

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

★★★★★

**964 C4 Lightweight 1991**



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

Production numbers	22
Issue featured	131
Engine capacity	3,600cc
Compression ratio	11.3:1
Maximum power	269hp @ 6,720rpm
Maximum torque	304Nm @ 6,720rpm
0-62mph	4.5sec
Top speed	125mph
Length	4,275mm
Width	1,652mm
Weight	1,100kg

**Wheels & tyres**  
 F 7x16-inch; 205/55/ZR16  
 R 9x16-inch; 245/55/ZR16

★★★★★ (C & D series)

**964 RS 1991-92**



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

Production numbers	2,405
Issue featured	131
Engine capacity	3,600cc
Compression ratio	11.3:1
Maximum power	264hp @ 6,100rpm
Maximum torque	310Nm @ 4,800rpm
0-62mph	5.4sec
Top speed	162mph
Length	4,250mm
Width	1,650mm
Weight	1,230kg (Sport)

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

★★★★★

**964 C2 Speedster 93-94**



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

Production numbers	936
Issue featured	128
Engine capacity	3,600cc
Compression ratio	11.3:1
Maximum power	254hp @ 6,100rpm
Maximum torque	310Nm @ 4,800rpm
0-62mph	5.5sec
Top speed	164mph
Length	4,250mm
Width	1,652mm
Weight	1,340kg

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

★★★★★

**964 Turbo 3.6 1993-94**



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

Production numbers	1,437
Issue featured	120
Engine capacity	3,600cc
Compression ratio	75:1
Maximum power	365hp @ 5,500rpm
Maximum torque	520Nm @ 4,200rpm
0-62mph	4.8sec
Top speed	174mph
Length	4,250mm
Width	1,775mm
Weight	1,470kg

**Wheels & tyres**  
 F 8x18-inch; 225/40/ZR18  
 R 10x18-inch; 265/35/ZR18

★★★★★

**964 Anniversary 1993-94**



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

Production numbers	911
Issue featured	112
Engine capacity	3,600cc
Compression ratio	11.3:1
Maximum power	254hp @ 6,100rpm
Maximum torque	310Nm @ 4,800rpm
0-62mph	5.7sec
Top speed	162mph
Length	4,250mm
Width	1,775mm
Weight	1,470kg

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

★★★★★

**964 RS America 1973**



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

Production numbers	701
Issue featured	102
Engine capacity	3,600cc
Compression ratio	11.3:1
Maximum power	254hp @ 6,100rpm
Maximum torque	310Nm @ 4,800rpm
0-62mph	5.5sec
Top speed	164mph
Length	4,250mm
Width	1,650mm
Weight	1,340kg

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

★★★★★

**993 Carrera 1993-97**



Restyled bodywork had swept-back headlamps, curvaceous wings and blended-in bumpers. The 3,600cc engine was revised, with VarioRam available from 1996.

Production numbers	38,626
Issue featured	110
Engine capacity	3,600cc
Compression ratio	11.3:1
Maximum power	276hp @ 6,000rpm
Maximum torque	330Nm @ 5,000rpm
0-62mph	5.6sec
Top speed	168mph
Length	4,245mm
Width	1,735mm
Weight	1,370kg

**Wheels & tyres**  
 F 7x16-inch; 205/55/ZR16  
 R 9x16-inch; 245/45/ZR16

★★★★★

**993 Carrera 4 1994-97**



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

Production numbers	2,884 (Coupe)
Issue featured	111
Engine capacity	3,600cc
Compression ratio	11.3:1
Maximum power	276hp @ 6,000rpm
Maximum torque	330Nm @ 5,000rpm
0-62mph	5.5sec
Top speed	166mph
Length	4,245mm
Width	1,735mm
Weight	1,420kg

**Wheels & tyres**  
 F 7x16-inch; 205/55/ZR16  
 R 9x16-inch; 245/45/ZR16

★★★★★

**993 GT2 1995-96**



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

Production numbers	173
Issue featured	131
Engine capacity	3,600cc
Compression ratio	80:1
Maximum power	436hp @ 5,750rpm
Maximum torque	540Nm @ 4,500rpm
0-62mph	3.9sec
Top speed	189mph
Length	4,245mm
Width	1,855mm
Weight	1,290kg

**Wheels & tyres**  
 F 9x18-inch; 235/40/ZR18  
 R 11x18-inch; 285/35/ZR18

★★★★★

**993 Turbo 1996-98**



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

Production numbers	5,937
Issue featured	147
Engine capacity	3,600cc
Compression ratio	80:1
Maximum power	414hp @ 5,750rpm
Maximum torque	540Nm @ 4,500rpm
0-62mph	4.3sec
Top speed	180mph
Length	4,245mm
Width	1,795mm
Weight	1,500kg

**Wheels & tyres**  
 F 8x18-inch; 225/40/ZR18  
 R 10x18-inch; 285/30/ZR18

★★★★★

**993 Carrera S 1997-98**



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

Production numbers	3,714
Issue featured	118
Engine capacity	3,600cc
Compression ratio	11.3:1
Maximum power	289hp @ 6,100rpm
Maximum torque	340Nm @ 5,250rpm
0-62mph	5.4sec
Top speed	168mph
Length	4,245mm
Width	1,795mm
Weight	1,450kg

**Wheels & tyres**  
 F 8x18-inch; 225/40/ZR18  
 R 10x18-inch; 285/30/ZR18

★★★★★

**993 Turbo S 1998**



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

Production numbers	345
Issue featured	115
Engine capacity	3,600cc
Compression ratio	80:1
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**  
 F 7x17-inch; 205/50/ZR17  
 R 10x18-inch; 285/30/ZR18

★★★★★

**996 Carrera 1998-2001**



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

Production numbers	56,733
Issue featured	117
Engine capacity	3,387cc
Compression ratio	11.3:1
Maximum power	304hp @ 6,800rpm
Maximum torque	350Nm @ 4,600rpm
0-62mph	5.2sec
Top speed	174mph
Length	4,430mm
Width	1,765mm
Weight	1,320kg

**Wheels & tyres**  
 F 7x16-inch; 205/55/ZR16  
 R 9x17-inch; 255/40/ZR17

★★★★★

**996 Carrera 4S 2001-05**



Basically a C4 featuring a Turbo bodysell, without rear air intakes, but with a full-width rear reflector panel. Suspension and brakes were similar to the Turbo spec.

Production numbers	23,055
Issue featured	124
Engine capacity	3,596cc
Compression ratio	11.3:1
Maximum power	324hp @ 6,800rpm
Maximum torque	370Nm @ 4,250rpm
0-62mph	5.1sec
Top speed	174mph
Length	4,435mm
Width	1,830mm
Weight	1,495kg

**Wheels & tyres**  
 F 8x18-inch; 225/40/ZR18  
 R 11x18-inch; 295/30/ZR18

★★★★★

**996 GT2 2001-03**



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

Production numbers	1,287
Issue featured	127
Engine capacity	3,600cc
Compression ratio	94:1
Maximum power	468hp @ 5,700rpm
Maximum torque	620Nm @ 3,500-4,500rpm
0-62mph	4.1sec
Top speed	196mph
Length	4,450mm
Width	1,770mm
Weight	1,440kg

**Wheels & tyres**  
 F 8x18-inch; 235/40/ZR18  
 R 12x18-inch; 315/30/ZR18

★★★★★

**Gen2 996 C2 2002-04**



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

Production numbers	29,389
Issue featured	136
Engine capacity	3,596cc
Compression ratio	11.3:1
Maximum power	324hp @ 6,800rpm
Maximum torque	370Nm @ 4,250rpm
0-62mph	5.0sec
Top speed	177mph
Length	4,430mm
Width	1,770mm
Weight	1,370kg

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

★★★★★

**Gen2 996 C4 2002-04**



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

Production numbers	10,386
Issue featured	107
Engine capacity	3,596cc
Compression ratio	11.3:1
Maximum power	324hp @ 6,800rpm
Maximum torque	370Nm @ 4,250rpm
0-62mph	5.0sec
Top speed	177mph
Length	4,430mm
Width	1,770mm
Weight	1,430kg

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

★★★★★

**996 Anniversary 03-04**



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

Production numbers	1,963
Issue featured	112
Engine capacity	3,596cc
Compression ratio	11.3:1
Maximum power	350hp @ 6,800rpm
Maximum torque	370Nm @ 4,800rpm
0-62mph	4.9sec
Top speed	175mph
Length	4,430mm
Width	1,770mm
Weight	1,370kg

**Wheels & tyres**  
 F 8x18-inch; 225/40/ZR18  
 R 10x18-inch; 285/30/ZR18

# Sales debate

## Have the glass-roofed Targas appreciated in value?



As we've previously discussed in **Total 911**, Porsche's release of the exquisitely styled 991 Targa brought about a positive rejuvenation in values of the air-cooled roll bar Targas, enthusiasts perhaps reminded of the simple yet timeless aesthetics of those early open-topped 911s. However, while roll bar Targas have clearly found favour with the classic 911-buying public again, can the same be said of the later glass-roofed Targas, namely the 993, 996, and both generations of 997?

Marc Elgar, Senior Sales Consultant at Porsche Centre Portsmouth on the UK's south coast, is pretty clear in his standing that the glass-roofed Targas just don't hold the same appeal: "While 993, 996 and 997 Targas are doing well at the moment, in general I don't think these will ever be held in such high regard as the roll-bar Targas – be that the earlier cars, or even the 991 generation. In my view, most customers looking at 993/996/997 Targas would do so if they don't have the budget for either of the roll-bar cars. For me and many customers, these models just don't give what a Targa should, and many regard them as a fancy Coupe with a nice glass roof."

However, Paul Stephens, proprietor of the eponymous Essex-based Porsche specialists, believes the glass roof is what makes these Targa generations stand out, telling **Total 911**: "I think the glass-roofed Targas have a market in their own right, and are popular with those who do actually like the spacious feeling the glass roof provides, in a car that retains the sleek lines of a Coupe. Make no mistake that even with these cars, buyers already know whether they want a Coupe or a Targa, too. The big difference here is 993, 996 and 997 Targa buyers are looking for a daily driver, whereas for the 964 Targa and anything before it, it's going to be a toy, so that immediately separates the cars in terms of price."

These are interesting views, then, that perhaps represent a wider split in opinion regarding the glass-roofed Targas among the Porsche community. It's evident where Porsche itself lies in the debate, the 991's return to the roll bar aesthetic proving popular with buyers as Marc explains: "Prices on 991 Targas are doing extremely well at the moment – our customers love the retro styling in a modern chassis." This is clear proof that Porsche was right to realign its Targa platform with the aesthetics of its early forebears but, as has been shown, the glass-roofed cars are certainly no poor relation.

### Gen2 996 GT3 2003-05



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

Production numbers	2,313
Issue featured	142
Engine capacity	3,600cc
Compression ratio	11.7:1
Maximum power	386hp @ 7400rpm
Maximum torque	385Nm @ 5,000rpm
0-62mph	4.5sec
Top speed	190mph
Length	4,435mm
Width	1,770mm
Weight	1,380kg
Wheels & tyres	
F	8.5x18-inch; 235/40/R18
R	11x18-inch; 295/30/R18



### 996 GT3 RS 2004-05

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

Production numbers	682
Issue featured	118
Engine capacity	3,600cc
Compression ratio	11.7:1
Maximum power	386hp @ 7400rpm
Maximum torque	385Nm @ 5,000rpm
0-62mph	4.4sec
Top speed	193mph
Length	4,435mm
Width	1,770mm
Weight	1,360kg
Wheels & tyres	
F	8.5x18-inch; 235/40/R18
R	11x18-inch; 295/30/R18

### 996 Turbo S 2004-2005



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

Production numbers	1,563
Issue featured	132
Engine capacity	3,600cc
Compression ratio	9.4:1
Maximum power	456hp @ 5,700rpm
Maximum torque	620Nm @ 3,500rpm
0-60mph	4.500rpm
Top speed	191mph
Length	4,291mm
Width	1,830mm
Weight	1,590kg
Wheels & tyres	
F	8x18-inch; 225/40/R18
R	11x18-inch; 295/30/R18

### 997 Carrera 4 2005-08



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

Production numbers	8,533
Issue featured	3
Engine capacity	3,996cc
Compression ratio	11.3:1
Maximum power	330hp @ 6,800rpm
Maximum torque	370Nm @ 4,250rpm
0-62mph	5.1sec
Top speed	174mph
Length	4,427mm
Width	1,822mm
Weight	1,450kg
Wheels & tyres	
F	8.5x18-inch; 235/40/R18
R	11x18-inch; 295/30/R18

### 997 Carrera 4S 2005-08



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

Production numbers	30,973
Issue featured	111
Engine capacity	3,824cc
Compression ratio	11.8:1
Maximum power	360hp @ 6,600rpm
Maximum torque	400Nm @ 4,600rpm
0-62mph	4.8sec
Top speed	179mph
Length	4,427mm
Width	1,852mm
Weight	1,475kg
Wheels & tyres	
F	8.5x18-inch; 235/35/R19
R	11x19-inch; 305/30/R19



### 997 Turbo 2005-10

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

Production numbers	19,201 (up to 2008)
Issue featured	107
Engine capacity	3,600cc
Compression ratio	9.8:1
Maximum power	487hp @ 6,000rpm
Maximum torque	620Nm @ 1,950rpm
0-62mph	5.000rpm
Top speed	3.9sec
Length	4,450mm
Width	1,852mm
Weight	1,585kg
Wheels & tyres	
F	8.5x18-inch; 235/35/R19
R	11x19-inch; 305/30/R19

### 997 GT2 2007-09



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

Production numbers	1,242
Issue featured	127
Engine capacity	3,600cc
Compression ratio	9.8:1
Maximum power	537hp @ 6,500rpm
Maximum torque	680Nm @ 2,200rpm
0-62mph	4.500rpm
Top speed	3.7sec
Length	4,469mm
Width	1,852mm
Weight	1,440kg
Wheels & tyres	
F	8.5x19-inch; 235/35/ZR19
R	12x19-inch; 325/30/ZR19



### Gen2 997 C2 2008-12

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

Production numbers	10,500
Issue featured	144
Engine capacity	3,614cc
Compression ratio	12.5:1
Maximum power	349hp @ 6,500rpm
Maximum torque	390Nm @ 4,400rpm
0-62mph	4.9sec
Top speed	179mph
Length	4,435mm
Width	1,808mm
Weight	1,415kg
Wheels & tyres	
F	8x18-inch; 235/40/ZR18
R	10.5x18-inch; 265/40/ZR18

### Gen2 997 C2 S 2008-12



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

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

### Gen2 997 Turbo 2009-13



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

Production numbers	3,800
Issue featured	116
Engine capacity	3,800cc
Compression ratio	9.8:1
Maximum power	500hp @ 6,000rpm
Maximum torque	650Nm @ 1,950rpm
0-62mph	5.000rpm
Top speed	3.4sec
Length	4,450mm
Width	1,852mm
Weight	1,570kg
Wheels & tyres	
F	8.5x19-inch; 235/35/ZR19
R	11x19-inch; 305/30/ZR19

### Gen2 997 GT3 RS 09-12



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

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



### 997 Speedster 2010

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

Production numbers	356
Issue featured	128
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	408hp @ 7,300rpm
Maximum torque	420Nm @ 4,400rpm
0-62mph	5.600rpm
Top speed	4.4sec
Length	4,440mm
Width	1,852mm
Weight	1,540kg
Wheels & tyres	
F	8.5x19-inch; 235/35/ZR19
R	11x19-inch; 305/30/ZR19



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## 997 GT2 RS 2010-11



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

Production numbers	500
Issue featured	114
Engine capacity	3,600cc
Compression ratio	9.0:1
Maximum power	620hp @ 6,500rpm
Maximum torque	700Nm @ 2,500-5,500rpm
0-62mph	3.5sec
Top speed	205mph
Length	4,460mm
Width	1,852mm
Weight	1,370kg
Wheels & tyres	F 9x19-inch; 245/35/ZR19 R 12x19-inch; 325/30/ZR19

## 997 918 Edition 2010

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

Production numbers	121
Issue featured	74
Engine capacity	3,800cc
Compression ratio	9.8:1
Maximum power	530hp @ 6,250-6,750rpm
Maximum torque	700Nm @ 2,100-4,250rpm
0-62mph	3.3sec
Top speed	195mph
Length	4,435mm
Width	1,852mm
Weight	1,585kg
Wheels & tyres	F 8.5x19-inch; 235/35/ZR19 R 11x19-inch; 305/30/ZR19

## 991.1 Carrera 4 2012-15



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

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



## 991.1 Carrera 4S 2012-15

Same wider body styling as C4, coupled to 3.8-litre 400bhp engine. Also features six-piston brake calipers at front. PTV spread torque more evenly.

Production numbers	Unknown
Issue featured	118
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	400hp @ 7,400rpm
Maximum torque	440Nm @ 5,600rpm
0-62mph	4.5sec
Top speed	185mph
Length	4,491mm
Width	1,852mm
Weight	1,445kg
Wheels & tyres	F 8.5x19-inch; 245/35/ZR20 R 11x20-inch; 305/30/ZR20



## 991.2 Carrera 2015-



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

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

## 991 GT3 RS 2015-

Unprecedented aero package now delivers 997 RS 4.0's max downforce at just 93mph. Features modified 4.0-litre DFI version of 991.1 GT3 engine; PDK-only.

Production numbers	120 (UK)
Issue featured	136
Engine capacity	3,996cc
Compression ratio	12.9:1
Maximum power	500hp @ 8,250rpm
Maximum torque	460Nm @ 6,250rpm
0-62mph	3.3sec
Top speed	193mph
Length	4,545mm
Width	1,880mm
Weight	1,420kg
Wheels & tyres	F 9.5x20-inch; 265/35/ZR20 R 12.5x21-inch; 325/30/ZR21



## 991.2 Carrera GTS 2017-



Similar specification and 'black accent' styling as per 991.1, available in both rear-wheel and all-wheel drive form. C4 GTS quicker than C2 GTS.

Production numbers	In production
Issue featured	150
Engine capacity	2,981cc
Compression ratio	10.0:1
Maximum power	450hp @ 6,500rpm
Maximum torque	550Nm @ 2,150-5,000rpm
0-62mph	4.1sec
Top speed	194mph
Length	4,528mm
Width	1,852mm
Weight	1,450kg
Wheels & tyres	F 9x20-inch; 245/35/ZR20 R 12x20-inch; 305/30/ZR20

## 991 R 2016

991 GT3 RS engine mated to revised 6-speed manual gearbox. Features Carrera Cabriolet active rear wing with diffuser aiding downforce. Lightweight flywheel optional.

Production numbers	991
Issue featured	141
Engine capacity	3,996cc
Compression ratio	13.2:1
Maximum power	500hp @ 8,250rpm
Maximum torque	460Nm @ 6,250rpm
0-62mph	3.8sec
Top speed	201mph
Length	4,532mm
Width	1,852mm
Weight	1,370kg
Wheels & tyres	F 9x20-inch; 245/35/ZR20 R 12x20-inch; 305/30/ZR20

### 997 C2 GTS 2010-12



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

Production numbers	Unknown
Issue featured	118
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	408hp @ 7,300rpm
Maximum torque	420Nm @ 4,200-5,600rpm
0-62mph	4.6sec
Top speed	190mph
Length	4,435mm
Width	1,852mm
Weight	1,420kg
Wheels & tyres	F 8.5x19-inch; 235/35/19
	R 11x19-inch; 305/30/19

### 997 C4 GTS 2011-12



Like C2 997 GTS but slightly heavier and with 4WD. In either C2 or C4 form, it represented a great saving over optioning up a 997 Carrera counterpart.

Production numbers	Unknown
Issue featured	125
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	408hp @ 7,300rpm
Maximum torque	420Nm @ 4,200-5,600rpm
0-62mph	4.6sec
Top speed	188mph
Length	4,435mm
Width	1,852mm
Weight	1,480kg
Wheels & tyres	F 8.5x19-inch; 235/35/19
	R 11x19-inch; 305/30/19



### 997 Turbo S 2011-13

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

Production numbers	2,000
Issue featured	123
Engine capacity	3,800cc
Compression ratio	9.8:1
Maximum power	530hp @ 6,250-6,750rpm
Maximum torque	700Nm @ 2,100-4,250rpm
0-62mph	3.3sec
Top speed	195mph
Length	4,435mm
Width	1,852mm
Weight	1,585kg
Wheels & tyres	F 8.5x19-inch; 235/35/19
	R 11x19-inch; 305/30/19

### 991.1 Carrera 2011-15



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

Production numbers	Unknown
Issue featured	137
Engine capacity	3,436cc
Compression ratio	12.5:1
Maximum power	350hp @ 7,400rpm
Maximum torque	390Nm @ 5,600rpm
0-62mph	4.8sec
Top speed	179.6mph
Length	4,491mm
Width	1,808mm
Weight	1,380kg
Wheels & tyres	F 8.5x19-inch; 235/40/ZR19
	R 11x19-inch; 285/35/ZR19



### 991.1 Carrera S 2011-15

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

Production numbers	Unknown
Issue featured	114
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	400hp @ 7,400rpm
Maximum torque	440Nm @ 5,600rpm
0-62mph	4.5sec
Top speed	188.8mph
Length	4,491mm
Width	1,808mm
Weight	1,395kg
Wheels & tyres	F 8.5x20-inch; 245/35/ZR20
	R 11x20-inch; 295/30/ZR20

### 991.1 GT3 2013-2015



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

Production numbers	Unknown
Issue featured	143
Engine capacity	3,800cc
Compression ratio	12.9:1
Maximum power	475hp @ 8,250rpm
Maximum torque	440Nm @ 6,250rpm
0-62mph	3.5sec
Top speed	196mph
Length	4,545mm
Width	1,852mm
Weight	1,430kg
Wheels & tyres	F 9x20-inch; 245/35/ZR20
	R 12x20-inch; 305/30/ZR20

### 991.1 Turbo 2013-15



New Turbo marks introduction of rear axle steering, plus PDK-only transmission to forced induction 991 models.

Production numbers	Unknown
Issue featured	109
Engine capacity	3,800cc
Compression ratio	9.8:1
Maximum power	520hp @ 6,000-6,500rpm
Maximum torque	660Nm @ 1,950-5,000rpm
0-62mph	3.4sec
Top speed	195mph
Length	4,506mm
Width	1,880mm
Weight	1,595kg
Wheels & tyres	F 8.5x20-inch; 245/35/ZR20
	R 11x20-inch; 305/30/ZR20

### 991.1 Turbo S 2013-15



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

Production numbers	Unknown
Issue featured	115
Engine capacity	3,800cc
Compression ratio	9.8:1
Maximum power	560hp @ 6,500-6,750rpm
Maximum torque	700Nm @ 2,100-4,250rpm
0-62mph	3.1sec
Top speed	197mph
Length	4,506mm
Width	1,880mm
Weight	1,605kg
Wheels & tyres	F 9x20-inch; 245/35/ZR20
	R 11x20-inch; 305/30/ZR20



### 991 Anniversary 2013-14

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

Production numbers	1,963
Issue featured	112
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	400hp @ 7,400rpm
Maximum torque	440Nm @ 5,600rpm
0-62mph	4.5sec
Top speed	188mph
Length	4,491mm
Width	1,852mm
Weight	1,420kg
Wheels & tyres	F 9x20-inch; 245/35/ZR20
	R 11.5x20-inch; 305/30/ZR20

### 991.1 Carrera GTS 14-16



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

Production numbers	Unknown
Issue featured	121
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	430hp @ 7,500rpm
Maximum torque	440Nm @ 5,750rpm
0-62mph	4.0sec
Top speed	190mph
Length	4,491mm
Width	1,852mm
Weight	1,425kg
Wheels & tyres	F 9x20-inch; 245/35/ZR20
	R 11.5x20-inch; 305/30/ZR20

### 991.1 C4 GTS 2014-2016



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

Production numbers	Unknown
Issue featured	125
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	430hp @ 7,500rpm
Maximum torque	440Nm @ 5,750rpm
0-62mph	4.4sec
Top speed	188mph
Length	4,491mm
Width	1,852mm
Weight	1,470kg
Wheels & tyres	F 9x20-inch; 245/35/ZR20
	R 11.5x20-inch; 305/30/ZR20

### 991.2 Carrera S 2015-



Shares Carrera's 3.0-litre turbocharged 9A2 engine, with revised turbos, exhaust and engine management to produce extra 50hp.

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



### 991.2 Carrera 4 2016-

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

Production numbers	In production
Issue featured	133
Engine capacity	2,981cc
Compression ratio	10.0:1
Maximum power	370hp @ 6,500rpm
Maximum torque	450Nm @ 1,700-5,000rpm
0-62mph	4.1sec
Top speed	181mph
Length	4,499mm
Width	1,852mm
Weight	1,480kg
Wheels & tyres	F 8.5x19-inch; 235/40/ZR19
	R 11.5x19-inch; 295/35/ZR19

### 991.2 Carrera 4S 2016-



As per C4 but using revised turbos, exhaust and engine management from C2S to produce extra 50hp. Faster 0-62mph than C2S for first time.

Production numbers	In production
Issue featured	137
Engine capacity	2,981cc
Compression ratio	10.0:1
Maximum power	420hp @ 6,500rpm
Maximum torque	500Nm @ 1,700-5,000rpm
0-62mph	3.8sec
Top speed	189mph
Length	4,499mm
Width	1,852mm
Weight	1,490kg
Wheels & tyres	F 8.5x20-inch; 245/35/ZR20
	R 11.5x20-inch; 305/30/ZR20

### 991.2 Turbo 2016-



Revised 9A1 engine from 991.1, producing 540hp thanks to modified inlet ports in cylinder head, new injection nozzles and higher fuel pressure.

Production numbers	In production
Issue featured	135
Engine capacity	3,800cc
Compression ratio	9.8:1
Maximum power	540hp @ 6,400rpm
Maximum torque	710Nm @ 2,250-4,000rpm
0-62mph	3.1sec
Top speed	199mph
Length	4,507mm
Width	1,880mm
Weight	1,595kg
Wheels & tyres	F 9x20-inch; 245/35/ZR20
	R 11.5x20-inch; 305/30/ZR20

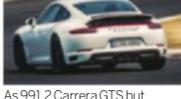


### 991.2 Turbo S 2016-

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

Production numbers	In production
Issue featured	145
Engine capacity	3,800cc
Compression ratio	9.8:1
Maximum power	580hp @ 6,750rpm
Maximum torque	750Nm @ 2,250-4,000rpm
0-62mph	2.9sec
Top speed	205mph
Length	4,507mm
Width	1,880mm
Weight	1,600kg
Wheels & tyres	F 9x20-inch; 245/35/ZR20
	R 11.5x20-inch; 305/30/ZR20

### 991.2 Carrera 4 GTS 2017-



As 991.2 Carrera GTS but with PTM four-wheel drive electrically controlling drive between both axles (rear is always driven). Identifiable from outside by red strip across

Production numbers	In production
Issue featured	151
Engine capacity	4,000cc
Compression ratio	unknown
Maximum power	500hp @ 6,500rpm
Maximum torque	unknown
0-62mph	3.4sec
Top speed	198mph
Length	4,545mm
Width	1,852mm
Weight	1,430kg
Wheels & tyres	F 9x20-inch; 245/35/ZR20
	R 12x20-inch; 305/30/ZR20



### 991.2 GT3 2017-

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	3,996cc
Compression ratio	13.3:1
Maximum power	500hp @ 8,250rpm
Maximum torque	460Nm @ 6,000rpm
0-62mph	3.9sec (manual)
Top speed	199mph
Length	4,562mm
Width	1,852mm
Weight	1,413kg (manual)
Wheels & tyres	F 9x20-inch; 245/35/ZR20
	R 12x20-inch; 305/30/ZR20



### 991 GT2 RS 2017

The fastest factory Porsche 911 of all time. Highly modified 991 Turbo S engine with sprayed intercoolers. Rear wheel drive, PDK only. New air inlets on front bonnet feeds air to brakes.

Production numbers	Not specified
Issue featured	155
Engine capacity	3,800cc
Compression ratio	Not specified
Maximum power	700hp
Maximum torque	750Nm
0-62mph	2.8sec
Top speed	212mph
Length	Not specified
Width	1,880mm
Weight	1,470kg
Wheels & tyres	F 9.5x20-inch; 265/35/ZR21
	R 12.5x21-inch; 325/30/ZR21



### 991 Turbo S Exclusive Edition

The work of Porsche's Exclusive department, with extensive use of carbon on the bonnet, roof and side skirts. Power is hiked to 607hp. Turbo Aerokit standard.

Production numbers	500
Issue featured	155
Engine capacity	3,800cc
Compression ratio	9.8:1
Maximum power	607hp
Maximum torque	750Nm @ 2,250-4,000rpm
0-62mph	2.9sec
Top speed	205mph
Length	4,507mm
Width	1,880mm
Weight	Not specified
Wheels & tyres	F 9x20-inch; 245/35/ZR20
	R 11.5x20-inch; 305/30/ZR20



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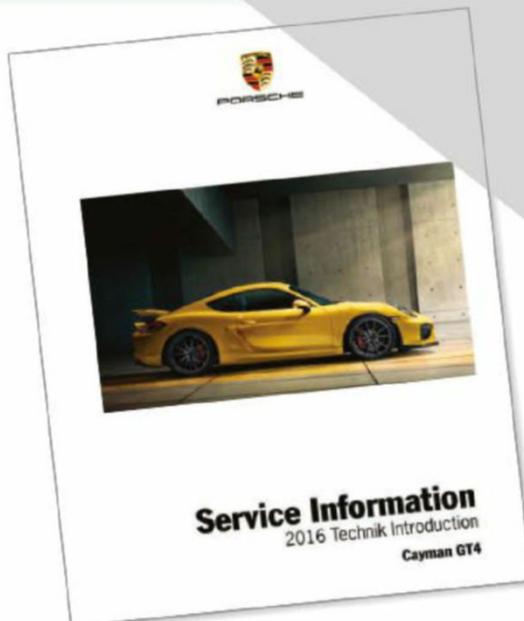
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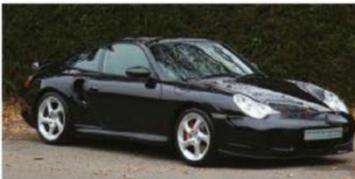
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**Cayman S (981)**

Basalt Black • Black Leather Sport Seats • PDK Gearbox • Touchscreen Satellite Navigation • 19" Cayman 'S' Wheels • 39,935 miles • 2013 (63)

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**Cayman 2.7 (981)**

Basalt Black • Black Leather Seats • PDK Gearbox • 20" Sport Techno Cayman Wheels • Touchscreen Satellite Navigation • 25,683 miles • 2013 (13)

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**Boxster (981)**

Rhodium Silver • Black Leather Sport Seats • PDK Gearbox • 19" Boxster 'S' III Wheels • Sport Design Steering Wheel • 16,514 miles • 2014 (63)

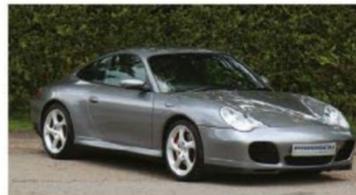
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**Cayman S**

Basalt Black • Black Leather Seats • Manual Gearbox • 19" Carrera 'S' II Wheels • Touchscreen Satellite Navigation • 48,129 miles • 2011 (11)

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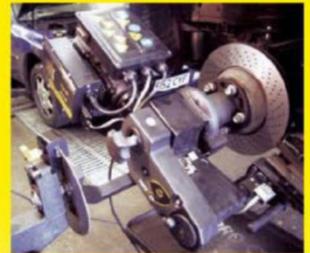
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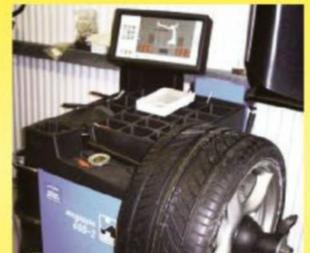
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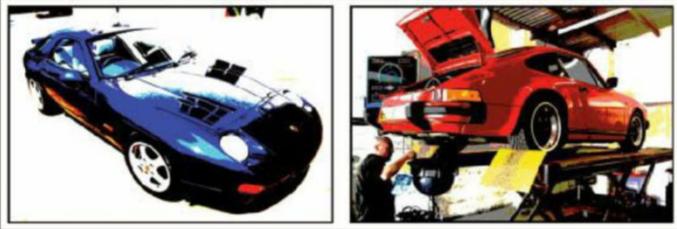
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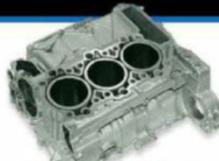
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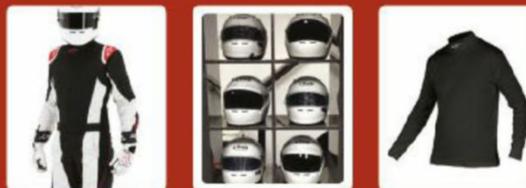


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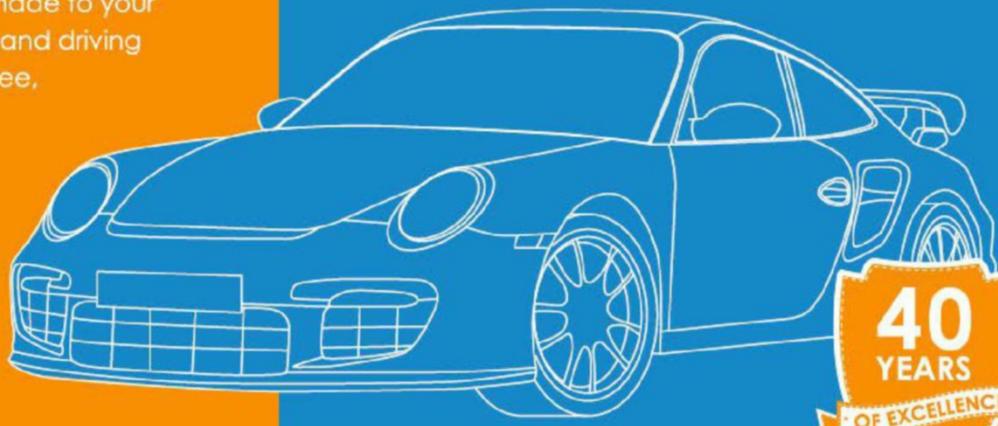
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# NEXT ISSUE

Issue 156 in shops and available for download from 9th August

## SC: YOUR NEXT 911

It's the underrated classic, so let our buyer's guide show you how to get into a good example with tips and comment from leading industry experts.



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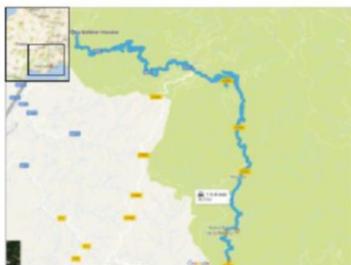
See the pictures from our cars & coffee at 911 Rennsport



# Col Du Torini, France



**LOCATION:** Alpes-Maritimes, France  
**COORDINATES:** 43.9777° N, 7.3911° E



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**TOTAL LENGTH OF DRIVE:**  
22 miles

**POINTS OF INTEREST:**  
Notre-Dame de la Menour roadside chapel; various vistas and viewpoints looking over the maritime Alps

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This southern French favourite is famed for the 34 hairpin bends that have become synonymous with the Monte Carlo Rally

Even on Google Maps, the Col Du Torini looks like one of the best roads in the world, its aerial layout resembling a plate of spaghetti. While roads rivalling its to-and-fro layout, such as the Stelvio Pass, are a little lacklustre in reality, this is as thrilling to drive in real life as it is to ogle at on the computer, boasting no less than 34 glorious hairpins to negotiate.

Perhaps the ultimate authentication of this road's credentials is the fact it's used as a stage for the famous Monte Carlo rally, a thrilling motorsport event held every January in the mountains high above Prince Michael's celebrity-rich principality.

The road itself is the D2566, which lays between the rural towns of Sospel to the south and Le Bollène-Vésubie to the north. With a maximum elevation of 5,272 feet and an average incline of 5.1 per cent, the entirety of the Col du Torini is world class by **Total 911** standards, though the north section is considered to be more blockbuster due to the regularity of hairpins. However, in travelling south towards Sospel, you'll reach the town of Moulinet, then the Notre-Dame de la Menour roadside chapel before the Gorges du Piaon, another spectacular ribbon of a road chiselled into the mountainside.

While the route is open all year round, heavy snowfall can lead to

closures when the route can't be cleared properly (as Vic Elford, winner of the 1968 Monte Carlo rally, will be able to recall from a snow-induced accident in 1969), so it's worth checking before heading over. The inevitable trail of tourists accompanying the route in summertime will include cyclists, so you'll have no chance of mimicking the over-driving of your rallying heroes from years gone by.

However, this entire area of the Alps Maritimes is laden with some of the best driving roads in the world, so, you'll not be in shortage of routes in which to assert the talents of you and your Porsche 911 once you've conquered the majesty of the spectacular Col du Torini. **911**

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## 1993 Porsche RS America-stock-08098

This striking 1993 Porsche RS America is available with matching numbers in its original special order color code#92E polar silver metallic with black interior. Comes equipped with a manual transmission, power windows, air conditioning, fire extinguisher and includes the spare tire and owners manual. Previously owned by a PCA owner. Mechanically sound.

**For \$62,500**



**1970 Porsche 911S Targa-stock-07647**  
The 1970 Porsche 911S Targa with matching numbers however the transmission has been replaced. Comes with a certificate of authenticity. Shown here in red with black interior. Originally very desirable color code#2310 tangerine. It comes equipped with a manual transmission, Fuchs wheels, aluminum deck lid and includes the spare tire. Extremely desirable and sought after. Same owner for many years. Mechanically sound.

**For \$76,500**



**1972 Porsche 911T Coupe-stock-08303**  
The 1972 Porsche 911T Coupe in its original special order Color Code#415 Sephia Brown with tan interior. It comes equipped with a CIS injected 2.4 liter with a manual transmission, air conditioning, one year only external oil filler door, cookie cutter wheels and includes the spare tire. Lots of potential. Just came out of storage.

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**1973 Porsche 911T Targa-stock-08225**  
The featured 1973.5 Porsche 911T Targa is available with matching numbers in its original color code #936 silver metallic with black interior. It comes with a manual transmission, Fuchs wheels and includes the spare tire and jack. Very clean and presentable. Mechanically sound.

**For \$49,500**



**1972 Porsche 911E Coupe-stock-07539**  
The 1972 Porsche 911E Coupe shown here in red with black interior and comes equipped with a 5 speed manual transmission, OEM radio, one year only external oil filler door, cookie cutter wheels and includes the spare tire. Very presentable. Limited production. Same owner for many years and is mechanically sound.

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**1974 Porsche 911-stock-07816**  
The featured 1974 Porsche 911 is available with 40,555 on the odometer and matching numbers and comes in white with black interior with velvet inserts. It is equipped with a 5 speed manual transmission, air conditioning, rear duck tail, cookie cutter wheels and includes the jack and spare tire. The vehicle has been with the same owner for many years and is mechanically sound.

**For \$29,500**



**1971 Porsche 911T Targa - Stock- 08441**  
The 1971 Porsche 911T Targa with matching numbers is available in lime green with black interior. Stunning color combination. It comes equipped with a manual transmission. An interesting car to fix up and make drive-able or excellent car to restore. Very desirable project car.

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**1976 Porsche 930 Sunroof Coupe**  
The featured 1976 Porsche 930 Sunroof Coupe with 97,336 on the odometer and matching numbers is available in a blue and tan interior color combination. It comes equipped with a manual transmission, power windows, air conditioning, rear window wiper, sunroof and includes the spare tire. This is an excellent investment. Mechanically sound.

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**1982 Porsche 930 Turbo-stock-08044**  
This 1982 Porsche Turbo featured here in yellow with yellow interior, comes equipped with a manual transmission, 944 body kit, 3.3-liter engine, twin turbo, roll cage, MOMO bucket seats, Sparco steering wheel and many other performance modifications. Believed to be capable of a massive 730 horsepower. Featured on the cover of the March 1995 edition of European Car Magazine and comes with wall plaques displaying the magazine. Truly a remarkable machine and in the right hands could be capable of endless possibilities.

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**1985 Porsche Carrera Targa - Stock- 08196**  
The 1985 Porsche Carrera Targa shown here with matching numbers is available in its original color code#027 red with black interior. It comes equipped with a manual transmission, power windows, power seats, original owner's manual, Fuchs wheels and includes the spare tire, tool kit and jack. Excellent original car at a great price. Mechanically sound.

**For \$33,500**



**1984 Porsche Carrera Targa-stock-08348**  
The featured 1984 Porsche Carrera Targa with matching numbers and 77,309 on the odometer is available in its original Color Code#661 Slate Blue Metallic with tan interior. It's such a beautiful color combination. The vehicle has a clean CarFax and is equipped with a manual transmission, air conditioning, power windows and includes the spare tire. Excellent original car. Mechanically sound.

**For \$39,500**



**1974 Porsche Carrera Coupe-stock-08283**  
The featured 1974 Porsche Carrera is available with matching numbers and comes in its original copper brown metallic with tan interior, which is a gorgeous color combination. It also comes with a Certificate of Authenticity. It is equipped with a manual transmission, power windows, sunroof, Fuchs wheels, rear duck tail and includes service records, the spare tire, jack and tool kit. Extremely collectible. Excellent original California car. Mechanically sound.

**For \$69,500**



**1977 Porsche 911S-stock-08399**  
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