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Welcome

Well, we saw it coming, didn't we. Those who read my editor's notes from issue 155 will recall my questioning of the validity of an overall victory in the 2017 Le Mans 24-Hours, when in reality the fragile LMP1 class fell apart. While I'd like to think the hierarchy at Porsche were dialed in to my comments from two issues ago, the reality was the writing was on the wall the moment the chequered flag was waved at La Sarthe back in June (above). Porsche had seen enough, and is switching out of the WEC in favour of all-electric racing in Formula E.

Porsche says plans for its move to Formula E are already some way down the line but the WEC's counter statement, publicising its surprise at Porsche's decision and reminding us Zuffenhausen has been pivotal in reforming the WEC's rules

and regulations, is telling. There's also plenty of questions still to be answered before Porsche rolls up for its first city race in Formula E in a year's time, such as what will happen with the futures of the comprehensive LMP1 squad of drivers (Formula E races one driver per car, much like Formula 1). However I suspect that, in parallel with this automotive e-technology itself, developments will happen quickly.

Whatever, it's far too easy to slate a series that's still in its infancy, but it has to be said I'm not sold on the concept of Formula E to date. To my mind, the cars lack the fanfare of noise you get from a traditional racer (all part of the appeal of going racing, surely), while these makeshift city tracks come without the panache of seeing teams racing on a traditional circuit that's steeped in history. Just like you, I shall be watching developments over the coming months with interest.

“Porsche had seen enough, and is switching to all-electric racing in Formula E”





Shot ¹⁹¹¹ Opening

When two enduring symbols of their age come face to face: one is a beacon of historical significance which, despite its obvious battle scars and crumbling exterior, is still going strong years after it was first built. The other is Corfe castle.

Photograph by **Daniel Pullen**



Contents

ISSUE #157 SEPTEMBER 2017

ESSENTIALS

Update Your latest updates from the world of Porsche	10	Premier Porsche The finest industry contacts you need to buy, tune, restore or upgrade your Porsche 911	85
Views Highlights from your Porsche correspondence via email, social media and Total911.com	16	Data file Stats, specs, and updated market values for every 911 model 1963-2017	86
Subscriptions Become a loyal subscriber and get the magazine delivered to your door	38	Coming soon Take a look ahead at your next instalment of the world's only magazine dedicated to the Porsche 911	113
Living the Legend Our real-world Porsche 911 owners update you on their latest flat six escapades	76	Design icons Our brand new footnote to the magazine looks at the 911's most iconic design traits	114

FEATURES

Turbo fever The 3.0-litre 930 started Porsche's Turbo revolution in 1974, but what's it like today?	20	Porsche index: 997.1 C4S Your definitive resource for buying the first-generation 997 Carrera 4S	54
100 greatest driving roads The first part of our two-part special counting down the world's 100 best driving routes	28	Evolution of the 911's dials We turn back the clocks on the unique five-dial system that graces your 911's dashboard	62
GTS showdown 997.2 v 991.1 v 991.2: will the real GTS please stand up?	40	964 RS America It was Porsche's answer to satisfying a market denied the original 964 RS. Total 911 assesses its credentials	64
Ultimate barn find 2.4S Hauled from its Japanese slumber, Lee goes for a drive in a 2.4S Targa overwhelmed with patina	48	Sharkwerks' 964 Sharkwerks' air-cooled masterpiece could be a modern-day equivalent to America's elusive 964 RS	68



48



28



YOUR 911 HOME

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“Porsche's 930 started a rich legacy for the road-going 911 Turbo”

20



40



114



Update

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



Singer reimagines the flat six

Collaboration with Williams yields 500hp air-cooled engine

Singer Vehicle Design has taken its re-imagination of the 911 another step further by revealing a new 4.0-litre, 500hp engine after linking up with Formula 1 supremos Williams engineering. The vastly reworked air-cooled engine, which has four valves per head, four cam shafts and revs to a heady 9,000rpm, bears the fruit of Singer's collaboration with Williams to achieve a new level of design that it says focuses on 'high performance and lightweight services'. Additionally, the new engine project has been overseen by one Hans Mezger, the famed Porsche engine designer and engineer assigned as a technical consultant.

Singer's modified flat six features innovative side window intakes flowing air into a carbon fibre airbox, dual oil circuits, a ram air induction system with pressure recovery in the intake plenums, and upper and lower injectors as part of its 500hp resumé.

Rob Dickinson, founder of Singer Vehicle Design, explains: "Helping our clients realise their unique vision for a re-imagined Porsche 911 with the help of automotive royalty is very much a privilege. Singer is delighted to be working with Williams Advanced Engineering and Hans Mezger to offer our clients a 'next level' of restoration and modification for their Porsche 911s. With careful

and dedicated development, this iconic air-cooled engine has much to give both its existing devotees and a generation of new enthusiasts." Although there has been no mention of any costs involved with commissioning the new engine for a Singer restoration project of a 911, the LA-based company has revealed three clients will shortly have the engine featured in their air-cooled Porsche 911 restored by Singer. The company says the announcement "Showcases a stand-alone program of restoration and service beyond what Singer Vehicle Design is currently doing," with its full spectrum of new enhancements to be showcased later in September.

Customise your 911's gauges

Carbone has launched its own gauge customisation service for all 911 models. Your custom clocks are designed in Photoshop, then created using paint base, water transfers, vinyl foil and a final clear coat. Carbone can convert between kph and mph and even scale the rpm gauge up to 10,000rpm. Visit carbone.pl for more information.



G-series track rod upgrade

Heritage Parts Centre now supply an upgraded 'Turbo-spec' track rod kit for G-series 911s (1974-1989) to replace the original perished rubber bushes and help shore up the steer of your classic with refreshed responsiveness. Visit heritagepartscentre.com for more info or call +44 (0) 1273 444044.





What's on in 2017

- Frankfurt Motor Show
14-24 September
The 991 GT2 RS makes its motorshow debut (14-15 September are trade days)
- Porsche Tour of Tuscany
8-14 October
Follow in the tracks of the famous Mille Miglia race on this 7-day official Porsche tour
- Porsche Museum: Soundnacht
21 October
The Museum's evening dedicated to revving hallowed engines returns
- SEMA
31 October – 3 November
The world's largest automotive tuning show returns to Las Vegas
- LA Auto Show
1-10 December
Porsche's last auto show of the year heads to the City of Angels

993 re-engineered for the 21st Century

US-based Guntherwerks reveals carbon-bodied, 4.0-litre 993 boasting 400hp

Stateside outfit Guntherwerks has taken the 993 and re-engineered it for today with the creation of its 400R. With a stripped and seam welded 993 monocoque, Guntherwerks has added a carbon body supplied by its affiliate company Vorsteiner. Visually it draws heavily on the 993 GT, though the large rear wing can be replaced by an evolution

of the classic ducktail spoiler if the customer prefers. Underneath either engine cover is a naturally-aspirated flat six completely re-built by Rothsport, its now 4.0-litre capacity unit featuring Mahle pistons, billet crankshafts, rods and barrels, twin-spark Motec engine management, coil over plug ignition and individual

throttle bodies for a 7,800rpm redline, over 400bhp and 300lb.ft of torque. Lightweight headers lead to a 997 GT3 rear silencer. "We set out to build a car that incorporated modern technology while still appealing to the enthusiasts who covet these cars today," so says Peter Nam, Chief Executive of Guntherwerks. The car has a starting price of £407,600.



Classic Porsche repaint service launched

Full body prep and paint now available from EB Motorsport

While many specialists offer comprehensive restoration programmes for all manner of classic Porsche, those competent enough and with time on their hands will find a lot of basic restoration work can actually be completed from the confines of your own garage. However, an aspect of restoration that's altogether more difficult to muster from home is paint.

Yorkshire Porsche parts specialist EB Motorsports has announced it is to offer a full bodywork preparation and paint service for classic 911s, completing the last piece to the puzzle of the home-build resto. Workshop slots are available at short notice, for pricing or to book a slot email motorsport@eb-equipment.com or visit the website www.eb-motorsport.co.uk for more info.

Porsche announces more positive results

Half-year figures show increase in deliveries and revenue

Zuffenhausen has posted its half-year results, showing increased sales, revenue, deliveries and employee numbers in the first half of 2017. Compared to the same period last year, Porsche's profit margin in particular grew to 18.6 per cent, up 1.3 per cent, and its deliveries grew by seven per cent to 126,457. Chairman of the Executive Board of Porsche AG, Oliver Blume, attributes

the influence of the current 911 models in driving these results: "The priority of Porsche is to have thrilled customers and secure sustainable jobs. Strong financial results create a solid foundation for the future. Porsche counts on puristic and passionate sports cars – such as the new 911 GT3 and GT2 RS – as well as on future technologies such as plug-in hybrids and pure electric mobility."

Motorsport

The latest news and results from racing series around the globe



Porsche to leave WEC's LMP1 class in November

Weissach announces switch to Formula E for 2018/19 season

Porsche has announced it is withdrawing from LMP1 competition after the final 2017 race in Bahrain. The November race will be Porsche's swansong before it turns its attentions to participating in Formula E from 2018/19.

The decision was made in a board meeting at the end of July, when Porsche opted to realign its motorsport direction in line with its 'Strategy 2025', which sees the company develop fully-fledged GT vehicles, plus pure-electric sports cars. Porsche's withdrawal means Toyota is the soul manufacturer competing in the WEC's forlorn LMP1 prototype class as of next season.

In a statement, Porsche's Michael Steiner, Member of the Executive Board for Research and Development, said: "Entering Formula E and achieving success in this category are the logical outcomes of our Mission E. The growing freedom for in-house technology developments makes Formula E attractive to us. Porsche is working with alternative, innovative drive concepts. For us, Formula E is the ultimate competitive environment for driving forward the development of high-performance vehicles in areas such as environmental friendliness, efficiency and sustainability."

Within a matter of hours, the World Endurance Championship released its own statement, suggesting the move was brash, and promising an exciting future for its competition:

"The Automobile Club de l'Ouest, promoter of the WEC and organiser of the 24 Hours of Le Mans, regrets this precipitous departure, as it does the abruptness of the decision from one of endurance racing's most successful and lauded manufacturers. However, the ACO and the FIA, guardians of the existence and quality of the FIA World Endurance Championship, have immediately set to work to put forward to everyone involved in endurance racing the outline of the 2018 season – a season which promises to be quite exceptional thanks to the introduction of new innovations."

Despite actively taking part in the process to hone new rules and regulations for the WEC, which come into effect from 2020, Porsche says it has already begun development of its Formula E race car and fully intends to keep its LMP1 team together for the new project. There has been no comment as yet from any of the drivers on their futures with the company in Formula E.

Meanwhile, though the Motorsport Department's switch to Formula E means Weissach will no longer be chasing outright victory at the 24 Hours of Le Mans, the manufacturer will continue to campaign its mid-engined 991 RSR in the WEC GT class for the foreseeable future. This ensures it still has at least some presence in a race that has deep historical provenance for Porsche.

BEGINNER'S GUIDE TO FORMULA E

Ten quick facts to get you up to speed for Porsche's 2018 debut

1 Formula E is a single-seater championship and the world's first purely electric racing series, launched on September 13, 2014. The FIA organised the series to make a statement in favour of electromobility.

2 Unlike most other series, the season begins in the autumn and ends in summer. Currently each season is named numerically rather than according to its year(s); the series is currently in season three.

3 The race venues are specially designed temporary street courses in the heart of major cities, such as New York, Paris, and Hong Kong, meaning the sport comes to the spectators.

4 Faraday Future, Virgin DS Racing, Panasonic Jaguar Racing, and Renault e.Dams currently compete. Audi and Mercedes have recently announced they will be joining the series.

5 The cars are powered by a 200kW (270bhp) lithium iron battery and drivers use paddle shift transmission. Formula E inspires development in electric car technology.

6 Each race is called an ePrix and lasts approximately 50 minutes. In Formula E, practice, qualifying and the race itself are all held on the same day to minimise disruption in the host city.

7 Due to limitations with batteries, the cars currently cannot last the full distance of a Formula E race. Therefore, drivers must make one mandatory pitstop each race to change cars.

8 Michelin are currently the sole tyre suppliers to Formula E, supplying an all-weather tyre suitable for all conditions. These last the entire race, so pitstops for tyre changes aren't necessary.

9 Points are allocated in Formula E according to the FIA's familiar system (recognisable from Formula One) with the top ten all rewarded points, first getting 25, second place getting 18, and third place 15.

10 In season three, Brazilian Lucas Di Grassi was crowned champion, with Renault e.Dams taking the manufacturers' title. The first race of the new season takes place in Hong Kong on 2 December.

Racing diary

September

Carrera Cup GB Silverstone
16-17 September

WeatherTech Sports Car Championship
Monterey Grand Prix 22-24 September

October

WEC: LMP1 & GT Six Hours of Fuji
13-15 October

Porsche Supercup
Mexico City 27-29 October

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Porsche 993 C4S

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Porsche 911 2.4T

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Porsche 911 2.2T

- Left Hand Drive
- Pastel Blue
- One of Three



Porsche 993 C2

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- Arena Red
- Low Mileage



Porsche 997 C4S

- In Stock Now
- Low Mileage
- Guards Red



Porsche 964 RS

- Lightweight
- Grand Prix White
- Low Mileage



Porsche 911 Supersport

- In Stock Now
- Guards Red
- Very Low Mileage



Porsche 993 C2S

- In Stock Now
- Low Mileage
- Arctic Silver



Porsche 993 RSR

- In Stock Now
- Cup Homage
- Signal Orange



Porsche 997 GT3

- In Stock Now
- Carrara White
- Very Special Car



Porsche 928 GTS

- In Stock Now
- Amazon Green
- Tiptronic



Porsche 930 Turbo

- In Stock Now
- Guards Red
- Very Special Car



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



Preparing for a flying finish

Ben gears up for the second half to his season, taking in many air miles and hopefully a podium or two

The 2017 FIA World Endurance Championship might be moving into its second half when it resumes in September but, for me, this is possibly the most exciting point of the year.

After four rounds in Europe, the championship closes with five 'flyaway' races, beginning in Mexico and the United States this month. While the remaining calendar is great for a hodophile like myself, the next two events are also just a couple of weeks apart – the closest any two races have been so far this season – adding extra pressure at a time when Gulf Racing's no.86 Porsche 911 RSR will effectively be away until 2018!

Testing will be out of the question for the remainder of the season and the team will have to adapt to working in some very different conditions, with temperatures, altitudes and cultures all set to high until the end of the year.

Personally, I am looking forward to the swing through the Americas, with Mexico City and Austin being two of my favourite stops on the schedule. The two races are very different in terms of atmosphere, with some typically Latin support at

the Autódromo Hermanos Rodríguez contrasting with the more understated audience in Texas.

The Mexicans may still be embracing the modern WEC, but we are competing at the circuit named in honour of two of their sportscar heroes, and we'll certainly know that the crowd is there. Austin, by contrast, struggles to attract an audience, but more than makes up for that by giving us one of the best tracks in the world – and a city that is amongst my favourites anywhere.

Due to publishing schedules, I'm writing this before heading across the Atlantic, but I'm already looking forward to immersing myself in the diverse cultures on offer at the next two rounds. I love Mexican food, and while we obviously have to watch what we eat and drink on race weekends – careful with the chillis, and definitely with the tap water – I'm looking forward to sampling the local cuisine. Gulf owner/driver Mike Wainwright has made it a habit to take us out for a meal during race weekends, and we usually try to seek out somewhere serving traditional dishes. Hospitality catering is great and all, but there is only so much pasta a driver can eat....

Austin has a wider range of options, but I love the city for more than that. It is one of the most diverse, alternative and creative places I have ever visited, and appears to have more bars and venues than people – most of which stay open late every night and feature every kind of music.

With just a couple of weeks between races, I'll be staying on, first in Mexico – where I'll be supplementing my usual training regimen with a spot of surfing along the country's renowned Pacific coast – before heading to Texas via Los Angeles. There, I hope to drop into the famed Singer workshop to check out their latest Porsche-inspired modern classic creations.

Of course, the real focus will be on the track, and Gulf Racing is in an optimistic mood heading to Mexico. We enjoyed an upturn in form there last year, qualifying third in the GTE-Am class before leading through the opening stint.

They've also brought the race start forward in Austin this year, so we're hoping the weather gods will be kinder than they were in 2016. Hopefully, there'll be something to celebrate at the end of a month to savour.



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(997) "4S" 3.8 "Gen 2" Cab PDK (09 - 2009)
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Basalt Black with Black Leather,
43k miles.....£55,990



(997) "4S" 3.8 Tip (56 - 2006)
Silver with Ocean Blue Leather,
51k miles.....£33,990



(997) "4S" 3.8 Tip Cab (06 - 2006)
Lapis Blue with Grey Leather,
64k miles.....£33,990



(997) "4S" 3.8 (56 - 2006)
Basalt Black with Black Leather,
63k miles.....£32,990



(997) "2S" 3.8 Tip (06 - 2006)
GT Silver with Black Leather,
42k miles.....£31,990



(997) "2S" 3.8 "Gen 2" (09 - 2009)
Silver with Black Leather,
49k miles.....£42,990



(997) "2S" 3.8 "Gen 2" (58 - 2008)
Basalt Black with Black Leather,
48k miles.....£42,990



Porsche Cayenne "GT5" 4.8 Tip (59 - 2009)
White with Black Leather,
46k miles.....£25,990



(996) Turbo 3.6 Tip (53 - 2003)
Silver with Black Leather,
49k miles.....£44,990



(997) "4S" 3.8 Tip (06 - 2006)
Silver with Black Leather,
56k miles.....£33,990



(997) "2S" 3.8 (08 - 2008)
Meteor Grey with Grey Leather,
51k miles.....£33,990



(997) Turbo 3.8 PDK (10 - 2010)
Basalt Black with Black Leather,
50k miles.....£69,990



(997) "4S" 3.8 Targa (56 - 2006)
Slate Grey with Black Leather,
32k miles.....£39,990



(997) Turbo 3.6 (06 - 2006)
GT Silver with Ocean Blue Leather,
53k miles.....£56,990



(997) Turbo 3.8 "Gen 2" PDK (10 - 2010)
GT Silver with Black Leather,
24k miles.....£75,990



Porsche Cayenne "GT5" 4.8 Tip (59 - 2009)
Basalt Black with Black Leather,
60k miles.....£24,990



(997) "2S" 3.8 (06 - 2006)
Silver with Black Leather,
39k miles.....£32,990



(997) "4S" 3.8 "Gen 2" PDK (59 - 2010)
Basalt Black with Black Leather,
28k miles.....£49,990



(997) "2S" 3.8 "Gen 2" PDK (09 - 2009)
Basalt Black with Black Leather,
32k miles.....£46,990



Porsche Cayman "S" 3.4 PDK (63 - 2013)
White with Black Leather,
29k miles.....£41,990



(997) "2S" 3.8 "Gen 2" Cab PDK (09 - 2009)
Basalt Black with Black Leather,
29k miles.....£47,990



(997) "4S" 3.8 (08 - 2008)
Meteor Grey with Black Leather,
67k miles.....£35,990



(996) Turbo 3.6 Tip (03 - 2003)
Basalt Black with Black Leather,
71k miles.....£39,990



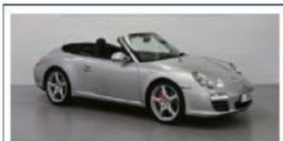
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Midnight Blue with Black Leather,
41k miles.....£34,990



(997) "4S" 3.8 "Gen 2" Cab PDK (10 - 2010)
Silver with Black Leather,
26k miles.....£51,990



Porsche Cayenne 4.2 Diesel Tip (15 - 2015)
Meteor Grey with Black Leather,
5k miles.....£54,990



(997) "2S" 3.8 Tip (57 - 2007)
Red with Black Leather,
57k miles.....£32,990



(997) Turbo 3.6 Tip (06 - 2006)
Basalt Black with Black Leather,
56k miles.....£51,990

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What's in your race car?

Dear Sir,

Please can you pass this on to your 'Living the Legend' racing driver, Richard Higgins? I read in **Total 911** issue 154 about your 996 race car. I run a 997.1 Carrera S in the French Porsche Club Championship. My question is: where did you put the oil cooler on your car? Is the oil temperature really decreased? Oil temperature on my 997 reaches 125-degrees Celsius, especially when very hot on our southern tracks here in France. Many thanks guys, keep going on the best Porsche magazine!
Jean Pierre Le Coq

Richard says: The oil system consists of a take-off plate to our specification that bolts on to where the standard laminar cooler is fitted on the engine. This is tapped one side on the water side to take the expansion 'loop

fill' water pipe on the rear port, with the other water port blanked off. We also have no heater box circuit from the engine, with our own blank-off plates, and run a third front-centre water rad. This keeps the water temperatures at around 100-108 Celsius on track. With regard to the oil circuit, the oil flow from the other side of the take-off plate leaves the engine, then passes through an external remote oil filter to an oil thermostat. Then either off through a 19-row-long cooler core, or back to the engine, depending whether the stat is open or not. The oil cooler core is mounted in the rear quarter panel ahead of the rear wheel, at an angle of about 18 degrees from vertical, to increase the effective surface area without slowing air flow. The air is ducted in through the lower outer



sill via a grill and hood. It enters a slow scroll, fabricated from alloy sheet, which reduces down in volume to increase flow speed over the core. We panel off the rear inner quarter to create a sealed enclosure to prevent any fluid or air transfer into the cabin. The waste air is then ducted out to a holed matrix grill in the wheel arch well onto the OSR tyre. We run

with a high-capacity accusump controlled with a rev and pressure-dependent 'logic gate' that is T'ed onto the oil return line to the engine via a one-way valve. Lastly we have two small high-power extract fans mounted on the back of the oil cooler core that we switch on to extract hot air from the cooler when there is no airflow from forward motion.

Write to or email us with your Porsche opinions and the star correspondence will receive a complimentary copy of the **Porsche 911 Buyer's Guide 2nd Edition** bookazine worth £9.99!



Porsche departs LMP1: part 1



Dear Sir,

I've been to Le Mans for years, but decided this year I'd take a break. I needed to prioritise my various commitments with family, my job and my hobby of watching racing. I decided it may be worthwhile skipping another trip to France on the basis that, with Audi pulling out of the

competition this year, there simply wouldn't be as much action to revel in.

Now, despite the protests of my wife, I ended up watching most of this year's Le Mans 24-Hours on the television (perhaps I should have just gone after all). Despite being caught up in the drama as the sole

competitive LMP1 car chased down the leading LMP2 car, there was much to ponder after the race.

As you alluded to in your Editor's note from issue 155, the LMP1 class this year just isn't the same when it's a straight battle between just two manufacturers. It's true the aim of Le Mans is to beat the race first before the opposition, yet there's no doubt the LMP1 class fell apart in France this year. While I think it's a great shame Porsche will be leaving the discipline, particularly after its song and dance at returning just four years ago, you can't blame them. I'm not sold by the concept of Formula E by any means, but if the cars can finish the race and be competitive, I'll give it a try from a spectator's point of view.

Stephen Goldsworthy-Jones

Porsche departs LMP1: part 2



Dear Sir,

I'm still scratching my head with this one! Formula E! Really? Half the spectacle of watching racing is the sound of the cars: the sound of a car on approach and then racing off into the distance lasts far longer than the sight of a car zipping past you at a race meeting! Also, I'm sorry, but

you can't take racing seriously when it's not at a race track (the Formula E calendar consists of street races in major cities). Even worse that spectators are festooned behind ugly barriers that rob you of seeing any real action. I'll be sticking with the WEC and watching the 911 RSR in the super-competitive GT

class – the best it's ever been – rather than watching adult Scalextric. What is going on at Porsche?

James Connolly

Two very interesting views regarding Porsche's semi-shock departure from the WEC's LMP1 prototype category. Porsche clearly feels its mission to build the future sports car is better served in the electric-only Formula E alongside the likes of Audi (left), even if presently the competition doesn't share the history, glamour or gravitas that the Le Mans 24-Hour race does. We'd love to hear your thoughts on the subject, so please get in contact and let us know if you're in favour, or not, of Porsche's LMP1 exit.

Ask the expert

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



Scott Gardner

Job Title

Gold Diagnostic Technician

Place of work

Porsche Centre Bournemouth, UK

Time at Porsche

11 years

Q: I had an 'incident' with my 996 last night: I got back to my car in the supermarket car park and couldn't unlock the car remotely using my key. I then put the key in the door lock, unlocked the 911 and began loading my shopping behind the driver's seat. However, the alarm then went off! I couldn't turn it off by pressing the key, and even jumping out of the car and locking it by putting the key back in the lock did nothing. In the end I figured out that starting the engine stops the alarm, but what is the issue here? The red LED on the key lights up when I press a key button, so it can't be dead, yet it doesn't seem to unlock the car anymore. My car is a 2002 996 Carrera 2. Andy Haig, via email

Scott's answer: "This is usually the case when the key remote fails and the car doesn't recognise the signal. When the remote is pressed, does the red LED flash on the car? In addition, try your spare key. If that works, it's unlikely to be a car fault.

Firstly, ensure the battery is good. If the remote fails, you need to unlock the car manually and turn the ignition within ten seconds or the alarm will activate. This is how the 996's are. The way to stop the alarm is to wait until it has done a cycle, and stops for a few seconds before it does another. In these few seconds, if you lock and unlock the car manually and then turn the ignition on straight away, this should stop the noise. Unfortunately, key remotes can't be reprogrammed on a 996, unlike the 997s, so a new remote may be required.

If the car sits for an extended period of time, the car will require manual entry. Normally, if you unlock your car manually, and then turn the ignition on straight away this can restore the reception on the remote, almost like re-syncing the key to the car. If this doesn't work, it sounds like a new remote head will be required."



Car care products

Dear Sir,

Thanks for a great magazine. I especially enjoyed the 'car care test' in issue 154, but what about the callipers? Would you recommend the same product for the wheels on the callipers? **Victor Ison**

Some people do use an alloy wheel cleaner, as a brake calliper naturally comes into contact with the same rigorous levels of road detritus and brake dust as the alloy wheel covering it. However, while there are bona fide wheel cleaners out there,

a 'quick fix' is to use engine degreaser. You'll need to use a brush to agitate the degreaser and leave it for a little while before rinsing. It goes without saying, removing the wheel from its hub will make cleaning the calliper far easier to begin with.



991.2 Turbo S Exclusive

Dear Sir,

Regarding the article in last month's *Total 911*, can you please advise how to go about purchasing the new 991.2 Turbo S Exclusive, featured on issue 155 page 10? Kind regards, **Paul Cannon**

In the first instance you should always contact your favoured OPC. As we mentioned, the car is

on a limited-number production run, with just 500 cars available worldwide. The number of cars allocated to each Centre varies, of course, but each Centre should have at least one car coming their way. In all likelihood the Centres may now be some way down the line in regards to selling their allocation but as always, visiting your OPC and discussing with them is the best thing to do.

**Total
911**
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Future Publishing Limited
Richmond House, 33 Richmond Hill
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Editorial

Editor **Lee Sibley**
lee.sibley@futurenet.com
01202 586291

Senior Art Editor **Stephen Williams**
Production Editor **Nikole Robinson**

Contributors

Rob Clarke, Richard Klevenhusen, Tony McGuinness, Joel Newman, Sean Parr, Gina Purcell, Chris Randall, Chris Wallbank, Kyle Fortune, Joe Croser, Greg James, David Grover, Daniel Pullen, Dana Pawlicki, Richard Higgins, Craig Llewellyn, Joe Williams, Rich Pearce, Neil Godwin

Cover image

Rich Pearce

Photography

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Advertising

Media packs are available on request
Regional Advertising Director **Mark Wright**
mark.wright@futurenet.com
Advertising Manager **Toni Cole**
toni.cole@futurenet.com
Account Manager **Alex Choma**
alex.choma@futurenet.com

International

Total 911 is available for licensing. Contact the International department to discuss partnership opportunities
International Licensing Director **Matt Ellis**
matt.ellis@futurenet.com

Print Subscriptions & Back Issues

Web www.myfavouritemagazines.co.uk
Email contact@myfavouritemagazines.co.uk
Tel 0344 848 2852
International +44 (0) 344 848 2852

Circulation

Circulation Director **Darren Pearce**
01202 586200

Production

Head of Production US & UK **Mark Constance**
Production Project Manager **Clare Scott**
Advertising Production Manager **Joanne Crosby**
Digital Editions Controller **Jason Hudson**
Production Manager **Nola Cokely**

Management

Creative Director **Aaron Asadi**
Commercial Finance Director **Dan Jotcham**
Art & Design Director **Ross Andrews**

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EVERYTHING FOR YOUR PORSCHE



TURBO

Total 911 joins Magnus Walker for a sunrise dash up Angeles Crest Highway in his two examples of the car that started Porsche's spectacular Turbo legacy

Written by **Lee Sibley** Photography by **Rich Pearce**



FEVER

It is just before 5am in downtown Los Angeles, and the roads are quiet. The sun is yet to rise: only the gentle glow of street and traffic lights punctuate the darkness. It won't be long until these metropolitan roads get busy and the City of Angels galvanises itself for another day (this will come before any sunlight) but for now it seems the entire district is fast asleep. All, of course, except for one of DTLA's more well-known incumbents, Magnus Walker.

Magnus is up and ready to rock for an early morning rendezvous with **Total 911**. Our early start

was suggested by the Urban Outlaw to make a clean exit from the city and reach his favourite twisties by the time first light breaks. The 'twisties' in question are up the famous Angeles Crest Highway (covered in issue 156's 'Great roads') in the San Gabriel Mountains overlooking northern LA – and the cars we're going to be attacking them in are his two 1975 930 Turbos.

The early 3.0-litre Turbos are a rare beast – **Total 911** is told just six examples reside in the whole of the UK. Yet Magnus has had numerous whaletailed Turbos in his garage over the years, the inspiration

from his first exposure to a Martini-livered Turbo as a youngster at the 1977 Earls Court Motor Show clear. Discussing the rarity of these cars with the man himself during his recent UK book tour, Magnus invited his favourite Porsche magazine over to LA to drive his left- and right-hand-drive examples, which are the cars you see in our pictures. Needless to say, he didn't need to invite us twice.

The headlights of the two whaletailed 3.0-litre cars illuminate the driveway as we swing in to Magnus' yard, their boosted flat six engines already fired up to bring them to temperature. I want to





take a good look around the cars before only my second drive in Porsche's early 911 Turbo, but time is already against us. "We've got some driving ahead of us if we want to beat that sunrise, so let's go," Magnus says, jumping into his Ice green metallic, left-hand-drive 930, which leaves me with the right-hand-drive Copper brown car. It may not even be dawn yet, but suddenly I feel wide awake. Wasting little time, I jump into the right-hooker car, adjust its super-supportive leather Sports seat, and ready myself for what promises to be a fast drive.

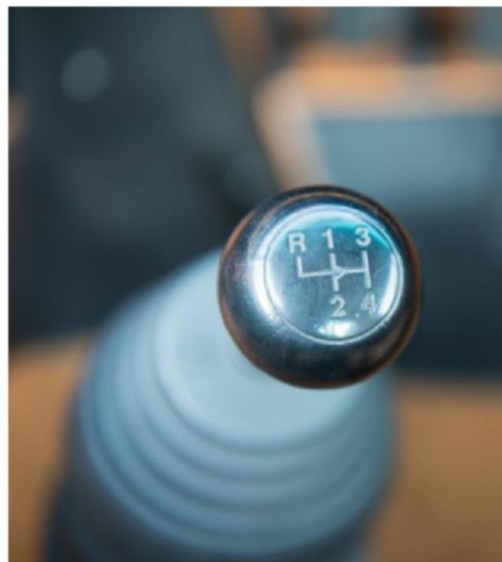
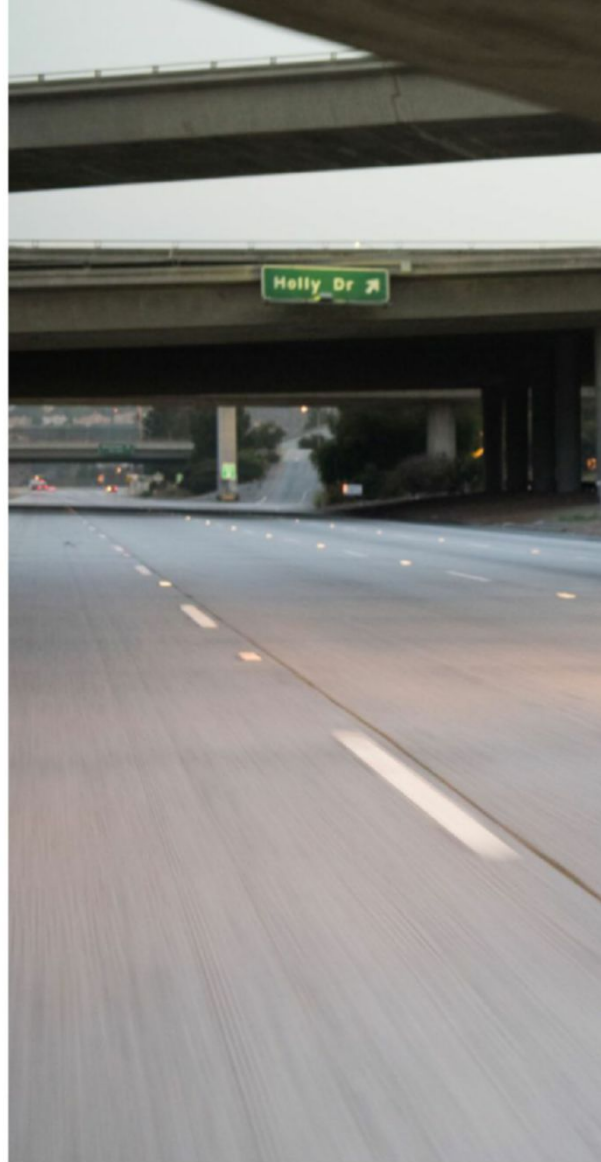
Following the tail of Magnus' Ice green car ahead, we make pace out through sleepy DTLA and onto the freeway. He's not hanging about, cutting through slower-moving cars dotted about the lanes before reaching the far-left lane and booting it. I attempt to do the same, but am caught out: burying the accelerator pedal to the floor, nothing happens as I watch those wide green hips from the leading 930 get smaller and smaller in the distance ahead. Glancing down, I watch the rev needle wind slowly around the tachometer, the brown car's acceleration uneventful. 2,500rpm, 3,000rpm, 3,500rpm... at fully four grand, the Turbo wakes up: its single turbocharger springs to life, force feeding more air to the 3.0-litre flat six. It explodes to life as the car is catapulted forwards in the most vehement fashion, to a machine gun-like sound from the exhaust. Now, we're cooking on gas!

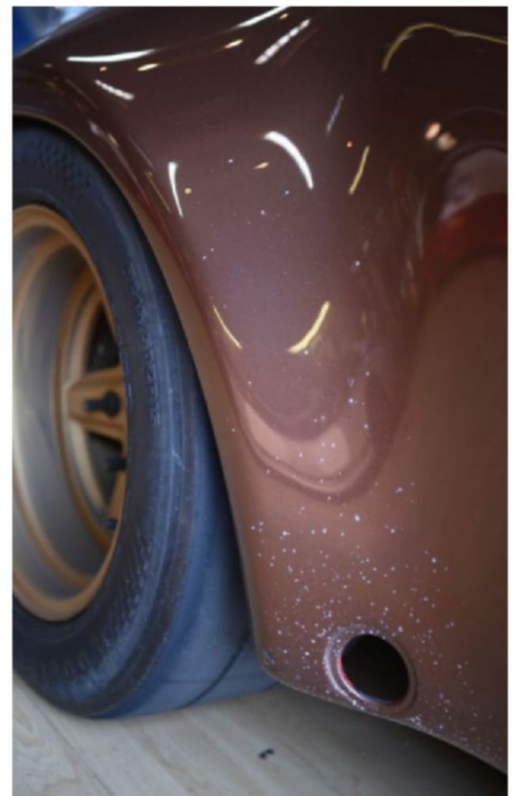
I'd forgotten about the early 930's quirky blend of a leggy four-speed gearbox and epic turbo lag. When I'd accelerated, I was in third gear; I should have dropped a cog to a high second where I'd have found myself right in boost territory, and able to make the sort of rapid progress Magnus had demonstrated. Lesson learned. I catch Magnus up, and as we turn off the freeway and head for the towering mountains ahead of us, I finally have time to reflect on what was a seminal moment for Porsche at the 930's launch.

Built to homologate the fiery 934 and later 935 race cars, the 930 also started a rich legacy for the road-going 911 Turbo. Turbocharging itself was a new concept to the automotive industry in the early 1970s, and though the BMW 2002 Turbo superseded Porsche's flagship forced-induction road car, it was the 911 Turbo that captured the imaginations of journalists and the wealthy at its launch in 1974. Some 90,000 vehicles and 43 years down the line, that legacy remains very much intact today, a 911 Turbo still gracing the showroom floor of every Porsche Centre on the planet. Even the car's arrival in the middle of a global oil crisis didn't seem to matter: the original Turbo, which was a forced-induction 2.7-litre car later given to Louise Piëch, represented a new icon for Porsche.

Despite this, the early 3.0-litre cars are a scarce commodity. Of the MY1975 (these are the first) Turbos, just 284 were delivered worldwide. Of those 284 cars, 17 were right-hand-drive. Magnus later points out we rightly have to take into consideration some would likely have crashed in the four decades since. So, it's reasonable to predict just ten such cars are left rolling the earth, including the one I'm in as we reach the foot of California State Route 2, otherwise known as Angeles Crest Highway.

This right-hand-drive car, originally delivered as a C16 UK vehicle, represents many firsts for Magnus. Unbelievably, it's his first ever right hooker, which he found resplendent in Guards red on an Australian classifieds website. Magnus struggled to get a hold of the owner initially, so counted on the help of Grant at Autohaus Hamilton, Sydney, who made the 500-kilometre trip out to the sticks to view the car on his behalf. All checked out, and a deal was done – this also being the first time Magnus bought a car blind – and the Urban Outlaw duly had the car shipped back to LA to add what was his first 1975





ABOVE Sticky Hoosiers provide the 930 with sublime grip but follow close behind at your peril, for they kick up plenty of debris as our early morning blast showed. Magnus loves the new patina, however

Turbo to his collection of 930s. In the three years since, Magnus has had the car returned to its original Copper brown metallic paint. Aside from lowering it and changing up to wider eight- and 10-inch-wide wheels (over stock seven- and eight-inches) with sticky Hoosiers, the car remains completely original.

It's getting lighter now as both Turbos snake up the Crest in tight formation. Nobody else is around, so Magnus sets a good pace; all I have to do is keep up and try and follow his lines. Fresh from my earlier encounter with the 930's Jekyll and Hyde character on the motorway, I'm mindful to better manage the car's torque and throttle response. Magnus' oft-spoken mantra 'stay boosted' is now ringing in my head. As such, most of the slalom-like corners heading up Angeles Crest Highway can be taken in second and third gears, maintaining the turbocharger's boost and keeping momentum with Magnus, who's tackling each sweeping turn with the accomplishment of a man who's seen to these lines many times previously. Keeping the revs above 4,000rpm, throttle response is much better, the Copper brown car generally offering a sublime drive: there's so much grip from those wider wheels and sticky Hoosiers, it's inspiring my confidence. As both cars make good progress up the mountain to a metallic, rasping soundtrack,

my inputs are becoming more ballsy. Keen to find the limits of grip, I'm flinging the car into these fast turns, yet from front to back, the 930 just holds. There's a tendency for the car to skip slightly over rough segments of the road's surface, but it's nothing to unduly shake the Turbo from its poise. Then, eager to not let those revs drop, I'm back on the gas as soon as possible, the Turbo catapulting forwards each time towards the Ice green 930 in front. What a difference a tweak to ride height along with wheel and tyre choice can make! This is staggeringly good fun.

Half way up Magnus signals right, and we pull in to a large lay-by at the roadside. I glance up: the tip of the sun is about to rise over the summit ahead of us. It's daybreak already, yet I'd been having far too much fun to realise.

We kill the cars and hop out to watch the sunrise, our nattering inevitably leading to Turbo talk and these early 930s in particular. "It's a dream come true to own a 1975 Turbo, the car that started my Porsche passion," Magnus tells me. "I'd had three 1977 and two 1976 Turbos, but at the time I didn't have a 1975, so it's great to have two now, one left drive and one right. Of course there was a time when these cars weren't valued, yet now they've gone crazy in terms of price. That's never really concerned me, truth be

told – I'm all about driving these cars, as you know." It is at this point Magnus notices the pebble dashing that's blemished the otherwise immaculate Copper brown paintwork across the front of the car and in front of its rear arches (Magnus hasn't fitted any stone guards), the result of our bumper to bumper driving up the Crest. I wince at the sight, but Magnus just pulls out his iPhone and uploads a close-up shot to his Instagram page. Turbo enthusiast? It seems the Urban Outlaw is as much a devotee to patina, too.

The body of Magnus' Ice green car is much more patinated. Now illuminated by the glow of the early morning sun, I notice a scuff over the nearside rear arch to complement the other stone chips and small dings accumulated by the car over its lifetime. "The story of this car is super interesting," Magnus says, passing me the keys to the left-hand-drive car as he recounts it. "It started out three years ago when I got a phone call from a guy who said 'are you interested in a 1975 Turbo roller, minus the motor and transmission?' Of course, I said yes. The guy then made the mistake of telling me what he paid for the roller, which had been in a tow yard under a tarp in New Mexico – I've no idea how it got there. He was a classic hoarder, never did anything to it. This was turning into a complicated deal where he invited

“Built to homologate the fiery 934 and later 935 race cars, the 930 also started a rich legacy for the road-going 911 Turbo”





Model 930 3.0-litre
Year 1975 (both)
Engine
Capacity 2,994cc
Compression ratio 6.5:1
Maximum power 260bhp @ 5,500rpm
Maximum torque 343Nm @ 4,000rpm
Transmission Four-speed 930 manual gearbox



Suspension
Front Independent; McPherson strut; anti-roll bar
Rear Independent; torsion bar; anti-roll bar

Wheels & tyres
Front 8x15-inch; 225/40/R15
Rear 10x15-inch; 275/30/R15

Dimensions
Length 4,291mm
Width 1,775mm
Weight 1,140kg

Performance
0-62mph 5.5 secs
Top speed 155mph





“At fully four grand, the Turbo wakes up: its single turbocharger springs to life, force feeding more air to the 3.0-litre flat six”



me to make him an offer. I did, but he didn't take it, so I kept increasing it slightly, but he never took it, so eventually I backed away.

“This is where it gets interesting: another guy I know had a wide-bodied Turbo lookalike, which happens to have a 930 engine and gearbox, just minus the VIN! I buy that car knowing I'll transfer the motor into the roller if I ever get it. So I go back to our guy with the roller, and obviously I don't tell him I have an engine and gearbox for it, but I show him the Turbo-bodied 911 and asked him outright what he wants for the shell. He asked about a swap: the Turbo-bodied car for his 930 shell. I agreed, but pulled the 1975 Turbo drivetrain out and replaced it with an SC motor and 915 gearbox, and we did a deal.

“Meanwhile – stay with me here – this guy had put an ad on Pelican Parts as he wanted to see if anyone would give him more for his roller. My friend Erik had seen the ad on Pelican and did a Google search for the original case. He called me and said ‘You're never gonna believe this, but a mutual friend has the original case!’ He bought it and shipped it to me (the case was in California the whole time). I put the matching-numbers case on the shelf and put the



non-matching drivetrain in my newly acquired roller, so this car is a non matching-numbers car right now but I have the original case on the shelf.”

With that, it's time to drive, and though there may be two 3.0-litre 930s chasing each other up Angeles Crest Highway this morning, there's far more separating them than which side their steering wheel is on. As we get back into the groove of carving through the Crest, it's clear the left-hand-drive, Ice green Turbo is undoubtedly more 'well oiled' than its Copper brown brethren, yet its drive is more engaging. Boasting the same lowering of ride height and wheel/tyre setup as its stablemate, a short shift is evident, offering a more precise throw, and the steering feels a little more direct, too. Most telling is a more robust engine response, and Magnus will later tell me he thinks the motor could have racing cams (he's never opened the case to find out). There's no doubt this 930 comes on boost a little quicker, shown on the factory boost gauge mounted at the bottom of its tachometer – which isn't present in the brown car. Still, I'm modulating what gear I'm in, keeping to second and third as we head for the famous stop-off further up the mountain at Newcomb's Ranch.

I'm surprised by how much more I enjoy the drive of the Ice green 930. Perhaps initially wooed by the shiny paintwork and firm holding of those leather Sports seats in the brown car, it is the vivacity of the left-hand-drive car that truly gives me Turbo fever as we finally pull up to the Ranch. It just goes to show, no two cars drive the same. Hopping out for some more photos, Magnus confides he prefers the drive of the green 930 too. The car has a fascinating spec: its exterior hue and Tartan interior are undoubtedly special order, yet there's a stark absence of any Sports seats to bolster this Turbo's resumé. Regardless, it's the one I ask to drive back to DTLA, our progress once back down the mountain thwarted by the city's chronic traffic. Our early start paid off – these crowded roads are no place to get to know a 930.

As we know, Porsche's Turbo story has evolved spectacularly in the four decades since the inception of the two blown 911s we've peddled today. The Turbo evolution begins in 1978, when these early 3.0-litre cars were replaced by the 3.3-litre 930, which was, to all intents and purposes, a car that offered better performance and proved easier to drive. However, it was the 3.0-litre cars that graduated the 911 platform

into the realms of a genuine supercar. The rawness of its performance is as alluring today as it was back in the mid Seventies. That their rocketing of values over the last three to five years means we'll see less attacking great roads of the world is sad. We should count ourselves lucky we have people like Magnus who look past the prices attached to these cars and just drive them. Indeed, as we chat after our early morning blast over a late breakfast back in LA, it is the 'people' theme that Magnus is keen to touch on. “The story of my two 1975 Turbos is really all about the people of the Porsche world. Without them I would not have a matching-numbers 3.0-litre 930,” he says, and the subject of Porsche people is a good one for us to end on.

Today, the 911 Turbo is a simply indomitable machine. However, it is the original car built, as ever, so Porsche could go racing, which leaves a far greater impression on the driver. As brilliantly flawed as it was fantastic, we have those early 3.0-litre 930s to thank for opening Porsche's Turbo chapter – yet thanks to the likes of Magnus Walker and the Porsche community, there's plenty more of the story still to be written. **911**

100 OF THE WORLD'S BEST DRIVING ROADS

— P A R T O N E —

In part one of our epic two-part series, **Total 911** reveals the best roads you need to drive in a Porsche

Written by **Kyle Fortune, Lee Sibley & Chris Randall**

There is a school of thought that says a Porsche 911 makes any road great, but the fact remains if it wasn't for the world's greatest roads, we wouldn't have a playground in which to enjoy our coveted Zuffenhausen sports cars to the fullest.

As we've shown you over the preceding century of issues on the last editorial page of **Total 911** magazine, our planet is lavished with spectacular driving routes. Now, in celebration, we've put together a definitive list of the 100 best driving roads in which to enjoy a Porsche 911. Chosen and then graded by serial 911 drivers who have trialled their curves, each road was scored under sub categories of thrill factor, scenery, and historical significance.

So, without further ado, and in reverse order, here's roads 100-51 of our **Total 911** greatest 100 roads of all time...



100

Las Vegas Strip

There's no driving thrills, but as a way of enjoying the gaudy delights of 'Sin City' it's unbeatable. Long famous for its array of cars cruising the strip, it's one best driven at night, when you get to experience the full splendour of the lights.



99

D996, Cote d'Or

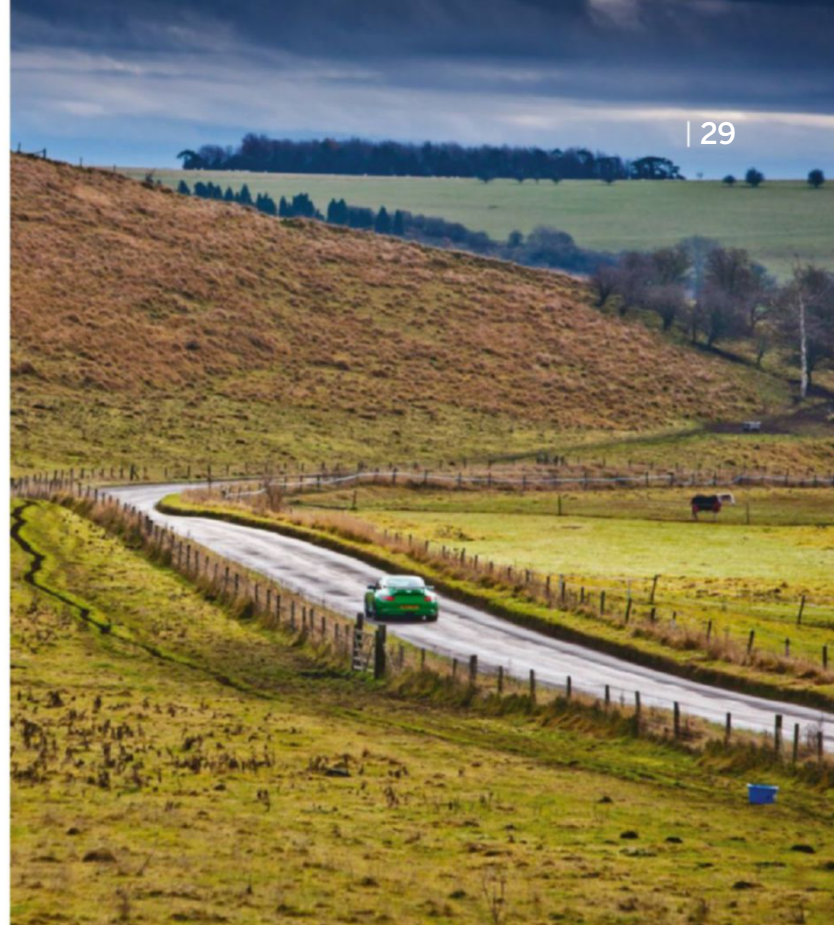
This deserves inclusion for its Porsche-related number alone, but it's also a terrific driver's road that begins south east of Troyes. The next 40 miles is properly entertaining, starting out with faster curves but gradually becoming twistier with an extra helping of gradients and switchbacks. It demands attention, but the rewards are worth it.



98

A422, Bedfordshire

This 83-mile length does contain some mundane stretches, but there's still enough to enjoy to make it worth the drive. The more open sections allow you to build a nice, fluid rhythm, making it one to relish rather than an all-out blast.



97

B4000, Berkshire

Lambourn is better known for race horses but this picturesque road is also a favourite for photoshoots thanks to its proximity to Porsche's Reading HQ. Satisfying to drive – it's a common jaunt for the motoring press – there's also plenty of tempting country pubs if you prefer lunch to launch control.



96

Jebel Hafeet Mountain, UAE

If you're expecting an arrow straight run through the sands of the UAE you're in for a surprise. Carving through the mountainous desert terrain, the smooth surface urges you to press harder as you climb 4,000 feet towards the summit, revelling in the challenge of 60 bends in just 7 miles of pure exhilaration. With nothing of note at the top, traffic is light, too.

95

A4212, mid-Wales

Heading into Snowdonia, this isn't far from the 'evo Triangle' so beloved of road testers. Fast paced and well surfaced for the most part, and with an appealing flow to the topography, it's equally rewarding whether taken at a relaxed pace or charged somewhat harder.

94

B6255, Yorkshire

Any opportunity to admire the Yorkshire countryside is worth taking, and what this road lacks in testing corners it makes up for with some terrific straights. The scenery is pretty special, with views of the Ribbleshead Viaduct a particular highlight, and there are plenty of challenging turns too.

Tejvan Pettinger



93

Cheddar Gorge, Somerset

Sitting on the edge of the Mendip Hills, it's the B3135 cliff road that's most spectacular as it runs between the towering rock faces of the Gorge. The rest of the road is equally tempting, with a mix of hairpins and faster sweepers.

92

A6024, South Yorkshire

This is a glittering road that runs to a high altitude in the Pennine mountains. The constant changes in surface and camber need care, while the steep gradients are a chance to really work that flat six – and the views heading up to Holme Moss are sensational.





91

B258, Eifel Region

Taking you through the beautiful Eifel forests not far from the Nürburgring, there are plenty of sweeping curves to entertain without the perils of the Nordschleife, plus there are numerous places to explore along the way.



90

B4518, mid-Wales

Short but very memorable, we suggest tackling it from south to north. Although it features some faster, open stretches it's characterised by tight and enjoyably technical bends, so you'll need to work hard behind the wheel. The Llyn Clywedog reservoir is the perfect spot to take a break and get your breath back!



89

Horseshoe Pass, Wales

Taking you from the Llantysilio to Cynr-y-Brain Mountains, the A542 perfectly demonstrates why we love the roads of North Wales. It's a challenge in places, and the change in character, from tight bends to more open stretches, gives any 911 a proper workout. The backdrop of rugged scenery is the icing on the cake.

88

Pamplona Loop 2

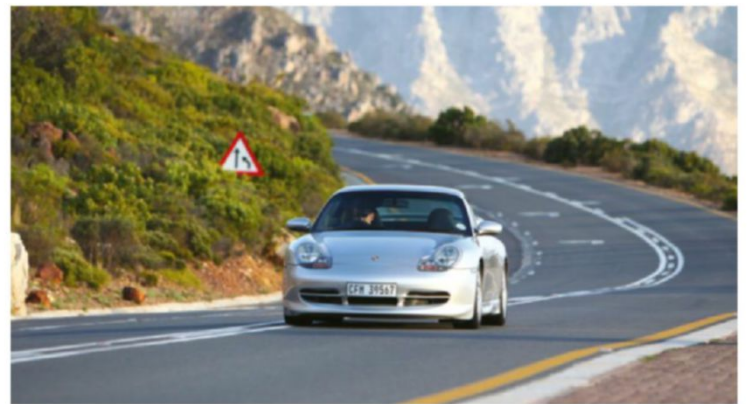
The first of two loop choices. Head the other way out of Pamplona to Loop 1 (below) and you'll find more phenomenal roads. Leave to the west via the NA-700, head north on the NA-7020 for a hairpin-filled drive and take the NA-7010 to the A10. Follow the A10 to the NA-718 towards Estella, then the NA-132A, NA-129, NA-666 and NA-122 before heading back to Pamplona.



87

Pamplona Loop 1

This route was part of the launch for the Jaguar F-Type and it's stuck vividly in the memory – the roads that surround Pamplona are sensational. Head initially northeast on the N-135, NA-140 to Isaba, down the NA137 to Burgi, then the NA-214, NA-178, NA534, NA-132 through Tafalla, and back via the AP-15.



86

R44 Clarence Drive, South Africa

Less than 40 miles east of Cape Town, the rapid changes in gradient and tighter, more technical sections promise a memorable drive. Mind you, that's assuming you can remain undistracted by the rugged mountain terrain and sweeping panoramas that vie for your attention. A less hard-charging approach is just as rewarding.

85

Schwarzwaldhochstraße, Germany

Heading up to almost 1,000 metres and with spectacular views across the Rhine Plain, it's the perfect destination for a European road trip, and there are numerous hotels en route.



84

A3055 Military Road, Isle of Wight

The road could be driven very fast, but forget about speed and just revel in both the open, sweeping corners and glorious sea views.



83

A701, Scottish Borders

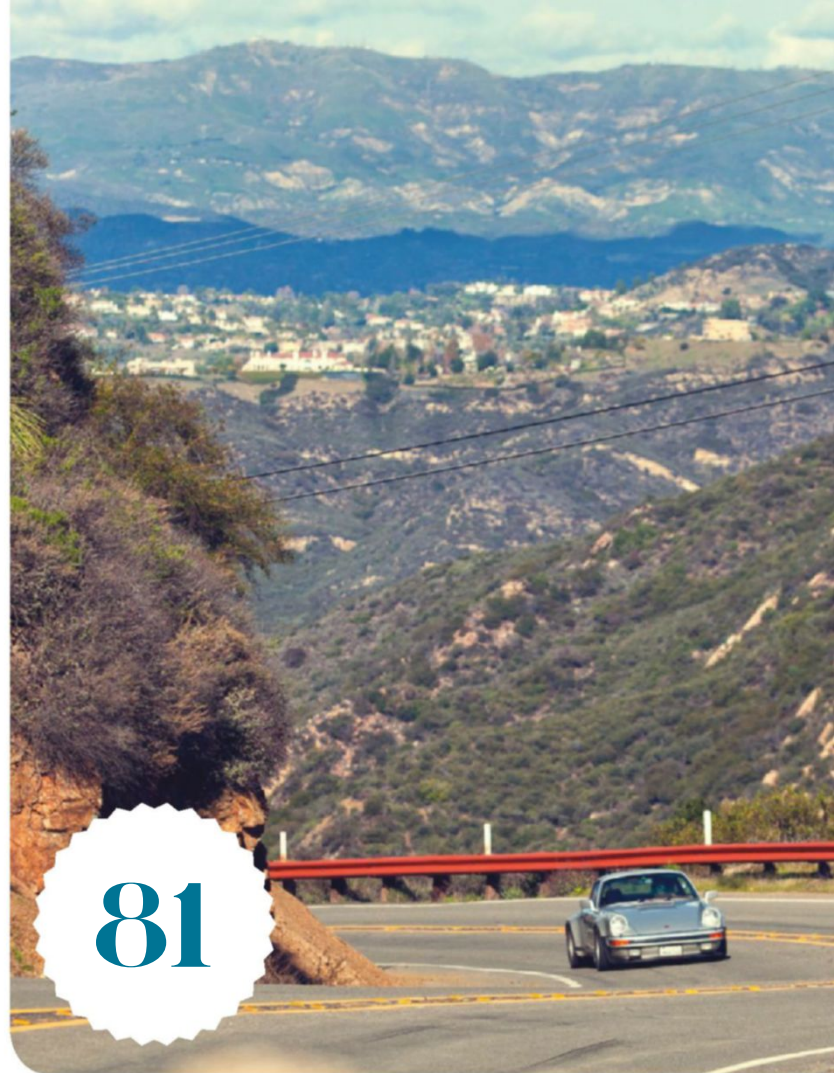
Taking you from Dumfries to Edinburgh, this is 70-odd miles of scenic delight, and one that's perfect whatever 911 you're pedalling. Mind you, it's extremely tempting to just take a break and spend some time admiring the rolling views.



82

Antrim Coast Road, Northern Ireland

This stunning route offers a couple of hours drive from Carrickfergus to Portrush, accompanied by perpetual views of the Irish Sea as the corniche follows the coast.



81

Mulholland Drive, CA

Located in the Santa Monica Mountains high above Malibu, this 30-mile stretch is truly iconic. The fast sweepers are a delight in any 911 and reward a fluid but committed driving style, and then there's the challenge of 'The Snake' with its testing twists and hairpins. No wonder it has such a rich history of outlaw-style road racing action.



80

Elfin Forest Road, CA

California has plenty of great roads and this one in southern CA is certainly among them. Rising, dipping and boasting dozens of challenging curves, it's a real test of you and the car, with spectacular views of the steep countryside round every corner. Just watch for the over-zealous speed cops, though.



79

Douro Drive, Portugal

Tackle the 90-mile route from Pinhão to Porto and you're in for a real treat. Portugal's Douro Valley is packed with history and delightful rural scenery, and it's the perfect destination for a road trip down through Spain or France. The corners are more flowing than tight and technical, but it's a great stretch for a 911.



78

Little St Bernard Pass, France

Linking the French and Italian sides of Mont Blanc and reaching 2,188 metres above sea level, the tortuous hairpins mean you'll need to concentrate if you're pushing hard – or you could relax the pace and just drink in the stunning Alpine surroundings. Snow closures are common, so check before travelling.



77

Old Military Road, Ireland

Dating from the 19th century, and one of Ireland's first purpose-built roads, this Circuit of Ireland Rally stage amongst the Wicklow Mountains perfectly suits the Neunelfer's talents. Brimming with military history, it's narrow for the most part, but still features plenty of well-sighted curves, making it easy to adopt a quick, flowing rhythm. Bumpy sections mean it's better suited for Carreras and Turbos rather than a GT car.



76

Ronda Road, Spain

Forming a loop of the A397/MA-5400/A366 up into the Spanish hills of Malaga, the rugged landscape and temptingly sweeping corners vie for your attention. Feel free to push hard because there's reward to be had on the well-surfaced roads, but this is also a route that benefits from a gentler pace.



75

Pacific Coast Highway, CA

Officially it's State Route 1 but this 450-mile stretch from LA to San Francisco deserves its more evocative name. It's no exaggeration to call this the drive of a lifetime, and if you've ever wanted to explore America's west coast this is the finest way to do it. The coastal scenery is simply stunning.



74

Fern Pass, Austria/Germany

This ancient route reaches an elevation of 3,976 feet and is an exquisite combination of Tyrolean beauty and bravery-testing hairpin bends. Skirting the Zugspitze Mountain, the road gets busier with tourists in summer.



73

B95, Nockberge, Austria

This one's all about a mountainous woodland backdrop, and it's no less dramatic for that. More importantly, the twisting blacktop takes you to the birthplace of Porsche at Gmünd which is surely all the reason you need to travel to Austria.



72

A702 Dalveen Pass, Scotland

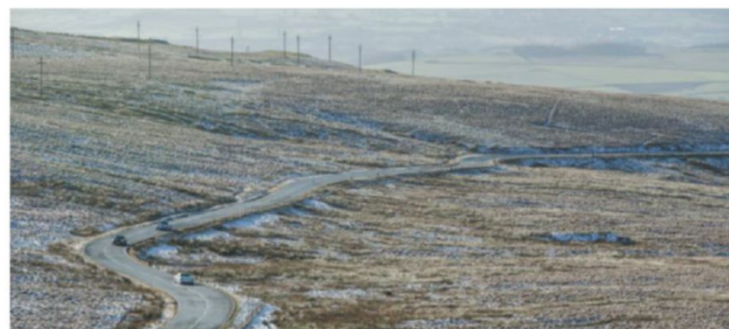
This remote, 15-mile stretch of tarmac to the north of Dumfries is properly rewarding, and one of our favourite UK roads for good reason. Combining longer straights with the occasional tight bend, the terrific visibility means you can really focus on your lines and getting the best from yourself and the car.



71

Palomar Mountain Road, CA

Located in San Diego County this 31-mile road takes you from Temecula to the Palomar Observatory almost 6,000 feet up. Twenty hairpin bends one after another are as exciting as they sound, but adopt a slower pace and you can take in the casinos, native-American reservations, vineyards, and orange groves.



70

A686 Hartside Pass, Cumbria

Twisting blacktop and stunning Cumbrian scenery are a match made in heaven, although it can present a rather more exciting challenge in winter. Nevertheless, it's great fun nailing the apex of each swooping bend atop an immaculate surface as you charge towards the summit at Hartside.



69

Abergwesyn Pass, Wales

Few roads feel more rural than this: essentially taking you from Builth Wells to Tregaron this one's pleasingly twisty with a scattering of blind crests. Much more technical than flat-out fast, the 'Devil's Staircase', with its 25 per cent gradient, is a particular scenic highlight. The bumps and dips will not suit GT cars!



68

Rouen-Les-Essarts, France

This is significant as the roads form part of the old track where Porsche managed its only World Championship Grand Prix victory. While it's not one for outright speed, it's still interestingly technical in places, with some subtle historical nods should you keep your eyes peeled.



67

Elan Valley, Wales

A heady mixture of fast, open straights and tight, technical corners as you cross the valley make this one of our favourite UK roads, and we recommend tackling it west to east from Devil's Bridge to Rhayader. The landscape is superb, so dawdle if you wish, but you'll be richly rewarded if you adopt a more press-on style.



66

E65 Coastal Route, Croatia

If you've not explored Croatia before then expect a real treat as you travel from Rijeka in the north to Dubrovnik in the south, following the coastline of the Adriatic. Totalling some 400 miles, it's a delicious combination of clifftop climbs, sheer drops, and switchback bends that will challenge car and driver alike.



65

Solsona circle via Monserat

Getting to Solsona itself is a joy. Head North from Barcelona, through Montserrat, on the A-2, B-III, BP-1101 through Manresa, join the C-55 and then use Solsona as a base. From there head up the LV-4011 or LV-4241, these joined at the top by the L-401. Try the C-149 C-1421a, B-300 too – they're all good.



Shirakazan

64

Oopnurthring, Yorkshire

The jokey name derives from the Nürburgring, but you'll quickly realise that it comprises miles of superb Peak District scenery. There's a wealth of testing surfaces, bends and climbs in altitude, just like the 'Ring, making it perfect for any Neunelfer – and tackling it in bad weather demands respect.



63

A87 Inveraray to Uig, Scotland

If 100 miles of almost-deserted Scottish roads doesn't tempt you, nothing will. Heading northwest, the well surfaced route is perfect for exploring a 911s capabilities. You can choose to pause at the lovely Kyle of Lochalsh, or press on for the Isle of Skye and Uig. Either way, this is a real joy.



62

Ucka Mountain, Croatia

This is Croatia's best inland road, offering a rewarding blend of scenery and testing corners. The lower reaches can be busy, but as you head up the mountain you're treated to more deserted tarmac and beautiful forest, the perfect place to really explore that handling. Often used by Porsche Club Croatia.

61

Atlantic Ocean Road, Norway

Forget any notions of stretching a 911's performance because this is all about glorious coastal scenery. The road, linking Averøy with the mainland via a series of small islands, was opened in 1989 and has been voted amongst the most beautiful in the world. Resorts along the route offer diving and fishing for the ultimate trip.



cucombrelibre

60

Ortega Highway, CA

California's State Route 74 is a wonderful climb through the mountains, and one perfectly suited to the 911's blend of punch and traction. Care is needed, though, as it has a dangerous reputation. Maximum concentration is in order if you intend to tackle it with any sort of commitment.



59

Stuart Highway, Australia

Stretching for 1,761 miles from Darwin in Australia's Northern Territory to Port Augusta in the south, this is a simply epic journey. Alice Springs provides a perfect mid-way stopping point, but crossing the vast interior of the country ensures it will be the trip of a lifetime, so it's one to savour rather than rush.



Russell Street



58

A696/A68, Edinburgh to Newcastle

Lightly-trafficked for the most part and a great chance to enjoy the Northumberland countryside, it's no wonder this is rated as such an entertaining route. While some sections

lack scenic appeal, the upside are the quick and open straights that urge you towards the red line.

57

Hardknott Pass, Lake District

The Lake District boasts some excellent driving roads, and this one claims to be amongst the steepest in England. It's a thrilling mix of 1:3 inclines and hairpins between rocky crags on the way up, and steeply sinuous blacktop on the way down. The scenery is breathtaking, too.



kayugae



56

Pines to Palms Byway, CA

If you enjoy Wild West history this 60-mile route is a fine way to reach the wealthy attractions of Palm Desert. The views are awesome, but it's the thrillingly twisty ascent into the mountains that really grabs a driver's attention.



55

Athelstone to Cudlee Creek, Australia

Just 20 minutes outside Adelaide you'll quickly discover why this road is such a favourite with the motorsport fraternity.

Stage rallies use the Gorge Road for good reason, the tight corners and unforgiving rock walls providing plenty of drama, although you needn't push quite so hard to enjoy its plentiful charms.



54

Mulsanne Straight, France

Officially part of the D338, Porsche fans can't fail to be moved by the part this section of tarmac plays in motorsport history. The moment you turn onto the straight your mind is flooded with spine-tingling thoughts of 917s and 935s hurtling

through the night. Nowhere else does a 911 feel more at home.



53

D952, Gorges du Verdon

Also known as the Grand Canyon du Verdon, the views are as spectacular as that name suggests. The road also boasts a dramatic mix of fast curves, tight hairpins and sheer drops, so this isn't a place to let your concentration wander if you plan on pinning the throttle.



52

Ruta de la Dunas, Fuerteventura

It's a beguiling mix of tight bends and flowing gradients, and – occasional tourist coach aside – pleasingly quiet, while ancient towns and villages, including the 15th century

Betancuria, are a further draw.



51

Great Ocean Road, Australia

Running for 150 miles along the south west coast of Victoria, this is a very special way to enjoy Australia. You'll be spoilt for panoramic views while the section from Lorne to Apollo Bay, where the highway is carved into sheer cliffs, is

especially dramatic. The amazing 12 Apostles' rock formations are a must-see.

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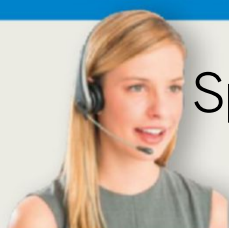
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GTS

997 V 991.1 V 991.2

SHOWDOWN

Porsche's 911 GTS lineage is now three generations deep, but which is best?

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



It is ironic that in the week Porsche delivered to me a 991.2 Carrera GTS for testing, the UK government announced it is to ban the sale of all internal combustion-engined vehicles by 2040, following in the footsteps of our French governmental comrades which introduced an identical deadline for the final sales of gasoline-powered cars. Meanwhile, Porsche itself has been busy making significant inroads towards production of electric-only sports cars, recently announcing it is to pull out of the WEC LMP1 class in favour of a venture into the electric-only Formula E racing series. This is part of its motorsporting mission to develop sports cars of the future.

There's no question the end is nigh for the internal combustion engine then, and therefore the motor vehicle as we know it. This of course makes for a fascinating backdrop to a group test here involving three 911 contemporary GTS models seeking to emulate a traditional driving experience.

Produced with driver purity in mind, Porsche introduced the GTS moniker to its 911 range in 2011 with the advent of the 997 Carrera GTS. Something of a parts-bin special to mark the end of 997 production, the first 911 GTS came with a lavish specification, including some one-off details exclusive to Porsche's new model. The result was a sharper, more focused drive, available across Coupe and Cabriolet body styles in a choice of both rear and four-wheel-drive.

The new GTS proved a commercial sales success for Porsche, those 997-generation cars selling fast for

£76,758 and never really dipping below £50,000. Today, a 997 GTS will set you back around the same figure as its original list price, a phenomenal achievement for a 911 Carrera just over five years old.

It is little wonder, then, that Porsche expanded the GTS moniker into an entire sub-brand, enamouring its Boxster, Cayman, Cayenne, Macan and Panamera models with the specification. Naturally this also continued on the 911 with the 991.1, those GTS cars the last 911 Carreras to be fitted with a naturally-aspirated engine, and finally the latest 991.2 generation, released in January 2017. Each car is essentially the pinnacle of its respective Carrera lineup, but which is best of the three GTS 911 generations produced by Porsche to date?

To decide, we gathered a delectable model from each generation for a fast road test along the twisty asphalt of the Suffolk countryside. The specification of our cars are intentionally as close to that 'purist' GTS blueprint as possible, so they're all rear-wheel-drive Coupés, although the Riviera blue example is PDK, while the other two are fitted with a manual transmission. In keeping with the chronological order in which they were released, we begin our test with a seat in the 997.

Even from the outside, the 997 looks commanding, thanks to a 44mm-wider C4 body with black-accented exhaust tips, model script on the decklid and new front lip spoiler. More in proportion than the 991s to those classic lines of the earliest Neunelfers, the 997 looks like a lean, purposeful 911. Its standard

GTS specification includes PASM, Sports exhaust and a 23bhp boost for its flat six engine thanks to an exclusive Powerkit. Motorsporting inspiration is taken from those RS Spyder wheels with a centre-locking device, while weight saving inside includes the deleting of rear seats (these could be put back in as a no-cost option). Alcantara features heavily, of course, accounting for steering wheel, handbrake and gear shifter trim, as well as the seat centres and roof lining, as in all 997 GTS Coupe models. Devoid of any of the 991's grand touring-esque interior addenda, from the driver's seat at least the 997 feels like a properly focused sports car.

Firing the car up provokes a beautiful mechanical cacophony of sound as the starter motor attempts to awaken the flat-six, which rumbles to life with a low growl emanating from the Sports exhaust. Final arrangements to the driver's seat, steering wheel and mirrors are completed, and it is here the exquisite positioning of the 997's pedals is noted. Placed close together and perfectly weighted, heel and toe shifts are wonderfully straightforward to master. This is going to be fun.

As the three Neunelfers roll out onto the B roads of rural Suffolk and begin to chase one another down, it doesn't take long for the 997's merits to come to light. Chief among which is its steering, which is the best of the three cars on test: lavished with tangible feel, there's so much information transcending through the system and into the driver's fingertips. This is needed too, because greater variances in

RIGHT 997 reignited Porsche's Carrera GTS lineage after the 904 Carrera race car of the mid-Sixties





Model 997 Carrera GTS

Year 2011

Engine

Capacity 3,800cc

Compression ratio 12.5:1

Maximum power 408bhp @ 7,300rpm

Maximum torque 420Nm @ 5,600rpm

Transmission Six-speed manual

Suspension

Front Independent; McPherson strut; anti-roll bar; PASM

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

Wheels & tyres

Front 8.5x19-inch; 235/35/ZR19

Rear 11x19-inch; 305/30/ZR19

Dimensions

Length 4,435mm

Width 1,852mm

Weight 1,420kg

Performance

0-62mph 4.4 secs

Top speed 190mph



Model 991.1 Carrera GTS

Year 2015

Engine

Capacity 3,800cc

Compression ratio 12.5:1

Maximum power 430bhp @ 7,500rpm

Maximum torque 440Nm @ 5,750rpm

Transmission Seven-speed PDK gearbox

Suspension

Front Independent; McPherson strut; PASM

Rear Independent; Multi-link; PASM

Wheels & tyres

Front 9x20-inch; 245/35/ZR20

Rear 11.5x20-inch; 305/30/ZR20

Dimensions

Length 4,491mm

Width 1,852mm

Weight 1,425kg

Performance

0-62mph 4.0 secs

Top speed 190mph



Model 991.2 Carrera GTS

Year 2017

Engine

Capacity 2,981cc

Compression ratio 10.0:1

Maximum power 450bhp @ 6,500rpm

Maximum torque 550Nm @ 2,100-5,000rpm

Transmission Seven-speed manual gearbox

Suspension

Front Independent; McPherson strut; PDCC

Rear Independent; Multi-link; PDCC

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 secs

Top speed 193mph



911 GTS
TOP TRUMPS



997 GTS

ACCELERATION	16
HANDLING	14
THROTTLE RESPONSIVENESS	16
DRIVER FEEL	18
GEAR CHANGE	18

TOTAL GTS RATING **82**



991.1 GTS

ACCELERATION	18
HANDLING	18
THROTTLE RESPONSIVENESS	19
DRIVER FEEL	12
GEAR CHANGE	16

TOTAL GTS RATING **83**



991.2 GTS

ACCELERATION	20
HANDLING	18
THROTTLE RESPONSIVENESS	12
DRIVER FEEL	12
GEAR CHANGE	12

TOTAL GTS RATING **74**





ABOVE Brothers in arms: the GTS 911s are recognisable by their wide body, black accent styling and generous standard specification, presenting a fantastic driver's 911

front end grip are evident in the 997. Owing to its more traditional chassis layout in comparison to the 991s, it takes a couple of understeer-induced corners to remind that trail braking is essential to get the 997's nose sufficiently tucked into a turn. Once this is executed though, the GTS hunkers into a turn, its wider track and race-derived multi-link suspension keeping it glued firmly to the tarmac.

Gear changes, similarly, are a delight; there's no clunkiness to the six-speed shifter's throw, its preciseness – supported by those pedal positions crafted specifically for perfect heel and toe – again illuminating that essence of driving purity that Porsche bestows upon this blue-chip Carrera model.

The 997 GTS is more of a momentum car than the 991s. It not underpowered by any stretch, but its 408bhp engine is more honest than the later cars it is chasing today. This means living in the upper

echelons of the car's rev range to carry the sort of speed its successors muster, which is where the 997 performs best in terms of throttle response and sharpness. If we're being picky, perhaps the area that lets the 997 down is its damping.

Though perfectly capable, generally giving the GTS a marvellous balance for sporty driving, it perhaps lacks the absolute focus on less than smooth surfaces that the later cars are blessed with, but this is only a small blotch on the 997 GTS's copy paper. Driven hard, it's a joy to drive, augmented with a wonderful, aggressive exhaust note that's nowhere near as ostentatious as the GTS succeeding it. This is modern 911 driving purity defined.

After such a resounding first attempt at the GTS moniker, Porsche kept much the same specification for the 991.1 generation: centre-locking wheels, black styling accents including a gloriously retro-styled black decklid grille, a Powerkit (now offering an additional 30hp) and PASM featured. Now though, the Sport Chrono Package was thrown in as standard too, which came with active engine mounts, a chrono clock in the centre of the dashboard, and a Sport Plus button for razor sharp throttle response, gear change (for PDK) and mapping options. The GTS range expanded under the 991 program too, now including the Targa body style for the first time.

The 991.1 undoubtedly has a tough task emulating the accomplishment of the 997, yet after a driver swap on our countryside run, it is surprising how quickly the original is brought into line. In 991 guise, the GTS is simply a phenomenally well-balanced 911. It's mighty fast, boasting an additional 50Nm torque over the 997, and in new Sport Plus mode throttle response is sensational. The 991's slightly more mid-engined feel over the 997 means braking so deep into

corners to get the nose to bite isn't necessary. With much improved damping, the rear tyres are never shaken from their mission to cover every nook and cranny across the road's surface either. This allows the 991 to be pushed much harder without the car being unduly unsettled, the driver inspired by the greater levels of grip available. The brakes are mighty too, with six-piston brake callipers at the front (two more than the 997).

Put simply, the 991.1 GTS is an exquisite driving machine. Even its perceived foibles aren't as problematic when taking pride of place in the driver's seat. For example, much has been made of the switch to electrically assisted steering in 991-generation cars, yet in GTS guise the system is actually rather good. It's nowhere near as communicative as that found on the 991.1 GT3, yet it's still pleasantly rewarding in its feedback, and much faster than the

“The 991.1 has a tough task emulating the accomplishment of the 997, yet it is surprising how quickly the original is brought into line”

997. This too is true of that aforementioned Sports exhaust, which I mentioned earlier as being rather more elaborate in noise than the earlier car. This is no bad thing though, the 991.1 by far the best sounding of the three GTS cars. Distinctly throaty through the mid range, its howl as the naturally aspirated 9A1 flat six gets going past 4,000rpm develops into a resonating crescendo of noise. It's perhaps best at 7,000rpm, its

tone rewarding the driver for hunting the 991.1 GTS's redline. Just how we like it! Raucous but not overpowering, the 991.1's Sports exhaust helps the car come alive with character, accentuating its purity as a proper sports car.

Even gear changes, which generally spoiled the experience of the manual transmission in 991.1 cars, were revised for the GTS, though don't forget our car here comes with optional PDK. A manual car would be slightly slower, but PDK allows for left-foot braking through these snaking back roads, helping the 991.1 to at least try and keep pace with its successor ahead. How is that 991.2 so bloody fast?

The answer, of course, is turbocharging. In line with the rest of the 991.2 Carrera range, two small turbochargers are now fitted to the 9A2 flat six, the result of which is 450hp – just 25hp shy of the 991.1 GT3 – and a bonkers 550Nm peak torque, available from just after 2,000rpm. The newest 911 GTS is, therefore, ridiculously quick.

The Gen2 991 has otherwise followed in the footsteps of the Gen1's now regimented spec, though smoked rear clusters further accentuate the GTS models from other Carrera cars (perhaps needed as all 991.2 Carreras get a retro-style black decklid grille). This means that aside from its new engine, the car is pretty much the same, which makes

RIGHT 997 is the only 911 on test with anything under its decklid worth looking at, its Powerkitted 3.8-litre DFI engine producing 408bhp



the focus of our comparison rather straightforward. Having such monumental torque available so quickly compared to its naturally aspirated forebears means the 991.2 can exit corners a gear lower than the 991.1 or 997. While dynamically this is impressive, the reality is this encourages lazy driving, which is distinctly at odds with the overall style of the GTS name. Wringing the neck of the 9A2 engine is pretty uneventful, too. It's mighty quick, yes, and that a turbo engine can rev to seven grand is commendable, but there's no great reward in doing so. The 991.2's engine is powerful, yet there's little character to it in comparison to the flamboyancy of its predecessors, which deals a heavy, early blow to its credentials.

This Gen2 car being the only 991 on test with a third pedal in its right side footwell shows the positioning of the pedals in the 991 generally isn't as good as the 997 either. The manual shifter here does highlight a better mounting position however, being nearer to the steering wheel and therefore allowing the driver to change gear and get his or her hands back on the wheel quicker.

Sound is unexpectedly good through the standard Sports exhaust, though it is entirely different to the

naturally aspirated cars, crackling wildly on over-run. There is fun to be had in the latest GTS, but though it's clearly the fastest car on our mid-morning thrash, the prize for ultimate GTS must go to either the 991.1 or 997 before it. Choosing between them is hard.

If you want the most puristic 911 driving experience of the three then go for the 997. However, it is the 991.1 that pips the 997 by offering the most thrilling drive, and is therefore the ultimate GTS driver's car. As for the 991.2? The car is still unmistakably 'GTS' and therefore a lavishly specced Carrera model representing great value. However, there can be no denying those 'GTS' goalposts have been moved for its latest 911 incarnation, and it all comes down to turbocharging of that 9A2 engine. Yes, it's uniquely powerful and makes the 991.2 exceptionally fast, but what it delivers in power it lacks in character and purity, two key hallmarks of the GTS remit. In its short life to date, a GTS is a 911 with real soul, yet in the 991.2 key elements of this have been lost.

So, is it all doom and gloom for the 991.2? Well, not really. At the start of the test I mentioned the changing socio-political climate around cars using the

internal combustion engine, reflecting on Porsche's own adaptations for its future sports cars as a result. This is important, as even though the 991.2 is the first GTS to utilise turbocharging, its technology is, to all intents and purposes, still very traditional. Given this context, history may yet look kindly on the car.

For the 991.2 GTS in terms of appreciating its driving purity, it is a car for tomorrow and not for today. Our motoring world is about to change drastically in a comparatively short space of time to anything we've previously witnessed, so much so that by the British and French governments' 2040 deadline, cars like the 991.2 GTS will be thoroughly consigned to the history books. That means driving enthusiasts who don't recall otherwise may be able to look back with fondness on a combative sports car powered by gloriously conventional means – though I imagine the 991.1 and 997's star will be shining even brighter by then, too. **911**

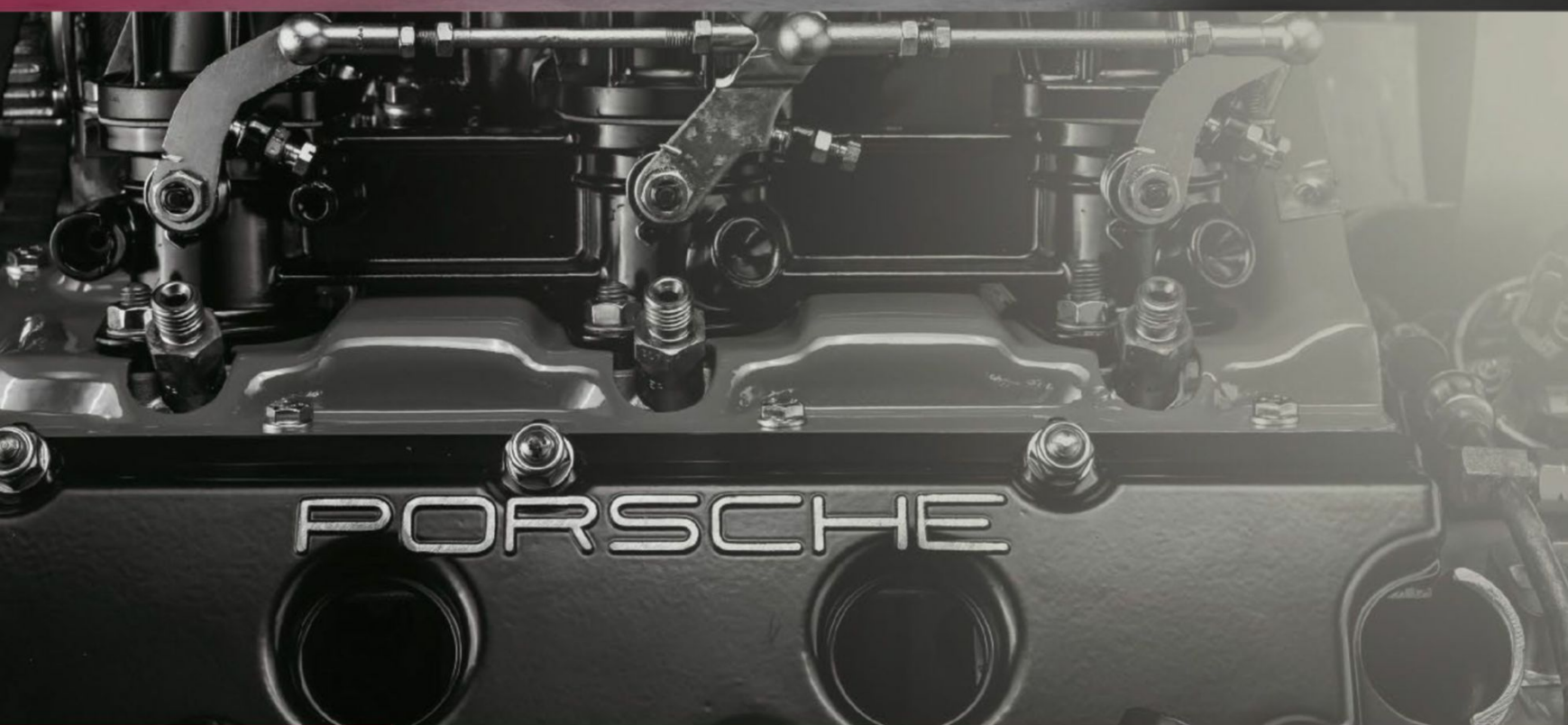
Thanks

Thanks to Stephen Thompson and Elliott Norris for supplying their respective 997 and 991.1 GTS 911s for our test.



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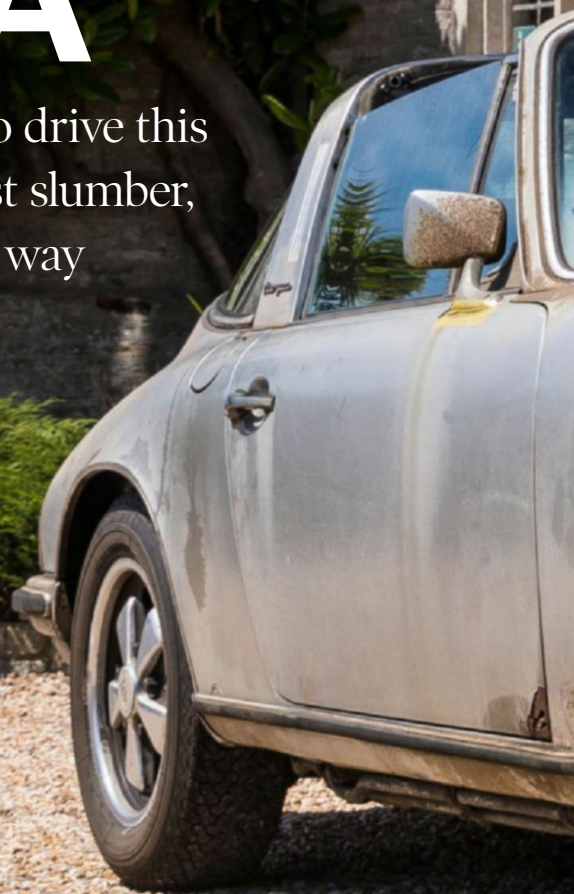


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TIME WARP TARGA

Is this the ultimate barn find? **Total 911** is first to drive this matching numbers 2.4S after a 29-year Far East slumber, uncovering its incredible story along the way

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







A Porsche marketing poster, released at the time of the 996 Carrera 4S Cabriolet launch in 2002, states ‘The hours a Porsche spends parked. You don’t get those back.’ It’s a wonderful piece of advertising that should perhaps make a comeback, given the propensity today among buyers to acquire a 911 and then park it in the hope of making a buck some day in the distant future.

Historically speaking, the concept of a Porsche being left motionless for a prolonged period of time isn’t unheard of, though more often than not this was due to financial burden, not investment. The 911 just wasn’t as valuable a sports car as today’s markets would have you believe. If a used example developed a major problem, this could easily signal the end of its working life; the expense to fix it often impractical or even uneconomical for its owner. Anguished to sell the car on, owners simply garaged their pride and joy in the hope of one day fixing or restoring the 911 back to its former glory. Sometimes this played out as fairytale, others not so, the car lost and forgotten about for years – decades, even – until one day being rediscovered by a family member or otherwise. These cars are called barn finds.

Let’s face it, we all love a genuine barn find story. Famous for the chronicles physically etched

in their coachwork, they are a blast from the past, a total motoring preserve of a bygone era. Bedecked in patina, these are the cars that undeniably peak the interest of an enthusiast over a car that’s been completely restored. The car has a story to tell, and we want to hear about it. David Gooding of leading auction house Gooding & Co exemplifies this, telling us in issue 156: “People prefer more genuine human stories with a car that has much more meaning to it – that’s why a barn find is the most pure classic you can have.” As classic 911 values have increased in recent years, so has the rate at which these barn find cars are being unearthed, each story seemingly more enchanting than the last. The tale of the barn find in front of you, however, is frankly the stuff of legend.

Ordered as a Japanese C08-coded (left-hand drive) 1972 2.4S Targa, the car was delivered to the Land of the Rising Sun and driven there for 16 years. Then, suddenly, the Targa was put into storage in 1988, where it remained until very late last year when Alan Drayson of UK-based Canford Classics stumbled across it. “I’d flown out to Japan to take a look at another barn find car – incidentally a 2.7 RS – and came across this Targa in the barn alongside it. The car’s owner had passed away and left it to his wife, who no longer wanted it. I made an offer to acquire the car and get it back on the road again,” he tells us.

Drayson agreed a deal and had the barn find removed from its 29-year resting place, put on a ship and delivered to his premises on Britain’s south coast.

The story gets better: being an early 911 destined for Japan, the car comes equipped with some eccentric features which, even to the hardened enthusiast, will likely not have been seen before. These include a sweeping red line imprinted around the outside centre of the speedometer, a petrol heater, large Bosch horns mounted inside the nearside front wheel arch, a Porsche emblem mounted just behind the front wheel arches on either side, a very tall aerial and, most interestingly, a heated windscreen. “That was particularly fascinating for us as we’d always found a couple of additional wires behind the dash of these early cars and assumed they were spare,” Alan tells us. “It wasn’t until we got this car and saw those same wires connected up to the heated windshield we realised they’re present for a purpose on all early cars, even if we’ve never seen them used before or since.” Porscheophiles may also note the internal mirror isn’t mounted in the usual position on the windshield but on the surround above it, though this is explained by the heated screen.

This quirky car is pretty well unmolested from its factory guise and is 100 per cent original, besides the paint. “We can tell it’s had a respray because the



Model 2.4S Targa

Year 1972

Engine

Capacity 2,341cc

Compression 8.5:1
ratio

Maximum power 190bhp @ 6,500rpm

Maximum torque 211Nm @ 5,200rpm

Transmission Five-speed 915 gearbox

Modifications 2.4-litre 'T' engine currently fitted

Suspension

Front McPherson strut; torsion bar;
anti-roll bar

Rear Trailing arm; torsion bar;
anti-roll bar

Wheels & tyres

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

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

Dimensions

Length 4,163mm

Width 1,610mm

Weight 1,077kg

Performance

0-62mph 7.8 secs

Top speed 144mph



engine bay is a different colour," Alan says, lifting the decklid and showing us the original Glacier blue hue. That aside though, the car is an absolute time warp from its days on the road in 1970s and 1980s Japan, albeit with some pretty hefty weathering from its time locked away in storage. There's milking right around the windscreen's perimeter, the faux leather on the seats is cracked and rust is prevalent over the car's entire body, intensified along a section across the Targa's front bonnet, halfway up.

Surprisingly, given how it looks, underneath this aged and rusted bodywork the chassis is in good condition – this is no old nail. The best bit? The car's originality extends to its engine, confirmed as a matching numbers 2.4S flat six. The car's odometer displays just 51,000 kilometres on the clock, converting roughly to only 36,000 miles of motoring in 45 years of existence. It's a bit of a game changer in terms of the car's stock: as a low mileage, matching numbers 2.4S, suddenly there is considerable value attached to this special 911, post restoration of course. So when is that process due to start? "Well, it's not going to, really," comes Alan's surprise response, and we'd be lying if we said the comments didn't provoke at least a modicum of euphoria at **Total 911**.

Put simply, in its current guise the story of this 2.4S Targa is so unique, it'd be a great shame if this ➡



ABOVE FROM TOP Period radio still resides in dashboard alongside immaculate switchgear; Speedo features rare factory red sweep from 100-300km/h



TOP AND BOTTOM Freshly rebuilt 2.4-litre 'T' engine currently powers the barn find while its original, matching numbers 2.4S engine is being rebuilt; External oil filler is a hallmark of MY1972 cars



“Saying ‘no’ to pristine and ‘yes’ to patina is a brave move”

was ever wiped from its bodywork. It seems Alan couldn't agree more. The car is his own, and used to drive to work on most days. He's taken it to various shows and events and admits the reception it's received has been amusing. "We get asked if we're going to restore it all the time. When we say 'no', people then assume we're going to waste money on lacquering the car. What's the point? Look at it!" Alan says jovially. "We've had some great moments with the Targa so far. A standout memory was a police officer pulling up to us in traffic one day. He rolled his window down, took a good look at it and then said he wasn't even going to ask any questions, as to drive the car on the road like this we're sure to have our affairs in order! We were laughing about that for days afterwards. He was genuinely perplexed."

To our mind, such anecdotes are exactly what driving a classic Porsche 911 is all about. Creating stories – and then sharing them – is part and parcel of the Porsche ownership experience. It's what binds us all to this rather glamorous pile of Zuffenhausen-oriented metals, plastics and rubbers in the first place. A car is only original once, and in a world where comprehensive restorations on air-cooled 911s are now commonplace, this is a pure time-warp Targa sporting its warts and all, rolling about our roads. It's a breath of fresh air to the entire Porsche



stratosphere. Alan, ever a laid-back kind of guy, is pretty relaxed about the idea of continuing the car's story too – he's even about to let us drive it.

Canford Classics hasn't needed to do too much work to get the 2.4S back on the road. Alan explains, "We fixed the fuel system that grounded the car all those years ago as the MFI pump had been removed, renewed the brakes and all oil lines, then fitted new tyres. Those brake discs currently on the car are actually the original ones I found on it in Japan; they just needed skimming to bring them back to life."

A little more work is needed on the 2.4-litre flat six after such an extended hiatus, which is why the Targa's beating heart is currently that of a freshly-built 2.4-litre 'T' engine and supplementary 915 gearbox. "The 'T' engine has been rebuilt for another car and we're using the barn find to wrack some miles up to run it in while its own 'S' engine is being rebuilt," Alan says. And with that, Alan passes us the keys to what has to be the coolest Targa on the planet. It's a surreal experience, and before jumping in, I have to pause for a moment. As a sprightly 28-year old, the concept of driving a 911 that predates my own existence is not a new one. However, the idea that this car has sat motionless for the entirety of my life, plus an additional six months for good measure, is something I find exceedingly hard to comprehend.

The nature of the 'T' engine, not to mention the fact it's still being run-in post-rebuild, means I'm in no rush today. I remove the aged roof, stowing it neatly under the front bonnet, and get ready for a relaxed drive through the Dorset countryside. The engine catches first time as I twist the Targa's key in the ignition and select first gear. Gently letting out the clutch pedal while bringing in the gas, I find the biting point, and the Targa rolls forwards. I can't hide my excitement as the Targa and I head for the public road: this is absolutely mega!

Driving through the quiet countryside, I listen to the deep thrum of the flat six engine as it propels the car and I forward. Lifting off, I put the clutch pedal in and reach for the shifter. The gear change encourages you to take your time but slots in beautifully, and before long I'm back on the gas, watching the engine rpms rise on the tachometer. I'm listening for any sounds that mechanically give the car's history away, but there aren't any – no clunks from the suspension, no knocks from the steering, no rattles from the chassis or body. She's in absolutely fine fettle, riding just like a 911S of this vintage should.

I'm having good fun in the Targa, but need a splash of fuel, so I call into a Shell garage and fill up. "Where did you find that car?" jokes the uninformed cashier as I pay, who doesn't take me seriously at first

when I reply "Japan". Leaving the station shortly after, I ponder what the previous owner would think to this car being back on the road. Delighted it's seeing the light of day, no doubt, but would he want the car put back to its former glory? I decide there's plenty of time for that to happen. After all, every car has a story to tell, yet this Targa is giving me a whole monologue. I note the masking tape affixed to the offside external mirror, spilt oil residue beneath the external filler cap and concentrated corrosion around the Porsche emblem on the front bonnet. These are all indicators of the car's life, its history. If or when the car is restored, these physical hallmarks will be gone forever, along with the stories they tell. Given its potential value though, restoration is perhaps the easy option, despite the intricacies that come with rebuilding a car of such vintage. Saying 'no' to pristine and 'yes' to patina is a brave move in today's perfection-obsessed society, which makes it all the more special that this car in this condition is on our roads today. Piloting it for the afternoon has been one of my greatest pleasures in my job to date.

Regretfully, I return the car to Canford Classics, though I'm comforted by the knowledge this barn find will be seeing a lot more road. After all, you can't get back the hours a 911 stands still, and this special Targa has a lot of time to make up for. **911**

PORSCHE INDEX 997.1 C4S

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

The 997 proved a popular 911 generation, and the C4S represented the top-spec Carrera in Gen1 form. Our Porsche Index delivers everything you need to know



The story behind the 997.1 C4S

Subjecting the 996 C4S to our Porsche Index microscope in Issue 155 revealed a Neunelfer that's not only highly desirable with a strong reputation amongst marque experts, but one that represents terrific value. But, for some buyers the degree of baggage attached to the 996 generation proves too much to ignore, making its successor the logical next step. By any measure Porsche played a blinder with the 997, its arrival in 2004 rapidly restoring Zuffenhausen's reputation for quality and reliability. What we're interested in here though is the C4S that was introduced for MY2006. According to our expert specialists – Jason Shepherd from Paragon Porsche and RSJ's Darren Street – bagging a very good example of the Coupe requires parting with around £35,000

(you'll pay a little more for a Targa or Cabriolet; both have plenty of fans amongst 997 enthusiasts). That's solid value for a car costing nigh on twice that amount a decade ago. So, aside from the sensuously curved shell with its extra 44mm across the rear hips, what else did buyers shelling out an extra £5,000 or so over a Carrera S get for their money back then? Well, the 355bhp, 3.8-litre flat six remained, as did the choice of six-speed manual or five-speed Tiptronic transmissions, and the resulting performance was suitably impressive. The 0-62mph sprint could be dispatched in 4.8 seconds on the way to a 179mph maximum. A chunk of that extra cash went on the four-wheel drive system, a viscous-coupled centre differential sending up to 35 per cent of the torque to the front axle in normal use, although up to 40 per cent could be diverted forwards in extremis. The Porsche Stability Management system (PSM)

had been upgraded for the new model too, adding 'electronic brake pre-fill' and 'all-wheel brake assist' functions to maximise stopping power from the standard 'Big Reds' or optional PCCB brakes (costing £5,500 extra). PASM was also standard, bringing a 10mm lower ride height compared to 3.6-litre Carreras. There was also the further option of equipping the C4S with Sports suspension which dropped it another 10mm again and added a mechanically locking limited-slip rear differential to the handling mix. Build and material quality had also taken a notable step forwards compared to the 996, and there was a decent smattering of standard kit, including 19-inch wheels and bi-xenon lighting. A popular platform that sold well (30,973 models from late 2005 to 2008), only minor changes were wrought – engine aside – with the arrival of the Gen2 model in 2009 and after a dip, values are now holding well. ➡



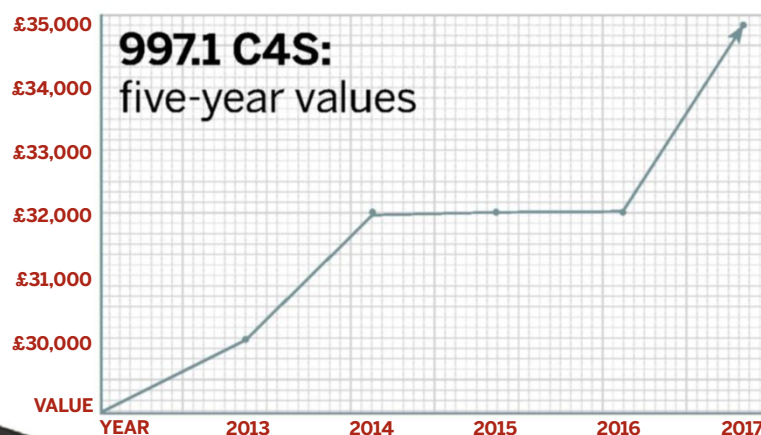


What's it like to drive?

Here at **Total 911** we're fans of the way the Gen1 997 drives, but what does John Owen, owner of the car you see here, think of the C4S's talents? "Not only is the 997 very practical, but in this form it also feels brutally fast. For covering ground at a decent pace it's almost unbeatable, and it feels very secure with terrific traction out of bends. My only niggle is that feels quite remote compared to the 964 I had before, although perhaps that's to be expected with a more modern car." Paragon's Jason Shepherd has plenty of praise for the model, calling it foolproof and very capable: "It still feels very quick, and there's a noticeable step-up in performance compared to the 996 version. If I'm being picky I probably prefer the steering feel of the C2S, although you don't really notice the additional weight of the four-wheel drive system, and it rides really well thanks to the PASM dampers."



“For covering ground at a decent pace it’s almost unbeatable, and it feels very secure”



Market rivals

Take a moment to consider the looks and performance of this C4S and you can't fail to be amazed by the value on offer. In 911 circles it represents an awful lot of ability for not-huge sums of money, but what are the alternatives?



996 C4S

Great road holding, meaty looks and still affordable. Buy carefully and it's a great ownership proposition, at the same time proving less daunting in terms of running costs, and getting the best out of it compared to the full-fat Turbo. It's a model that's slowly increasing in value, so a safe place to put your money.



997 C2/C2S

An obvious alternative perhaps, but foregoing the four-wheel drive hardware saves weight and results in an arguably purer driving experience. Unless you really need the all-weather security of a C4 then you certainly won't be disappointed, and opting for the S means you still get the punch of the 3.8-litre motor.



SC

As we discovered in last month's Porsche Index a good SC is just about on a par with the C4S in terms of values. Okay, so outright performance is a world away from the 997 you see here, and there's the threat of huge restoration costs if you buy unwisely, but it's hard to resist the analogue charms of an air-cooled 911.

Before you buy

The 997's amenability ensured many were pressed into service as daily drivers, and a life spent in town or slogging up and down motorways may have left its mark. Don't be surprised to find evidence of localised stone chip rectification around the nose, although more major battle scars will need caution: a front bumper is £914 before paint and fitting, and you'll need a similar sum to replace one of the standard xenon headlights. Kerbed wheels can be repaired – budget around £100 a corner – but if things are too bad you're looking at the best part of £1,000 to replace one of the 19-inch 'Lobster Claw' rims. The good news is that corrosion won't be a factor on any variant, unless it's a result of poorly repaired damage. So, unless you're buying from a specialist or OPC, it goes without saying that a thorough delve into the history is called for. As for the oily bits, the 3.8-litre engine needs the most care, and buying without specialist examination would be unwise. The big issue is bore scoring, and while opinions differ on the extent of the problem, an internal inspection with a borescope is the only way to be certain. IMS and RMS issues can also rear their heads, and while some reports say only early examples were affected it makes sense to look for evidence of previous repairs or upgrades. You'll also want to be certain that no cooling problems are present; leaf-choked and corroded radiators and air-conditioning condensers are a common problem, and replacements are £250-300 apiece before you factor in labour and consumables. The coolant pipes located around the steering rack can corrode, too, and although parts are cheap, renewing them involves four to five hours of labour. The important thing here is reassurance that corners haven't been cut when it comes to maintenance, so don't be satisfied unless you're handed a fat wad of previous invoices from a specialist or OPC. As for the transmissions and four-wheel drive system, both are incredibly robust, so unless they've been subjected to track day abuse there's little to worry about. A fresh clutch is £1,000 fitted – finding an invoice for previous replacement is good news if mileage exceeds 50,000 – a new Tiptronic 'box is a rather more heart-stopping £17,500. Those bills aren't quite so alarming when it comes to the brakes and suspension; both warrant scrutiny as a barometer of previous care. Little-used examples can suffer corrosion on inner disc faces, and refreshing the discs and pads costs £1,200 or so. RSJ recommend checking the tandem oil/brake vacuum pump in the engine bay, as a rotten casing leads to leaks and you're looking at £600 to replace it. Creaking rear arm bushes, and wear in front strut top mounts and lower arms are the most common suspension issues, the latter costing £292 each. Don't forget to check for unevenly worn rubber. Tyres can wear on the inner edges, and it would be wise to delay parting with money until the cause has been established. There are too many examples out there to land yourself with anything shabby, and as long as you take the time to establish the exact specification and ensure it all works, there's really little else of concern. ➔





LEFT 3.8-litre engine offers decent performance by today's standards

BELOW Reworked interior is much improved in quality and design over 996, though switchgear is prone to wear



Desirable options

As the 911 generations progressed, so did their levels of comfort and equipment, and Porsche didn't skimp when it came to the 997. Even if you didn't delve into the options list – and not doing so would have required superhuman levels of restraint – you still benefitted from the likes of part-leather upholstery, air-conditioning and a decent sounding hi-fi, courtesy of the Porsche Communications Management (PCM) system. But delve buyers did, which means finding a lavishly specced model isn't difficult. So, what should you look for?

Navigation

Few would argue that by today's standards, the graphics and functionality of the optional satellite navigation are below par. Still, it's always nice to have (even as a £1,300 option, plenty of buyers ticked the box). And, while we're on the subject of infotainment, the Bose Surround Sound hi-fi is definitely worth having. Interestingly, Cabriolet and Targa models got one less speaker – 12 versus the 13 for the Coupe.

Sport Chrono Package Plus

There's additional functionality if you opt for the Tiptronic gearbox but even in manual models the enhanced throttle response and 'Sport' damping add another level of enjoyment. While we're on a sporting theme, it's well worth seeking out cars with the switchable Sports exhaust and Sports seats. Adaptive seats offered a greater range of powered adjustment, as well as pneumatically adjustable bolsters.

Manual or Tiptronic?

Entirely a matter of personal taste, of course. The six-speed manual boasts one of the sweetest shifts ever to grace a 911, but both Jason Shepherd and Darren Street reckon you shouldn't be too hasty in dismissing the Tiptronic. It's proving quite popular with 997 buyers, and while it lacks the sharpness of PDK it can turn a Targa or Cabriolet into a rapid but relaxed mile-muncher.

Colour and trim

You'll never go wrong with a dark exterior colour, but according to Shepherd there's scope to be a little bolder with this model. Cobalt blue or Guards red find favour with buyers, but the cabin is a different matter. There, you're strongly advised to stick to the likes of black, dark grey or dark blue if resale values matter to you. Full leather is preferable, but lighter hues and woods are rarely a wise choice.

LEFT 997's headlights ditched single unit used for 996, returning the 911 to 993-esque looks from its front





Total 911 verdict

The 997 C4S was such a solid and capable incarnation that it's hard to see why you wouldn't want one. True, some may find it lacks that final edge of driver engagement – although that's less a failing and more a result of its supreme all-round ability. There remains the question of whether the additional four-wheel drive complexity is really needed but, if neither issue weighs heavily on your mind, then you're unlikely to be disappointed. The accessible values and potential for a modest return on your investment are just the icing on the cake.



"There's more than enough performance to entertain on a daily basis"

Investment potential/ownership experience

Just like the 996 C4S, the 997.1 variant has a powerful appeal thanks to its wide body aesthetics. For many potential buyers that alone will be enough to swing the decision in this car's favour. You'll almost certainly not tire of the looks, nor of the punch provided by the 3.8-litre motor residing in its tail. There's more than enough performance to entertain on a daily basis, and with the all-weather security of four-wheel drive its adaptive usability is what makes this particular 997 such a tempting proposition. However, the

comparisons with the 996 predecessor don't stop there. It offers the same blend of ability and cracking value, with both Jason Shepherd and Darren Street agreeing that there's the potential for modest investment here. Expect no great leap in prices in the short term, but it's clear that if you buy well – and as with any 911, that's key – and don't add an intergalactic mileage to the odometer you can be safe in the knowledge that values are only going to be heading one way. In the meantime, you can just enjoy everything this capable Neunelfer has to offer. **911**

CLOCK WATCHING

Total 911 takes a closer look at how the Neunelfer's five-dial instrument cluster has developed through the years

Written by **Chris Randall** Photography by **Porsche Archive/Total 911**

Dashboard instruments rarely merit much in the way of thought by drivers. They are simply there to do a job: imparting information and warnings. While every car maker has their own take on the arrangement, Zuffenhausen's approach has been rather more individual. No other manufacturer can claim to have retained broadly the same design for more than half a century – the clarity and logic of the layout standing as a testament to function over form. No fripperies, no unnecessary distractions – just vital information for the driver and nothing more. Aside from 901 prototypes that featured a pair of large dials, the five-dial layout adopted by production 911s reflected Porsche's racing heritage and engineering focus – placing the most important racers tool, the rev counter, directly ahead of the driver. And there it would remain. Changes would be made over the years, and we'll be exploring those, but let's head back to the beginning. Provided by VDO (as they were in the 356, and would continue to be for numerous 911 generations), and always the

same for both left- and right-hand drive models, early Neunelfers began by placing a dial for fuel and oil tank levels to the far left. Next to that was the dial for oil temperature and pressure, then the rev counter and speedometer, with the fifth space reserved for a clock. Pre-1968 cars featured those classic-green numerals on a black face, with white pointers, and a delicate chrome rim for each of the dials. The latter would be swapped for black rims after 1968, when white lettering was adopted, along with red needles. That's pretty much how things would remain until the arrival of the 964. Changes were very much of the detail variety, such as indicator and main-beam warning lights incorporated into the rev counter for B-Series cars, while the clock was deleted for Lightweight versions of the 2.7 RS. The 1974 Turbo gained a boost pressure gauge sited at the bottom of the rev counter. A plethora of warning lights added over time betrayed the growth in equipment, but anyone jumping into an SC or 3.2 Carrera would have felt right at home (even the mighty 959 didn't deviate from the theme, although the eagle-eyed would have

spotted the warning lamps required for the complex suspension and four-wheel drive systems). However, the arrival of the 964 didn't just mark a step change in the way the Neunelfer was engineered. While still appearing essentially the same, the instruments had come in for wide-ranging alterations that included greater legibility at night – thanks to more advanced backlighting. The dial to the left of the rev counter featured a comprehensive bank of warning lights too. There was a new electronic measuring system feeding information to the fuel gauge, and multi-plug connectors enhanced electrical reliability. Tiptronic-equipped models also saw the addition of a gear-position indicator in the speedometer, a feature that carried through to the 993, which now came with the choice of white dial faces for a more modern look. But, befitting its position as the game-changer for the breed, it would be the 996 generation that marked the biggest alterations yet. The most obvious of these changes from the driver's point of view was the swapping of the speedometer from the right to the left of the rev counter. Dials that now overlapped





each other improved visibility through the steering wheel (a layout attributed to Porsche interior designer, Stefan Stark, who'd been responsible for the original Boxster cabin which had the same appearance). A gauge for battery voltage was located on the far left of the instrument pack, while to the other side of the tachometer readouts could be found for water temperature and fuel level (including the Tiptronic gear indicator where fitted), and then oil pressure. That wasn't all, though; the odometer was now a digital item, while the rev counter included a digital speed readout (moved to the speedometer on Turbo and GT2 models), and an information display for the on-board computer. It was clear that a new era had begun, one that had shifted away from the delightful analogue simplicity of the air-cooled car's dials, and into a world dominated by the digital display. Step into a 997 and you'd be greeted with an instrument pack comprised – from left to right – of oil temperature (replacing the 996's battery voltage), speedometer, rev counter with a digital speed readout and multi-purpose display for the trip

computer, water temperature and fuel level, along with a digital clock and outside temperature gauge, and oil pressure. Dot matrix displays provided higher resolution, and while the dial faces were coloured white or black depending on model, you could also go further with the personalisation. Buyers could choose to have the faces matched to some of the exterior colours, with options available in Guards red, Speed yellow or Carrara white. Not quite special enough? Then Sand beige, Terracotta or Natural brown could be chosen to complement the interior hues instead. Given the developments so far, it'll come as no surprise that Porsche chose to mark the arrival of the 991 with another overhaul of the way driver information was presented. Bookending the new display was oil temperature and pressure, and water temperature/fuel level at far left and right respectively, but it's what sat adjacent to the prominent rev counter that really caught the eye. In place of a conventional dial was a 4.6-inch diameter TFT (thin-film transistor) display that could provide the driver with information such as route guidance

from the satellite navigation, audio settings and readouts from the on-board computer. But, alongside the high-tech approach, buyers were still offered choices when it came to the rather more low-tech business of colour – if silver or black weren't your thing, then a delve into the Porsche Exclusive catalogue allowed the dials to be presented in Luxor beige, Racing yellow, Guards red and Carrara white (Bordeaux red has been added to the palette for the 991.2, Porsche relieving UK buyers of £417 for the privilege of such personalisation today). Which rather brings us to the end of this retrospective journey into the world of dials. Make no mistake, changes are on the horizon – spies have captured the 992's layout as being fully digital, except for the central tachometer – but whether the future is a hybrid or, whisper it, fully electric, you can be sure that Porsche's designers won't have forgotten how we like our information presented. It's just looking more and more certain that one of those five dials will probably soon be telling us how much charge we have left in our batteries... **911**



“No fripperies, no unnecessary distractions – just vital information for the driver and nothing more”

THE REAL DEAL?

Porsche built the 964 RS America to satisfy a US market denied the real thing, but are its Rennsport credentials genuine?

Written & photographed by **Rich Pearce**

Considering the popularity of the Porsche brand in the States today, it is incredible to think the company managed to keep traction with buyers at all. As we know, the territory has been endlessly denied some of Zuffenhausen's best 911s over a sustained period of time.

This curious facet to Porsche's history began with the notable omission of the company's first 911 Rennsport in 1973. This was before the design of Butzi's evocative creation spawned impact bumpers for all models worldwide, to satisfy US safety standards, in 1974. Even then, the top spec, G-series Carrera lost 35bhp and its manual fuel injection in favour of a K-Jetronic system, in what was Porsche's first major Stateside revision in the face of strict emissions regulations.

Then, while the rest of the world was rejoicing in the might and majesty of the 911 Turbo, America was starved of the much-improved 3.3-litre car from its 1979 inception. The Turbo's Stateside return in 1986 proved bittersweet with US customers now denied the groundbreaking 959 supercar of 1986-1987 instead. This culling of high-brow Zuffenhausen metal also extended to naturally aspirated cars of the

late Eighties and early Nineties, including the 964 RS which, like many of its forebears, was not deemed by the US federal government to be clean enough in its output of emissions.

Porsche's answer for this was the 964 RS America, of which just 701 examples were built. Made for the 1993 model year, the 'RSA' as it is colloquially known, was marketed as a lightened, limited edition of the 964 Carrera. As such, the car was narrow-bodied with later 'tear drop' mirrors, sitting on M030 Sports suspension – albeit with running gear from the 3.3-litre 964 Turbo. Its wheels were of Cup 1 design but, like the Turbo, these were made of alloy and not super-lightweight magnesium found on European Rennsports (in RSA spec these were eight inches wide on the rear rather than the Turbo's nine-inch).

A whale tail spoiler was applied to the rear of the car, while beneath it a stock 3.6-litre flat six motor from the Carrera 2 produced a decent 250bhp. This came complete with a dual-mass flywheel, and not the Rennsport's single-mass item. The RSA also featured the G50/05 gearbox which is found on its Carrera 2 sister.

Inside, an airbagged, four-spoked steering wheel from the C2 was deployed, while MY 1993 cars ➔





Model 964 RS America

Year 1993-94

Engine

Capacity 3,600cc

Compression ratio 11.3:1

Maximum power 250bhp @ 6,100rpm

Maximum torque 310Nm @ 4,800rpm

Transmission Five-speed G50/05 manual gearbox

Suspension

Front Independent; McPherson strut

Rear Independent; semi-trailing arm

Wheels & tyres

Front 7x17-inch; 205/50/R17

Rear 8x17-inch; 255/40/R17

Dimensions

Length 4,275mm

Width 1,650mm

Weight 1,340kg

Performance

0-62mph 5.5 secs

Top speed 157mph





ABOVE AND LEFT The RSA's spec included a narrow-bodied C2 shell and engine with Turbo chassis and a basic interior comprising just four options. Whaletail was unique to the car for the era



got rear bench duel storage bins (the 86 cars from MY 1994 were fitted with rear seats). Cloth Sports seats devoid of electronic adjustment were used instead of the leather Recaro buckets found inside a bona fide RS. While the car sported RS-style door cards with pull straps, this American special maintained electric window winders. The RSA came with just four options: a limited slip differential, a cassette stereo, air conditioning and an electric-operated sunroof, and customers had a choice of five colours: Guards red, black, Grand Prix white, or metallic options of Polar silver or Midnight blue.

Porsche marketing of the time will tell you the RSA was built to commemorate the 20th anniversary of the hallowed 1973 Carrera RS. The car was also said to capture the spirit of that original RS, though there's at least a little creative licence involved here, seeing as the true car that really captured its spirit was, of course, the fully fledged 964 Rennsport. Porsche's nervousness over sales expectations were reflected in the RSA's price too, which was a full \$10,000 lower than the Carrera 2 – in fact, the RSA was the cheapest 911 Americans could buy at the time.

That Porsche has never revisited the RSA moniker in the States is telling, despite the fact the territory would miss out on both the 993 RS and subsequent 996 GT3 RS. However, this only tells half the story. Conceptually speaking, the model proved a good base for an entry-level race car: of those 701 cars sold, many were modified and used in time trials or

competitive club events. If you wanted a no-frills 964 Carrera for weekend racing, this was the 911 for you.

Whether or not the 964 RSA is deserving of its Rennsport moniker is a complicated issue. There is a school of thought that the bona fide RS was a genuine homologation special, whereas the RSA was simply a very basic incarnation of the lesser Carrera

2. However, the counter argument is that the 964 RS itself was merely a tweaked version of the rear-drive Carrera, boasting an additional 10bhp plus chassis enhancements. The issue is, the car's name effectively watered down Porsche's hallowed Rennsport moniker, which could well be the reason why the company hasn't produced another RS America model since.

Looking at its specification

in the metal, perhaps a Clubsport designation would have been more appropriate, following in the footsteps of the lightweight 3.2 Carrera before it.

No matter, the 964 RS America has always been a great-value driver's car, and prices of the model today have, like any other air-cooled 911, increased sharply – a good RSA now fetches slightly more money than a C2. This owes chiefly to the rarity of the 964 RSA, which represents another fascinating story to the eccentric history of Porsche in the USA. **911**

“If you wanted a no-frills 964 Carrera for weekend racing, this was the 911 for you”

Thanks

The car in our pictures is for sale via Beverly Hills Car Club. For more information call +1 310-975-0272 or visit beverlyhillscarclub.com.



RENNSPOR



Written by **Lee Sibley** Photography by **Rich Pearce**

Could Sharkwerks' take on the 964 finally provide
the United States with the RS it was always denied?

RT RIVAL

As we now know, the 964 Rennsport never did make it to the United States, the territory instead having to make do with the divisive credentials of the 964 RS America. However, some 25 years after its release, there could now be a 964 worthy of the RS moniker finally gracing Stateside roads, courtesy of one of **Total 911's** most respected Porsche modifiers, Sharkwerks.

Over the last 15 years Sharkwerks has carved out an envious reputation as one of the world's leading tuners of modern, water-cooled Neunelfers, the pinnacle of which was the 4.1-litre 997.2 GT3 RS (our cover star of issue 122). More recently though, the ingenious quartet of Alex, Dan, James and Joan have turned their attentions elsewhere within the Porsche stratosphere after becoming mildly disillusioned with the 911 in 991-generation guise. "It's gotten too big, too GT, and this push towards PDK all the time isn't what we drivers want to see," Alex tells **Total 911** flatly as he shows us the company's Cayman GT4 build at their premises in Fremont, CA. With 22 full 'Sharkafied' GT4s worldwide to date, there's plenty more in the offing for Sharkwerks as far as Porsche's popular new mid-engined GT car is concerned – though the company hasn't totally abandoned the 911. Instead they've focused their attentions on a model from the Neunelfer's past, the 964.

Alex says he was influenced by the idea of a 964 by his long-time friend and fellow UK ex-pat, Magnus Walker, whose Slate grey outlaw build has deviated significantly from the many Singer-inspired backdates that's become the norm of late. However, a good base car is now hard to come by. "It's got very hard to find a good 964 C2 manual Coupe, even on a national scale," says Alex, "though luckily this one came up locally, staying in the Bay Area its whole life." That's the Guards red example you see in our pictures, which belongs to Alex personally.

That it is Alex's own car means the entire project has been a rolling experiment for Sharkwerks, where the company can try new upgrades and modifications and assess their tangible results. This means any customers wanting to replicate Sharkwerks' Rennsport rival will benefit from hours and hours of first-hand research and development that's all taken place in-house.

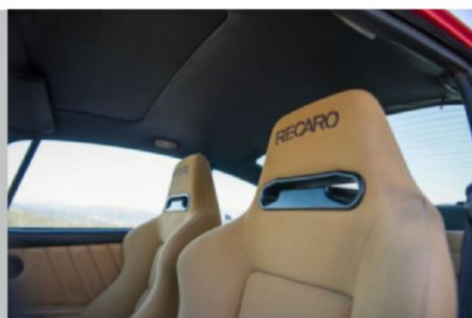
The 964 was completely stock when Alex purchased it this year, coming with the later Cup external mirrors as a clean 1992 model. However, its being owned by a man whose 996 Turbo famously broke the quarter-mile world record in its class, this air-cooled Neunelfer didn't stay stock for long. Alex confirms: "The 964 is a fun little car in stock form, so it's a nice package to work with. There are obvious areas where the car can be improved, so the

goal was to improve upon its drivability and give it a bit of modern Sharkafied RS-like gentrification."

The ace up this modified 964's sleeve is its engine management, as Sharkwerks now has a modern, programmable, updated ECU, the Delta S400. Thanks to some trick wizardry by Stewart Taylor of ST Systems (also a Brit, incidentally), the company is now offering a complete plug and play solution to its growing 964 contingent. "By getting rid of the archaic 'barn-door' system in favour of a modern MAP sensor and higher flow injectors, we're not only able to tune the 964 Carrera for more power, but we can also use lightweight flywheels that don't cause the embarrassing stalling issues that modified cars of this era commonly suffer from. The reason for this is the stock ECU just doesn't have the response time to deal with it. Our ECU plugs into the factory location – thanks to the ST Systems' harness – so there's no rudimental cutting or splicing involved," Alex says, his enthusiasm for the project clearly evident. An infusion of modern technology brings about credible power gains to this classic 911, to the tune of 35hp – which means Alex's little 964 Carrera is knocking on the door of 300hp. This is even more extraordinary when you consider that aside from the primary bypass pipe, the car's other engine components and exhaust remain stock, for now at least. ➡

"This is pure RS territory in the way Sharkwerks' 964 is appealing to the senses"





Model **Sharkwerks 964 Carrera 2**

Year **1993**

Engine

Capacity 3,600cc

Compression 11.3:1
ratio

Maximum power 300bhp

Maximum torque 310Nm @ 4,800rpm

Transmission Six-speed G50 manual gearbox, 997 GT3 RS 4.0 lightweight flywheel

Suspension

Front Independent; Bilstein PSS10 coilovers; stiffer anti-roll bar

Rear Independent; Bilstein PSS10 coilovers; stiffer anti-roll bar

Wheels & tyres

Front 7.5x17-inch Cup alloys; 205/50/R17

Rear 9x17-inch Cup alloys; 255/40/R17

Dimensions

Length 4,250mm

Width 1,655mm

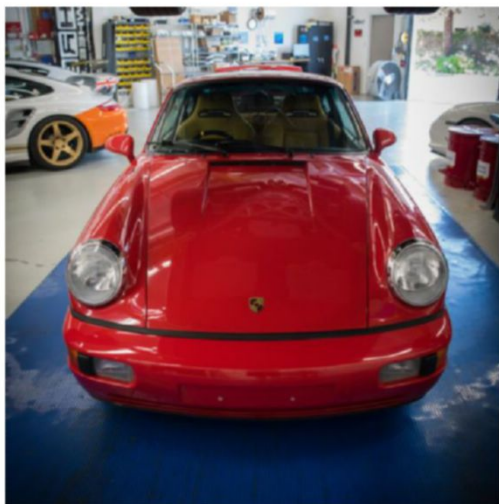
Weight 1,300kg

Performance

0-62mph Not tested

Top speed Not tested

ABOVE LEFT Flat six retains its stock look; Recaro seats and MOMO Porsche Motorsports wheel are subtle interior upgrades



The rise and rise of the 964

They say time is a healer, typified here by the fate of the 964-generation 911. Released in 1989 in all-wheel-drive only, the sports car Porsche said was 80 per cent new caused uproar, not least for its drive choice, but for a greater reliance on nanny-ing driver aids including ABS and power steering. Some even bemoaned the 964's smooth lines over the chiseled look of the earlier G-series cars.

A rear-drive car followed in 1990, and Porsche even revived its Rennsport moniker for the 964 in 1992, yet it's fair to say this was the generation, pre 2000, that was least admired by Porsche fans. The advent of the 996 would duly see the 964 bump up in the estimations of 911 purists, though their values remained stubbornly honest – a 964 RS would have cost you just £12,000 earlier this century. Fortunes of the 964 began changing around 2012, and the car has never looked back since. Used for many a backdate project throughout its lifetime, Singer Vehicle Design gave the backdate game its glamour by using 964 Carrera 2 chassis for its cars, a move that has since been repeated many times for those wishing to offer a supposed high-end backdate. Values rocketed as many finally woke up to the 964's merits, and today a good manual Coupe Carrera 2 will set you back around £50,000, and that £12,000 RS is worth around 15 times as much. Time is most certainly a healer indeed.



LEFT Sticky Pirelli Trofeo R tyres and Brembo Club Race brakes give the 964 exemplary grip and stopping abilities on northern California's twisty roads





With a sound footing to start building on, Alex wanted to take the 964 Carrera further. He again elaborates, “Now we have complete control of the tuning with no stalling issues that would result from the stock ECU, we got a bit exotic with the clutch package. We used a combination of super-lightweight 997 GT3 RS 4.0 parts, namely the flywheel and pressure plate, plus a lighter, non-sprung sport disc – saving an additional 2.5 kilograms of weight versus a regular 964 RS setup – to let the car rev even more freely.”

For chassis improvements, Sharkwerks chose to work with their principal suspension partner, Bilstein, lavishing the 964 with its PSS10 adjustable coilovers – a revered kit in the 911 world that’s transformed the ride of many Neunelfers from 964 through to 997. Stiffer front and rear adjustable sway bars were added to the 964 too, with a complete set up and alignment carried out by who the company call their ‘suspension genius’, Tony at TC Design.

The Carrera’s brakes, too, have been upgraded, aiding both stopping ability and reducing the 964’s unsprung mass by utilising the Brembo Club Race front kit. “The goal was to be able to get the most braking whilst using a factory 17-inch Cup wheel. In large part thanks to Magnus Walker, Pirelli actually now make stock sized 17-inch GT3 RS-spec Pirelli Corsa Trofeo R (r compound) tyres, which we naturally used,” Alex says. This all means that, aside from its ride height being a little closer to the terra firma, the 964 looks deliberately stealthy – as did the 964 RS itself – completely disguising its superior performance credentials over a factory car.

Interestingly, Alex also says the total weight removed from his 964 Carrera with all of these components is about 54 kilograms, which is credible when the rest of the car remains completely stock. Should Alex wish to follow the extreme pared-back nature of the RS, he’s confident his car would surpass the 130 kilogram weight saving the 964 RS enjoyed over its Carrera 2 stablemate. Modifications which contribute to this weight saving include lightweight Recaro Sports seats – a rare find in that their colour already matched the eccentric beige interior of Alex’s car – plus a Porsche Motorsports steering wheel, its dished profile and more focused grip offering the perfect companion for grappling this 964 through turns.

And it’s the turns we soon take to, firing up the flat six and heading for the serpentine-like roads up Mount Hamilton, a tried and tested proving ground for many a Sharkafied project car. Here the tight, technical turns come thick and fast as we climb in altitude towards the mountain’s summit, the road neatly exemplifying Sharkwerks’ handiwork on the car to date. Throttle response is the most immediate improvement to notice: it is pin sharp, and much improved over that of a standard Carrera 2. Blip-shifts when changing down a gear in particular are now far more accurate, the engine now uniformly freer-revving in nature. That single mass flywheel, devoid of the 964/993 caveat of lumpy starts or cut-out problems at idle, is a work of art here, though there’s less of that hallmark chattering coming from the lightweight flywheel in Sharkwerks’ car compared to an RS. That, though, is down to the

fact Alex hasn’t removed any sound deadening yet, giving his 964 a rather cosseted feel from the driver’s seat.

That immediacy of throttle response is allied neatly to the 35hp additional grunt on offer from this 964’s flat six, which has no problem powering out of turns with the vigour of a VarioRam 993. Power is much more linear here than that later car, but the turn of pace is quite remarkable for a 964 powered by what is a stock engine.

Those Brembo brakes are doing a fine job of curtailing speed on the one or two occasions we find ourselves pushing too hard into turns that have a habit of tightening up mid-bend. Stellar work, however, is coming from the Bilstein PSS10s, which gives the 964 a greater agility in these corners without compromising on ride quality over bumpy roads – something the 964 RS’s stiff suspension delivered as a caveat. This is pure RS territory in the way Sharkwerks’ 964 is appealing to the senses.

A rolling project it may be but make no mistake, this Sharkwerks 964 already boasts an exquisite accomplishment to its drive that’ll give Porsche’s Rennsport of the time a genuine run for its money. Sharkwerks’ 964 is perhaps the closest thing to a bona fide Rennsport ever to turn a wheel in the United States of America, even if it doesn’t carry the official ‘RS’ lettering. Some 25 years after production of the original, it’s better late than never. **911**

Sharkwerks

For more information on Sharkwerks’ 964 projects visit sharkwerks.com or call +1 510-651-0400.



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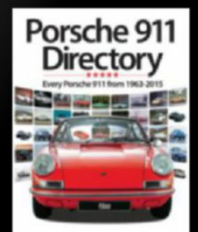
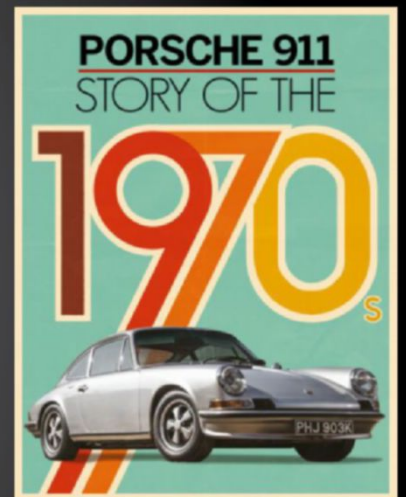
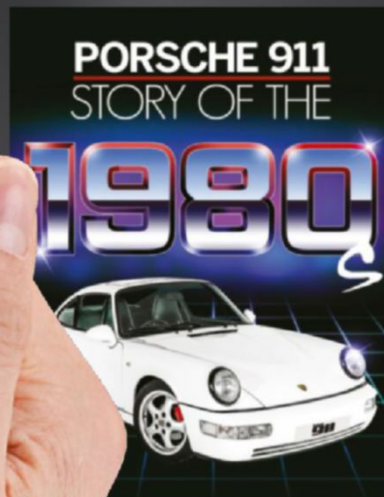
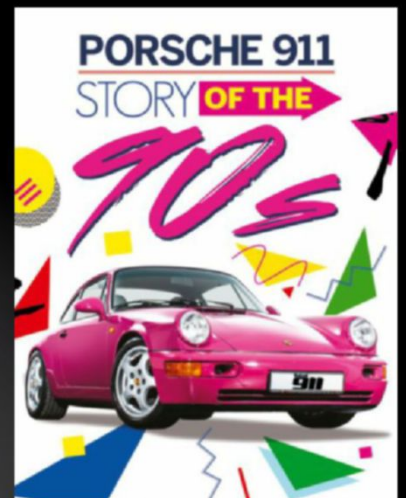
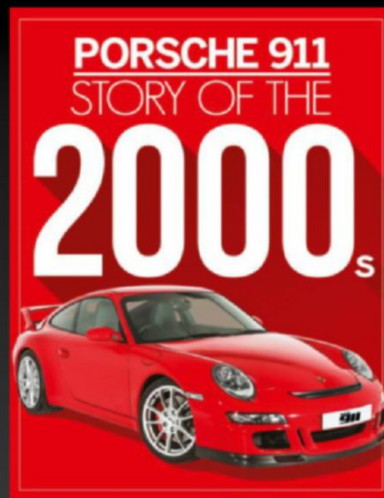


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Our band of contributors from around the world share their real-life experiences with their Porsche 911s



Chris Wallbank
Leeds, UK

 [chris_wallbank](#)

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Model 997.1 Carrera S
Year 2005
Acquired November 2012



This month I finally got the chance to take my 997.1 C2S into Porsche specialists, Strasse, to get it lowered by 20mm with the KW

Suspension ST springs.

I've always thought my C2S sits a bit too high. Parking up next to a 997 GT3 RS at a local dealership was proof for me that a 20mm lowering would be perfect to achieve the look I wanted.

Another thing I've also noticed over the 15,000 miles I've now covered is that there is a fair amount of body roll into both low-speed and high-speed corners. Switching the PASM (Porsche Active Suspension Management) on does slightly reduce this, but anyone who has

PASM on their 997.1 will probably agree that unless you're on the smoothest, flattest roads that the UK has to offer it makes the ride pretty much unbearable. For that reason my PASM stays firmly off on the country B roads that surround my village.

With these points in mind I had two options: 20mm lowering springs, or a full suspension solution. Bearing in mind I'm never going to be using this car on track, and with a price difference of up to £3,000, I thought the KW ST lowering springs which came in at £299.00 would be a good place to start. I did have some worries that the ride would become too stiff by changing the springs alone. KW assured me that the difference in stiffness would be minimal with the 20mm kit, but body roll would

be reduced and turn in would be sharper with the correct alignment.

Leeds-based Porsche specialist Strasse were on hand for fitment of the spring kit, along with the hubcentric 12.5mm spacer kit. It only took around three hours to remove the old springs and fit the new bright-yellow KW springs. Interestingly, the workshop technician pointed out how the original springs were showing signs of wear. It's not uncommon for the factory springs to fail at relatively low mileage on the UK's sub-standard roads. Once all fitted it was the moment of truth as the car was lowered down from the lift. As soon as it was on the ground it was noticeably lower, but still needed to settle. After a quick test drive, the result was much more noticeable in the daylight.



After standing back to observe the visual results, I do think the 20mm lowering combined with the 12.5mm spacers all-round is just about right in my opinion. It gives the C2S a more sporty 'GT3'-style road presence! The anodised black bolts and locking wheel nuts to match the black wheels finished off the look nicely too.

The car is due to go back for full alignment and geometry check next week after the car has fully settled. I've not had a chance to fully road test the cornering and handling yet but I can safely say that general turn-in has improved, with noticeably less roll. Although the ride is very slightly firmer it's definitely not uncomfortable.

So, be sure to check my column next month for more detail on road handling. Thanks to KW Suspensions and **Strasse.co.uk** for their knowledge and services.



Lee Sibley
Bournemouth, UK

@lee_sibs

Model 996 Carrera 4S
Year 2002
Acquired April 2017



I've something slightly different for you this issue as I've mainly been driving the 911s of another of our Living

the Legend columnists! Ever since Rennsport Reunion in 2015 I promised I'd get over to San Diego to see Tony and his two GT 911s in the metal. Tony also kindly promised we'd get both cars out and go for a drive, which was rather a large carrot to dangle in front of the Editor of **Total 911**.

Needless to say, a couple of weeks ago I found myself in San Diego with a friend, and we duly arranged to meet up with Tony and his partner, Vicki. It was early on a Saturday, which meant the Secret Car Club was on – and we were going to visit.

Tony has written in these very pages about the breathtaking exotica in attendance every week at the Secret Car Club, and let me tell you, it is every bit as good as he's

previously described. Simply a laid-back breakfast meet in a very affluent part of town, the occasion brought out Ferraris, McLarens, Rolls Royce and, of course, Porsche – the highlight of which was a 959 that, ironically, was on 'E' reg GB licence plates. It's a small world.

The calibre of cars in attendance was jaw-dropping, but they weren't half as awesome as the people driving them. I met many passionate Porschephiles and I even broke my own record for the time it takes a complete stranger to let me drive their car. I reckon I was chatting to John for about three minutes when he chucked me the keys to his 2.4E Targa and invited me to go and have a play on my own! Hooning around on foreign country roads, not having a clue where I was going but just enjoying the moment is actually one of my fondest memories of my life with Porsche thus far. Super-responsive and supported by a gloriously slick 915 gearbox, John's car also happens to be the best 2.4E Targa I've ever had the privilege of driving.

After the Secret Car Club, it was time to bring Tony's 991.1 GT3 and 997.2 GT3 RS out to play. I was so chuffed to be able to execute a plan Tony and I had spoken about for months as we drove the two cars on roads through Carlsbad; I made a video of the drive, which you can find on my YouTube channel (search 'That Nine Eleven Guy' and subscribe!). Tony, you're a true 'Legend' for letting me drive your exquisite Neunelfers – until next time, good sir.





Joe Croser
Northamptonshire, UK

@jcx911

Model 997.2 Turbo
Year 2010
Acquired December 2015



My 997.2 Turbo is Meteor grey, and it's a handsome beast. The 964 I had before was Guards red, and it was a beauty too. But when I came to

sell the 964 I wanted something more subdued, and less 'shouty'. I wanted something stealthier for frequent use.

"So, you bought a Turbo?" I hear you query, "Way to go on the less 'shouty' front!" Right! I did, but it's grey, the colour of the road, it's quite subtle to the uninitiated, and loses nothing in the presence of admirers. I've had my Turbo now since December 2015, but I wish it was a little more colourful. I have enjoyed a number of club meets of late, and the bright colours are again catching my eye.

Saturday morning started early for us as we left home around 8am



for the Silverstone Classic – a huge event dedicated to classic car racing on the famous Silverstone circuit, and supported by a number of car clubs. We booked through the Porsche Club of Great Britain (PCGB) which bagged us an infield parking pass alongside hundreds of other Porsches. We stopped to fill up, and then launched off the A14/A45 roundabout in the direction of Northampton, passing a couple of slower cars before pulling back into our lane, easing off a little to maintain a more sensible speed.

And then I saw it, a flash in my mirror. It was my mate Gary, with his yellow GT3 in 991.1 form. Oh my, it looked amazing in my rear view. We travelled in convoy almost all the way to Silverstone, only separating once as he peeled off on his preferred route around the M1/A45 junction. For a wonderful moment I got to ogle the GT3's rear as he passed.

We regrouped on the Silverstone side of the M1 to continue our mini convoy, before arriving at Silverstone to park up



in a sea of grey asphalt, with scores of silver, grey and black Porsches. My car belonged, but it didn't stand out. That accolade was claimed by the rainbow of Porsches that lit up the otherwise grey parking lot. Indeed yellow, orange – oh I haven't even started on my love for the orange 911 yet – green, red and blue in light, dark, mid, metallic and flat modes.

I was like a fly drawn to a light, beckoned over to each and every colourful car to simply stand and admire. It took us 20 minutes to walk 100 metres out of the car park. And then it hit me: if you, the reader, are seriously looking to buy a Porsche, get yourself down to some of the bigger club meets, and view the most comprehensive range of models and colours to get a real feel for generations of Porsche. By all means, scour the online sites listing used cars for sale; check out the private sites of the best Porsche Indy dealers. However, as soon as you physically can, get to a number of car shows and club meets to really firm up on your options.



Gina Purcell
Oxford, UK

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



Much is made in marketing circles about 'surprise and delight' features in new cars, so imagine both my surprise and delight at discovering

something new about my 35-year old SC!

Steffi is now fully equipped with all the goodies Classic Retrofit make for the SC. No more doing the bullet-fuse 'twist' to keep the contacts clean, no more wonky, near-40-year-old electronics to play Russian Roulette with Steffi's reliability, and our foreign holiday plans... She's good to roll, with some clever 21st century elec-trickery.

I've now done about 500 miles incorporating all kinds of driving, and it's fair to say I'm very impressed. She starts from cold with alacrity, settling quickly into a steady idle. Prior to the CDI+ box fitment, the old unit took a while longer to get things moving. Due (I presume) to wear in the warm up regulator, the revs



would hunt wildly for ten seconds or so to the point of almost cutting out. The CDI+ seems to have taken charge, with only a few moments of rev fluctuation before a steady idle sets in, and drops slowly until everything's warm.

Has her character changed? Yes, ever so slightly. She's still a super-zingy SC, perhaps with even a shade more delicious zing, but now I don't have to provide the extra 'tickle' of revs between gearshifts to keep progress smooth. She pulls strongly; third-gear overtakes feel more torque-laden and urgent with that potent-and-precise twin spark from the



CDI+ punching the car harder down the road. Overall power doesn't feel much different, but according to CR's Jonny Hart and Neil Bainbridge's dynamometer at BS Motorsport, there's potential for a plug-n-play 7-10ft/lbs torque increase on some engines. Steffi certainly feels fitter, but it's the reliability of modern electronics that means more to me.

So what's the 'surprise and delight' feature? On startup, the rev counter needle now sweeps around the dial and back, bouncing up to the idle revs like a modern performance car. It made me chuckle. Bravo Jonny!



Greg James
Mercer Island, Washington

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



One subject that seems to be discussed in all cultures is the right proportion of a rear end. Men and women alike can have an

endless debate on how much 'junk in the trunk' looks good. This has also changed with the times. The 1960's was about skinny, with Twiggy as its poster girl. Early 911s were therefore a reflection of 1960's taste: delicate, pretty cars which largely lacked curves. When coupled with their skinny tires, the overall look of an early 911 was one of simplicity and economy. Fast forward to the late 1970's and 1980's, and the G-series cars had a more 'chunky' and solid look. This wider look was in tune with the MTV generation. Evolution then continued with the 964, with a more rounded appearance, and a smoother, sexier tail.

However, it wasn't until the 993 that the 911 really got its sex appeal going on. Hip hop was growing in popularity, urban styles were penetrating the suburbs, and Porsche released the beautifully proportioned 993. In standard form, it was more 'curvy' than any 911 series up to that point. The Turbo had a wide curvy rear end, paired with a smooth new



whaletail. The overall effect was stunning: sexy, smooth, and aggressive. It was the most curvaceous model of 911 ever produced by the factory.

I may be a little biased as the owner of an Arena red 993 TT, but as much as I enjoy the car's still potent power plant and handling, it's the look that's always done it for me. If I had to pick one area that really says it all, it's the wide, curvy rear end. However, I'm not one to pass up the opportunity to get a second opinion

from a true expert in the field, and I recently had one. Anthony Ray (AKA Sir Mix-a-Lot), the Seattle rapper best known for his monster 1992 hit *Baby got Back* and its famous opening line, is a frequent participant at our Saturday morning 'cars and coffee' events. He recently posed with the 993 TT. The look on his face and the outstretched arms tell you that one of the world's foremost experts on the right amount of 'junk in the trunk' is a confirmed fan.



Joel Newman
London, UK

Model 996 Turbo
Year 2003
Acquired April 2014



As I mentioned in a previous entry, the Turbo has just turned over 87k, and that mileage milestone had been playing on my mind. Everyone

knows that the GT1-derived Mezger 3.6 flat six Turbo unit is a strong ol' lump, but I wanted to be sure it was as strong as it could be, especially as my particular Turbo has been remapped and runs GT2 intercoolers and radiators!

I've read a lot about the benefits of having your engine carbon cleaned, a solution for owners who wish to clean

the internals of their engine without disassembly. Carbon Clean UK was a firm that many on social media had used and said great things about, so I gave them a call and asked how appropriate that would be for my engine.

Carbon Clean UK say its carbon cleaning machines aren't just the most effective ones on the market, but the safest for the vehicle in question too. Its machines don't pump your engine full of chemicals that shouldn't be in there. Because the oxyhydrogen (HHO) process allows complete, layered, total combustion of the carbon deposits, it won't leave anything unburnt in the pistons, cylinders, valves, seats guides or exhaust system that could cause any unwanted issues later down the line.

Fast forward a little, and I was at an approved carbon clean centre in Hainault, Essex. I watched the Carbon Clean UK engineer hook the car up to one of their CC16 machines – a process that was as simple as placing the hose in the air box – setting the machine to 3.6 litres, and walking away for 30 minutes. You could hear the process working, as the car began idling a little higher as the HHO gas started to burn off.

It's all well and good watching the machine hum away as it did its thing, but did it actually make any difference once I'd been handed my keys back? Well, without a doubt, I can say absolutely!

I could feel the difference in how freer it felt to rev, and how much more settled its resting idle was. It did occasionally have a tendency to hunt for a smooth idle, but that's now gone. The car feels very strong again, and because I'm a bit of a nerd, I even worked out it's boosted my MPG by 7 per cent (over the past 250 miles) – every little helps when you're dealing with a car as thirsty as the Turbo can be! I have also noticed how smooth downshifts feel, with no pause or hesitation. I'm no mechanic, so I don't understand how this is possible, but the proof is there. Approach a roundabout and blip-shift and it's seamless.

A printout of the before-and-after results taken from the lambda sensor show what a difference carbon cleaning has made physically. My CO and my hydro-carbon emissions have been cut by half, and the O2 emissions have reduced by two thirds, which tells a story of a more effective combustion process within the cylinders.





Michael Meldrum

Houston, Texas

 @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



Not unlike personal relationships, my bond with my cars ebbs and flows for different reasons.

Reliability is a big factor – for instance, a member of the P911R clan leaving me high and dry in an awkward situation can diminish my trust. Equally important is the feel, the driving experience. Not the performance, not the handling, but the blend of the sound, smells, touch, looks and response. If performance and handling was the holy grail to making a great car, I'd be driving the latest and greatest hypercar, but something about them leaves me feeling empty.

Even within the different generations of the air-cooled 911's there is a huge variation in the character. Everyone has their own ideal version of the Porsche 911, but for me it's moving towards the models of the 1960's and 1970's, when the cars were carburetted, or used MFI (Mechanical Fuel Injection). I think the absence of microchips and driver aids add to the car/driver connection and allow a rewarding driving experience.

Which leads me to the car I'm enjoying the most, my 1972 911E. It feels like I've travelled a full circle; this was my second air-cooled 911 purchase and easily one of my best.

It was a spur-of-the-moment buy. I was talking to the chap whom I acquired my 1972 911T from, he happened to be in Belgium looking at a 1973 911 RS for another client. He mentioned there was a

1972 in a cool colour in the same garage. He texted a few pictures, and the car was shipped to the USA the following week. I broke all the golden rules of buying a vintage 911: no pre-purchase inspection, and I didn't see it in person. A textbook case of heart-over-head decision making.

Even before I drove the 911E, I was smitten. I've always had a soft spot for the 1972 model year, as it was the first year of 915 transmission and the quirky side oil flap (it only lasted one year, due to some folks accidentally filling their oil tank with petrol).

Continuing the theme of unusual traits, this '72E was originally delivered to Italy. It had a unique delivery code (C07), which consisted of a bunch of deleted options: no wing mirror, no seatbelts, no hazard lights, different horn and clear turn signals (the Italian safety laws were easy-going back then!). One of the previous owners of my '72E converted

it to the standard Euro configuration and added all the deleted options back, including Euro turn signals.

The 911E may be down on bhp versus a 911S, but the E's cams mean it's faster to 60mph than a 911S, making for a peppy car to enjoy around town. The throttle response from the MFI is instantaneous, and the engine soundtrack is music to my ears. It doesn't take much to get the tail end moving, which is a good thing in my books. The 915 transmission is a joy, this one is one of the best-shifting examples I've ever driven: surprisingly smooth and intuitive once you get used to it. One area where it does fall short is the braking; it's a little on the soft side. I could upgrade this, but it's part of the 72E's charisma.

Its charm is more than just how the car drives, it's the whole look. It's not the fastest, best-handling 911 in my collection but it is the most charming.



Richard Klevenhusen

Rio de Janeiro, Brazil

Model 930 3.3
Year 1979
Acquired May 2012

 @richardkle



I recently had the pleasure of attending a local Porsche meet here in Rio de Janeiro in my 930, and it got me thinking: I see many

Porsche cars for sale with a price well above the general market value because they come with a very low mileage. I wonder sometimes if this is good or bad. We all know that cars were made to be driven, after all. Being parked for a long time is detrimental to the car's own maintenance. The gasoline ages, the oil stops being changed, some parts simply rust, tyres degrade – there are a host of problems to contend with.

I am not necessarily proposing that the car should be used on a daily basis (as my 930 Turbo is not my daily driver) but I do defend that it should be driven at least 100 kilometres every month.

I know this subject is very controversial, but remember that in driving the car at least 100 kilometres once a month, you keep the car's parts moving, which helps retain their general health! I argue that there should be a minimum-use balance for the car to

retain its value as a fairly low-mileage car, but also ensuring it is in the best bill of health possible. After all, having a parked car is almost as bad as a high-mileage car. Besides, what good is it to have a car if you do not have the delight of taking it for a ride?





David Grover
Harpenden, UK

@propertypetrolheads

Model 991 Carrera S
Year 2014
Acquired March 2016

Model 997 Cup
Year 2014
Acquired December 2016



The tyre issues we had suffered at Silverstone all got settled very sensibly, and the car has been repaired. It's now been entered into the

next few rounds of GT Cup at Snetterton, in mid-August, on the 300 circuit. The series tyre sponsor Pirelli/Protyre have been great, so I would like to publicly thank them for that, and their senior team involvement in getting me back on track again so quickly.

The car has a new differential and drive shafts post high-speed spin, and new plastic work where it got damaged in the off-into-gravel at Copse corner. By the time we get to the circuit, it should also have the decals remade and applied, giving me back a great-looking and well-built Cup car.

For those who don't know the circuit well at Snetterton, it's way east in the UK up near Norwich: a fair trek for everyone



concerned, and certainly from London. It has some interesting corners though, with the Nelson sharp right into Bomb Hole, which dips the car down hard, and sends the car further into a right towards a very tight corner and second gear Murray, and along past the pits.

I have raced on the circuit a few times quite successfully, but in a much older and slower car. So, the plan very much is to get three full races under my belt for the first time this season in the 997, and focus on that rather than any heroics.

We will start with a test day before the race weekend to make sure everything is working well, including the handling and setup, and help build confidence in the car at this particular circuit. In addition, I will invest some time on coaching and the simulator to maximise my rewards from the weekend.

Talking of which, I am seriously thinking of investing in a home system

that enables me to sit in a seat and use a big screen to get to know the UK circuits much better. It seems like a good way to get some practice in, so I am interested in the experience of anyone who has tried this. Not sure which model or system yet, so that will allow me some good online time investigating further.

This week has allowed me the luxury of a few car events. First our local car show in Harpenden where I snuck into the show in a new Ferrari 488 Spider in launch colour blue, which was pretty awesome. Secondly, a trip to the Silverstone Classic where my heart has been absorbed by Rennsport's classic recreation they had with them for sale. A subtle dark-grey, Steve McQueen copy, and I am now thinking about how best to purchase one of those. They can be built to any spec you like, so creating a modern version of a classic seems a very appealing idea.



Kyle Fortune
Warwickshire, UK

@kylefortune205

@Kyle_Fortune

Model 993 Carrera 2
Year 1994
Acquired December 2014



Two days. They couldn't have been any more different. The 993 was out of my garage as a necessity. The first day was miserably

wet, which saw me exceed the limits of the Carrera's grip on a few occasions. I'm a fan of cars moving around underneath me, indeed, our Editor Lee demands it from launch drives, but it's always a bit different in your own metal.

Different perhaps, but enjoyable too. Finding out the 993 slides gracefully and easily was an absolute joy. The following day was bone-dry, glorious sunshine. I'm always happy to be out for a drive, but the better day for driving was the wet one. Like a wet race it was just more interesting. So yes, get out and drive, and don't be afraid of the weather, as it's way more fun. It's not so good for pictures though, so here's a sunny one instead!





Tony McGuinness
San Diego, USA

@tonygt3rs

@tonymcguinnessgt3rs

Model 997.2 GT3 RS
Year 2011
Acquired February 2011

Model 991 GT3
Year 2015
Acquired December 2014



August means an annual service for my 2011 GT3 RS at Hoehn Porsche in Carlsbad. I am a bit embarrassed to report that

while I have over 21,000 miles on the Rennsport, I recently realised I only drove it approximately 400 miles last year, which is almost sacrilege. Apologies!

That's something I am not really proud of, and will definitely address. This year I have found myself driving the 2015 GT3 a lot more frequently. It isn't because I think the 991 GT3 is a better car, or more enjoyable than the RS, it is simply

because I wanted to try to build the miles on the GT3.

When I mentioned to a friend that I hadn't driven the GT3 RS enough miles this year, he jokingly asked me if I had been suffering from the 'PDK effect'. Laughing, he noted that he was finding himself driving his PDK-equipped 991 C4S more than his manual 993.

Interestingly, he actually feels that PDK has made it so easy to drive a 911 it has led to him driving his PDK-equipped 911 more frequently, therefore becoming a bit out of practice with his manual 993. He claims this so-called 'PDK effect' has had a negative impact on his driving skills as a whole.

I don't feel the lack of time in my RS this year has negatively affected my driving skills, or the ability to use my clutch as effectively (although the Rennsport clutch is indeed heavy). However, I will admit to a bit of 'cockpit adjustment' when climbing back into the GT3 RS after spending so much time in the 991 GT3. I love to drive both manual and PDK, each is an experience in itself, and has different merits. However, in building the miles on the GT3, I clearly haven't given the RS enough attention. I am an advocate for driving these cars, so clearly I need to practise what I preach and get the Rennsport out more often – lest I suffer from this so-called 'PDK effect'!



Sean Parr
Harpenden, UK

@inveloveritas

Model 912
Year 1967
Acquired November 2014



September already? My goodness, I know that time flies when you're having fun, but the year is almost over and it feels like it's only just

begun. I recently attended Harpenden Classics on the Common and, as I live in Harpenden, that makes for quite an easy and pleasant afternoon just down the road from my house in my 912.

Classics on the Common has been going for about 20 years, and has grown steadily. It's now extended to two big fields on the common full of classic cars and motorcycles. Their idea of Classics is a bit less classic than mine – there are a few too many Sierras and Citroen BX's – but there are also a ton of Ferraris, Volkswagens (Beetles and Kombis) as well as our favourite car, the Porsche: some 928s, a very nice 914, 924s and a load of 911s, all air-cooled as the cut-off date is previous to the introduction of the 996. There was just the one 912 – mine.

I had a great wander around for an hour or so on my own, after parking

the 912 next door to a nicely overdone Lancia Delta in full Martini garb. I then met up with my mate Jonno who brought his 911, and we had a good wander around together ogling the various cars that were there. I think my fellow LTL'er David Grover was supposed to be at the Common, but sadly I couldn't find him, or at least I didn't see him. I can heartily recommend the Classics on the Common to everyone who hasn't been there and likes nice cars, particularly if you like a picnic out of the back of your car in the sunshine. Unfortunately, we had to forgo the picnic this time around, as it was quite moist.





Rob Clarke
Bristol, UK

@rob911_ltl
@Rob996LTL

Model 996.1 Carrera 4
Year 1999
Acquired February 2014



Last month, taking pictures for my article involved popping a wheel off: simple, you may say! First issue was the bolts had been

done up by a wheel gun, and with my standard wheel brace and me stood on it, it wouldn't shift the bolts. I borrowed a Snap-on 18v high torque gun: first I went for one of my locking wheel nuts. Nothing. It wouldn't move! So, I swapped to the other front wheel; this went OK, all five bolts came off, and pictures were taken. Then, I put the bolts back on by hand, buzzed off all the other wheel bolts and did them back up hand tight. Then I went back to the troublesome bolt. Still nothing. After doing the three locking bolts I looked at the key, which

was knackered! So, I ordered new bolts from my OPC and torqued them all up. On the plus side, I'm glad I found out my bolts were too tight at home, and not on a rainy day, stuck on the side of the motorway with a puncture, so maybe this was a blessing in disguise!

I also had a very odd occurrence with my gear selector. I went to put the car in neutral but somehow caught the top of the selector and pulled the rocker switch off. Being an auto, you need this to enable you to change from 'D' to neutral. So, I'm sat with the car in gear, foot on the brake while I examine the gearstick. I work out there is a button inside that would enable the gears to select. I looked at the switch: all seemed in order with no damage so I just clicked it back in place and carried on my journey. That could have been far more problematic!



Richard Higgins
Salisbury, UK

Model 996.1 Carrera 2
Year 1999
Acquired November 2015



Oh, the trials and tribulations of racing! Needless to say, my race car is still without an engine – it's taken much longer than

I anticipated to get the car back on track, for reasons I'm about to explain. You'll recall my broken flat six was sent to Hartech to be rebuilt, using a short engine purchased from Porsche Centre Bournemouth, which I duly got back after three weeks.

Ian at County Classics Racing, who looks after my car, then put the engine

back in but noticed a noise from the G96 gearbox. The engine had to come back out, and the gearbox was taken apart. We found one of the cogs for third gear had split and sheared straight off (see picture) – good we noticed off the track!

So, another week went by while the gearbox was rebuilt. During that time Ian put the engine on a rig, but noticed a noise coming from one of the cylinder banks, which needed exploratory work back up at Hartech (I'm not making this up!). That's where my engine is as I write this: back at Hartech. However, I'm optimistic I'll make the next race in ten days' time – I'm told the engine will be

rebuilt (again) in the next couple of days, when we'll run it in on a rolling road. There's a track day at Croft a couple of days before the race, so I'll run the car in then, followed by practice the next day, and the race the day after. Easy!



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



With summer in full swing, I had the opportunity to attend several 'cars and coffee' events over the past month. One of the more

interesting was held in Summit, New Jersey, two towns over. There were a number of 911s in attendance, including an orange 1973 RS. There was also a great Viper green outlaw replica, as well as an early Targa in a lighter orange.

It is also time to swap out the 991 hard-top for the 993 Cabriolet to enjoy the rest of summer in. I purchased the 993 from Isringhausen Imports in Chicago. Isringhausen is a highly respected authorised Porsche dealer with an active motorsports program. The car was one-owner with approximately 19,000 miles when acquired. It now has a bit over 30,000 miles. While I have

always loved the 993's wide hips and modern front, there were several areas I thought could use upgrading.

With respect to performance, I added 200-cell cats, headers, a chip (the 1995 still uses an actual chip replacement for the ECU upgrade, instead of a flash) and an aftermarket exhaust system from the same provider. With respect to suspension, I added a set of Bilstein coilovers, which truly transformed the car's handling without disrupting the ride in any way. It now sits on a set of forged 'Speedline 3.6' replicas, and Michelin Pilots wrapped around 'Big Red' Turbo brakes. The brakes were a dramatic improvement, but in comparison to a modern Porsche (or the 'monster' Brembos on my 964 Widebody), it still takes a fair amount of pedal effort to engage them. The result is a car that performs much newer than its vintage, and if I may say so, looks great doing it.

Finally, as a preview for upcoming months, I am arranging to get together with a friend of a friend who owns one of the Jagermeister 935s. I'm looking forward to that myself!



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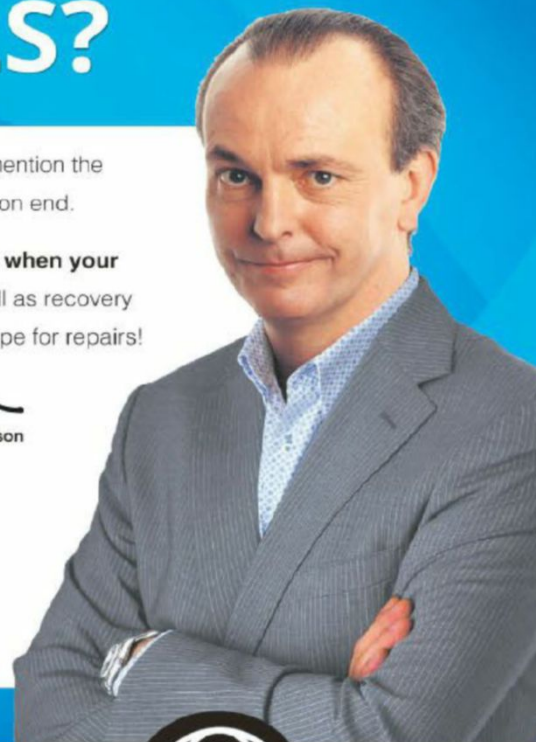
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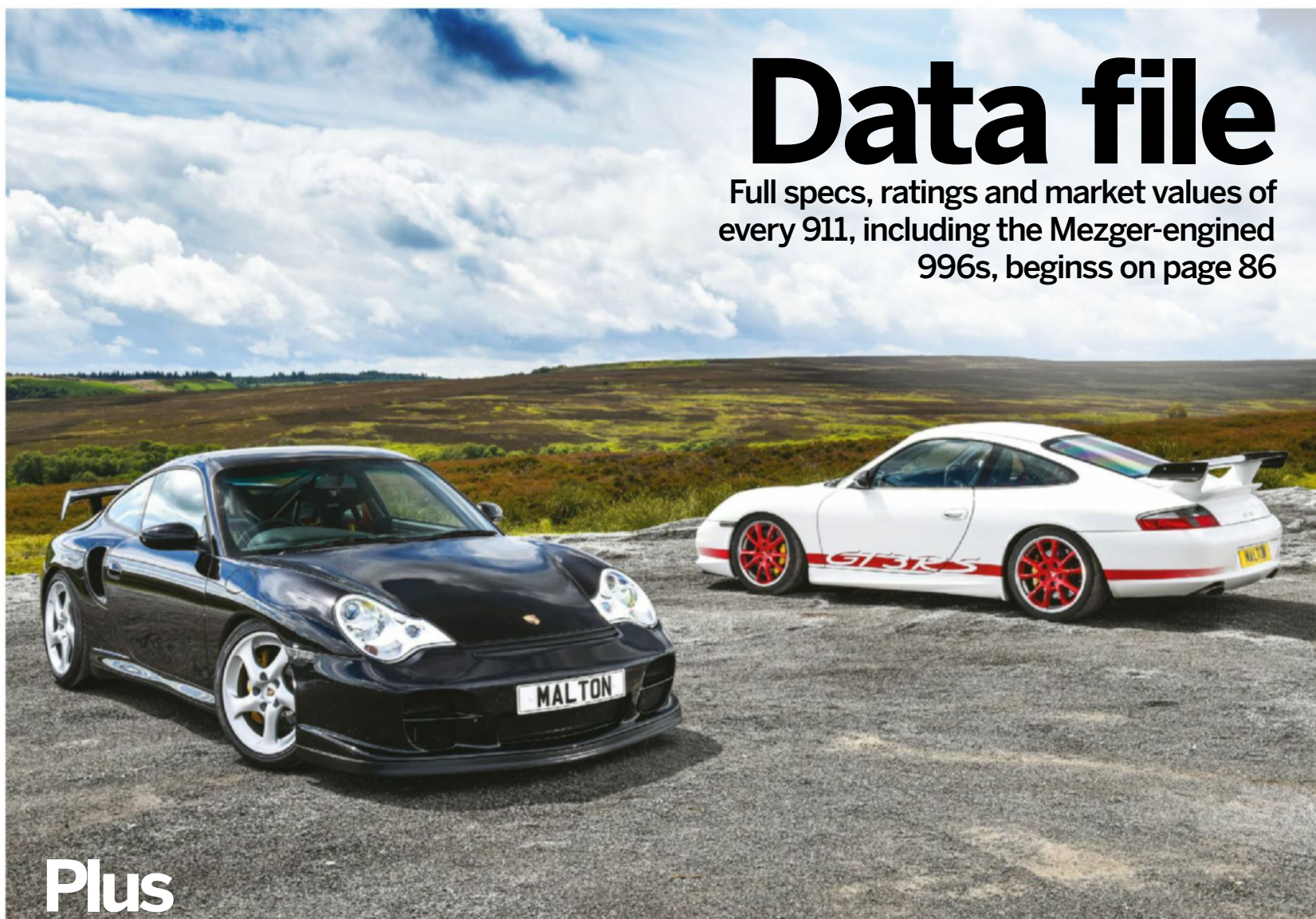
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Data file

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



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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

● (O & A series) ★★★★★ 911S 1967-68



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

Production numbers	4,015
Issue featured	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

● (C & D series) ★★★★★ 911S 1969-71



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

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



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

● (G, H, I, J series) ★★★★★ Carrera 3.0 RS 1974



Updated version of the 1973 2.7 RS, complete with impact bumpers and Turbo-spec whaletail rear 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; 235/50/R15

● 930 3.3 1978-83



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

▲ 911 SC 1978-83



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	156
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

● SC RS 1984



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

Production numbers	21
Issue featured	109
Engine capacity	2,994cc
Compression ratio	10.3:1
Maximum power	259hp @ 7,000rpm
Maximum torque	250Nm @ 6,500rpm
0-62mph	4.9sec
Top speed	153mph
Length	4,235mm
Width	1,775mm
Weight	940kg
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 (165bhp from '76)
Maximum torque	235Nm @ 3,800rpm (4,000 from '76)
0-62mph	8.5sec
Top speed	130mph
Length	4.291mm
Width	1.610mm
Weight	1,075kg
Wheels & tyres	F&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; 185VR 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



▲ ★★★★★ 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 8x15-inch; 185/70/R15 R 8x15-inch; 215/60/R15



● ★★★★★ 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	70:1
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

● ★★★★★

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)

● ★★★★★

930 SE 1986-89



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

Production numbers	50 (UK only)
Issue featured	146
Engine capacity	3,299cc
Compression ratio	70:1
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



● ★★★★★ 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

● ★★★★★

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 weather-tight.

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	70:1
Maximum power	335hp @ 5,500rpm
Maximum torque	432Nm @ 4,000rpm
0-62mph	4.6sec
Top speed	172mph
Length	4,291mm
Width	1,775mm
Weight	1,339kg
Wheels & tyres	
F	7x16-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 uprated and LSD standard.

Production numbers	340
Issue featured	126
Engine capacity	3,164cc
Compression ratio	10.3:1
Maximum power	234hp @ 5,500rpm
Maximum torque	284Nm @ 4,800rpm
0-62mph	5.3sec
Top speed	152mph
Length	4,291mm
Width	1,650mm
Weight	1,160kg
Wheels & tyres	
F	6x16-inch; 205/55/VR16
R	7x16-inch; 205/55/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	70:1
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



● (C & D series) ★★★★★

964 3.8 RS
1993

Identifiable by lightweight Turbo bodysheet, 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



★★★★★

993 Carrera 4S
1995-96

The 4S was effectively a Carrera 4 with a Turbo wide bodysheet, 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	369hp @ 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	152
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

★★★★★

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

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 uprated, 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	161mph
Length	4,250mm
Width	1,652mm
Weight	1,340kg

Wheels & tyres

F 7x17-inch; 205/55/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 callipers. Suspension lowered by 20mm.

Production numbers	1,437
Issue featured	120
Engine capacity	3,600cc
Compression ratio	7.5:1
Maximum power	365hp @ 5,500rpm
Maximum torque	520Nm @ 4,200rpm
0-62mph	4.8sec
Top speed	174mph
Length	4,250mm
Width	1,755mm
Weight	1,470kg

Wheels & tyres

F 8x18-inch; 225/40/ZR18

R 10x18-inch; 265/30/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 7x17-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	8.0:1
Maximum power	436hp @ 5,750rpm
Maximum torque	540Nm @ 4,500rpm
0-62mph	3.9sec
Top speed	189mph
Length	4,245mm
Width	1,855mm
Weight	1,290kg

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	8.0:1
Maximum power	414hp @ 5,750rpm
Maximum torque	540Nm @ 4,250rpm
0-62mph	4.3sec
Top speed	174mph
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	8.0:1
Maximum power	456hp @ 5,750rpm
Maximum torque	585Nm @ 4,800rpm
0-62mph	4.1sec
Top speed	186mph
Length	4,245mm
Width	1,795mm
Weight	1,583kg

Wheels & tyres

F 8x18-inch; 225/40/ZR18

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/ZR17

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	155
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 uprated turbocharged engine and suspension. PCCB was standard. Revised ECU later gave an extra 21bhp.

Production numbers	1,287
Issue featured	127
Engine capacity	3,600cc
Compression ratio	9.4:1
Maximum power	468hp @ 5,700rpm
Maximum torque	620Nm @ 3,500-4,500rpm
0-62mph	4.1sec
Top speed	196mph
Length	4,450mm
Width	1,830mm
Weight	1,440kg

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 @ 4,250rpm
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

Why have 991 RS prices softened recently?



When it launched in 2015, the 991 RS broke new ground for Porsche's 911 sports car. Equipped with extreme aero, a PDK-only transmission and tech-laden chassis, it was hailed by our journalists as a bona fide Cup car with licence plates.

As is usual with a GT car, build slots were limited, giving rise to an inflated market for the 991 RS almost as soon as those first cars were delivered – **Total 911** witnessed some examples for sale with delivery mileage for as much as £275,000, double list price.

Though prices naturally realigned as Porsche built more cars, there's no question the 991 RS market has softened significantly in recent months, with values dipping below the £200,000 mark for the first time. So why has the 991 RS market slowed?

"991 RS prices have softened over the last few months as anticipation builds for the next GT line-up, with some customers holding out for the possibility of a GT2 RS or the Gen2 GT3. The track day focused customers benefited from winter purchases where there's typically more choice, so they're no longer in the market for one," so says Marc Elgar, senior Porsche sales consultant at Porsche Centre Portsmouth. Elgar also points to the early price hike of the 991 GT3 RS, but predicts the market for Porsche's latest naturally aspirated Rennsport will soon settle again. He tells us, "The cars that are still in the market are generally still falling from the initial huge price hike caused by the launch excitement. Realistically, it looks like the RS will settle around the £200k mark, which still represents great value for such a focused car compared to other brands."

It's a sentiment that Jonathan Franklin, head of sales at London's prestige Porsche specialists, Hexagon Classics, agrees with. "I don't think the 991 GT3 RS market will soften too much more. Let's be honest, there aren't going to be too many more atmospheric-engined Rennsports rolling out of Porsche going forward, as the general car climate is changing quickly. The car will soon be a pillar of history as one of the last race cars powered by a traditional engine, shunning even a turbocharger."

It seems that so far this year there's been a natural realignment in the 991 RS market, rather than a total soften in values – and, according to our experts inside and outside the Porsche network, the 991 RS has a rosy future ahead of it yet.

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	389hp @ 7,400rpm
Maximum torque	389Nm @ 5,000rpm
0-62mph	4.5sec
Top speed	199mph
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	156
Engine capacity	3,600cc
Compression ratio	11.7:1
Maximum power	386hp @ 7,400rpm
Maximum torque	389Nm @ 5,000rpm
0-62mph	4.4sec
Top speed	199mph
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
0-62mph	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	1,852mm
Weight	1,450kg
Wheels & tyres	
F	8x18-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	8x19-inch; 235/35/R19
R	11x19-inch; 305/30/R19



997 Turbo 2005-08

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
Issue featured	107
Engine capacity	3,600cc
Compression ratio	9.8:1
Maximum power	487hp @ 6,000rpm
Maximum torque	620Nm @ 1,950rpm
0-62mph	3.9sec
Top speed	193mph
Length	4,450mm
Width	1,852mm
Weight	1,585kg
Wheels & tyres	
F	8x19-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	9.0:1
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	11x19-inch; 305/30/ZR19



Gen2 997 C2 2008-12

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

Production numbers	10,500
Issue featured	144
Engine capacity	3,614cc
Compression ratio	12.5:1
Maximum power	345hp @ 6,500rpm
Maximum torque	390Nm @ 4,400rpm
0-62mph	4.9sec
Top speed	179mph
Length	4,435mm
Width	1,808mm
Weight	1,415kg
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	389hp @ 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; 305/30/ZR19

Gen2 997 Turbo 2009-13



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

Production numbers	3,800
Issue featured	152
Engine capacity	3,800cc
Compression ratio	9.8:1
Maximum power	500hp @ 6,000rpm
Maximum torque	650Nm @ 1,950rpm
0-62mph	3.4sec
Top speed	194mph
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	190mph
Length	4,440mm
Width	1,852mm
Weight	1,540kg
Wheels & tyres	
F	8.5x19-inch; 235/35/ZR19
R	11x19-inch; 305/30/ZR19



★★★★★
997 Carrera
2004-08
 Fully revised Porsche 911 with 993-influenced bodywork and a new interior. Engine was like 996, but refined for more power. Six-speed Tiptronic option available.

Production numbers	25,788
Issue featured	112
Engine capacity	3,596cc
Compression ratio	11.3:1
Maximum power	330hp @ 6,800rpm
Maximum torque	370Nm @ 4,250rpm
0-62mph	5.0sec
Top speed	177mph
Length	4,427mm
Width	1,808mm
Weight	1,395kg
Wheels & tyres	
F	8x18-inch; 235/40/R18
R	10x18-inch; 265/40/R18



★★★★★
997 Carrera S 2004-08
 As per the 997 Carrera, but with more powerful 3.8-litre engine and PASM. 19-inch wheels as standard, with bigger ventilated brakes. Featured quad exhaust tailpipes.

Production numbers	41,059
Issue featured	107
Engine capacity	3,824cc
Compression ratio	11.8:1
Maximum power	360hp @ 6,600rpm
Maximum torque	400Nm @ 4,600rpm
0-62mph	4.8sec
Top speed	182mph
Length	4,427mm
Width	1,808mm
Weight	1,420kg
Wheels & tyres	
F	8x19-inch; 235/35/R19
R	11x19-inch; 295/30/R19



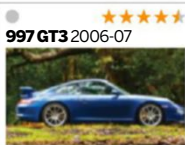
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★★★★★
997 GT3 2006-07
 Track-focused, but based on narrow-bodied Carrera with reworked 996 GT3 engine. PASM standard, revs to 8,400rpm, 200 higher than the Gen2 996 GT3.

Production numbers	2,378
Issue featured	117
Engine capacity	3,600cc
Compression ratio	12.0:1
Maximum power	421hp @ 7,600rpm
Maximum torque	405Nm @ 5,500rpm
0-62mph	4.3sec
Top speed	192mph
Length	4,445mm
Width	1,808mm
Weight	1,395kg
Wheels & tyres	
F	8.5x19-inch; 235/35/R19
R	12x19-inch; 305/30/R19



★★★★★
997 GT3 RS
2006-07
 Similar to GT3, with wider rear bodysheet of the Carrera S. 20kg of weight saved from GT3 thanks to carbon engine cover and rear wing, and plastic rear window.

Production numbers	1,106
Issue featured	156
Engine capacity	3,600cc
Compression ratio	12.0:1
Maximum power	421hp @ 7,600rpm
Maximum torque	405Nm @ 5,500rpm
0-62mph	4.2sec
Top speed	194mph
Length	4,460mm
Width	1,808mm
Weight	1,375kg
Wheels & tyres	
F	8.5x19-inch; 235/35/R19
R	12x19-inch; 305/30/R19



★★★★★
Gen2 997 C4S
2008-12
 Body as per C4 but with larger engine. Utilised 997 Turbo's 4WD and PTM. Viscous coupling gives way to electromagnetically controlled multi-plate clutch.

Production numbers	7,910 (Coupe)
Issue featured	111
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	385hp @ 6,500rpm
Maximum torque	420Nm @ 4,400rpm
0-62mph	4.7sec
Top speed	185mph
Length	4,435mm
Width	1,852mm
Weight	1,480kg
Wheels & tyres	
F	8.5x19-inch; 235/35/ZR19
R	11x19-inch; 305/30/ZR19



★★★★★
Gen2 997 GT3 2009-12
 Updated as per the Carrera, but with a unique front and rear wing, revised PASM, centre-lock wheels and better brakes. 2010 MY GT3s recalled to fix rear hubs.

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



★★★★★
997 Sport Classic 2010
 Based on 3.8-litre Powerkit, rear-wheel-drive Carrera S, but with 44mm wider rear arches. Retro styling including iconic ducktail and large Fuchs wheels.

Production numbers	250
Issue featured	146
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	408hp @ 7,300rpm
Maximum torque	420Nm @ 4,200-
0-62mph	5.600rpm
Top speed	4.6sec
Length	187mph
Width	4,435mm
Weight	1,852mm
Wheels & tyres	1,425kg
F	8.5x19-inch; 235/35/ZR19
R	11x19-inch; 305/30/ZR19



★★★★★
997 GT3 RS 4.0
2010
 Engine was upgraded and aerodynamically tweaked, with the angle of the rear wing increased and dive planes on either side of the front nose. A future collectors' gem.

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

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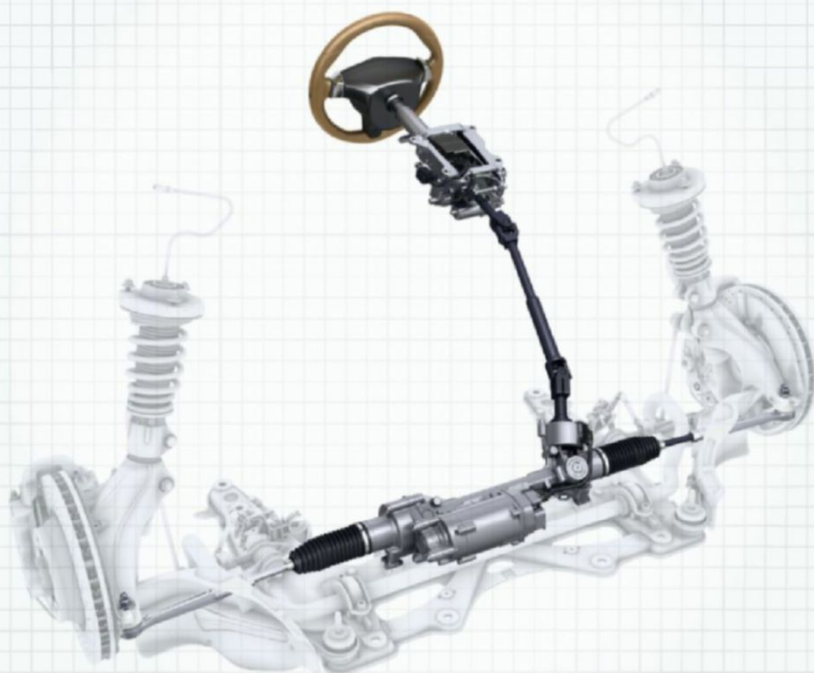


Total
911

Technology explained

001 ELECTRICAL POWER-ASSISTED STEERING

Total 911 explains how one of the most controversial changes to the 991 helps guide your car in the right direction



First introduced on the 964 in 1989, the Porsche 911's power steering has traditionally been hydraulically assisted. This system forces fluid to help turn the steering, thanks to pistons within the rack itself. The fluid is pressurised by an engine-driven pump.

Moving to the 991, Porsche changed to a full electric-assist system developed in conjunction with ZF. The new system uses an electric motor, mounted on top of the rack, to help force the steering around when the steering wheel is turned, thanks to a second pinion gear.

Compared to the hydraulic system, the 991's EPAS is much simpler. It removes the need for an engine-driven pump and the rear-to-front plumbing needed to force the pressurised fluid to the steering rack. Moreover, the electric motor doesn't use any power from the flat six engine, improving its efficiency while the whole system also saves considerable weight over the power steering system found in the 997.

Rather than calculate the required assistance from the driver's input, Porsche's EPAS uses the myriad information garnered through the various steering and wheel sensors to provide the necessary assistance. The result is a rack that can constantly vary the level of assistance provided, and through tuning the system's software can increase steering weight when different sports modes are activated.

The new EPAS also filters out a lot of high-level feedback frequencies, especially around the dead-ahead steering position. This makes the car smoother to drive, as it is easier to keep the car travelling in a straight line without the necessity to correct for every small bump and camber in the road surface.



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



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	155
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



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 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	3.8sec
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 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 11x19-inch; 295/35/ZR19



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	153
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



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

★ ★ ★ ★ ★

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	157
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	330hp @ 6,250-6,750rpm
Maximum torque	700Nm @ 2,100-4,250rpm
0-62mph	3.3sec
Top speed	199mph
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	157
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	179.8mph
Length	4,491mm
Width	1,808mm
Weight	1,380kg
Wheels & tyres	F 8.5x19-inch; 235/40/19
R	11x19-inch; 285/35/19

★ ★ ★ ★ ★

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	188.9mph
Length	4,491mm
Width	1,808mm
Weight	1,395kg
Wheels & tyres	F 8.5x20-inch; 245/35/19
R	11x20-inch; 295/30/19

★ ★ ★ ★ ★

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 8.5x20-inch; 245/35/19
R	11x20-inch; 305/30/19

★ ★ ★ ★ ★

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; 245/35/19
R	11x20-inch; 305/30/19

★ ★ ★ ★ ★

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 @ 6,500-7,500rpm
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 8.5x20-inch; 245/35/19
R	11x20-inch; 305/30/19

★ ★ ★ ★ ★

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 8.5x20-inch; 245/35/19
R	11x20-inch; 305/30/19

★ ★ ★ ★ ★

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	157
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; 245/35/19
R	11x20-inch; 305/30/19

★ ★ ★ ★ ★

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; 245/35/19
R	11x20-inch; 305/30/19

★ ★ ★ ★ ★

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; 245/35/19
R	11x20-inch; 305/30/19

★ ★ ★ ★ ★

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; 245/35/19
R	11x19-inch; 295/35/19

★ ★ ★ ★ ★

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	154
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; 245/35/19
R	11x20-inch; 305/30/19

★ ★ ★ ★ ★

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; 245/35/19
R	11x20-inch; 305/30/19

★ ★ ★ ★ ★

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; 245/35/19
R	11x20-inch; 305/30/19

★ ★ ★ ★ ★

991.2 Carrera 4 GTS 2017-

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

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; 245/35/19
R	11x20-inch; 305/30/19

★ ★ ★ ★ ★

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; 245/35/19
R	11x20-inch; 305/30/19

★ ★ ★ ★ ★

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; 265/35/19
R	12.5x21-inch; 325/30/19

★ ★ ★ ★ ★

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; 245/35/19
R	11x20-inch; 305/30/19

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PORSCHE 964 TARGA, RHD, 1991
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PORSCHE 997 TARGA 4 PDK, RHD, 2009
Aqua Blue Metallic with Black Leather, 17,400 miles



PORSCHE 997 GT3 COMFORT, RHD, 2010
Dark Blue Metallic with Black Leather & Alcantara, 21,800 miles



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Back in 1973 one of the original U.K. Right hand drive 2.7 lightweight cars was bought for the sole purpose of rallying, but during the mid 70s, it met its unfortunate demise on a rally in the Brecon Beacons. End over end and on the roof, it was deemed beyond reasonable repair and subsequently sat in a sorry state back at home. Nobody knew back then what it would be worth. A Lightweight too!

In the early 1980s, the owner stumbled across a 1977 2.7 Targa which had met its fate with an engine fire. Everything salvageable, including all the RS engine gearbox ancillaries, was transferred. The RS bodyshell was sold as scrap back then with little value but has been spotted recently, purchased as a complete car for a substantial figure.

Having been passed down through the family over the years, the current owner bowed to sentiment and commissioned Rennsport to reassemble the vehicle to its original state as a blood orange 1973 2.7 RS lightweight. Sourcing a 1973 2.4E Coupe, with a missing engine, we'll be able to produce the closest thing to an original as possible.



The remains of the Targa have been turned into this beautiful example. Commissioned by a local property developer to build something unique for his daughter's birthday, we worked hard to make it exactly what she wanted!

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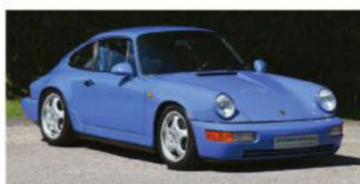
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£51,995**Boxster S (981)**

Basalt Black • Beige Leather Seats PDK Gearbox • Touchscreen Satellite Navigation • 19" Boxster S Wheels • 8,029 miles • 2015 (15)

£46,995**Cayman S (981)**

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

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Porsche 912 1967 Soft Window
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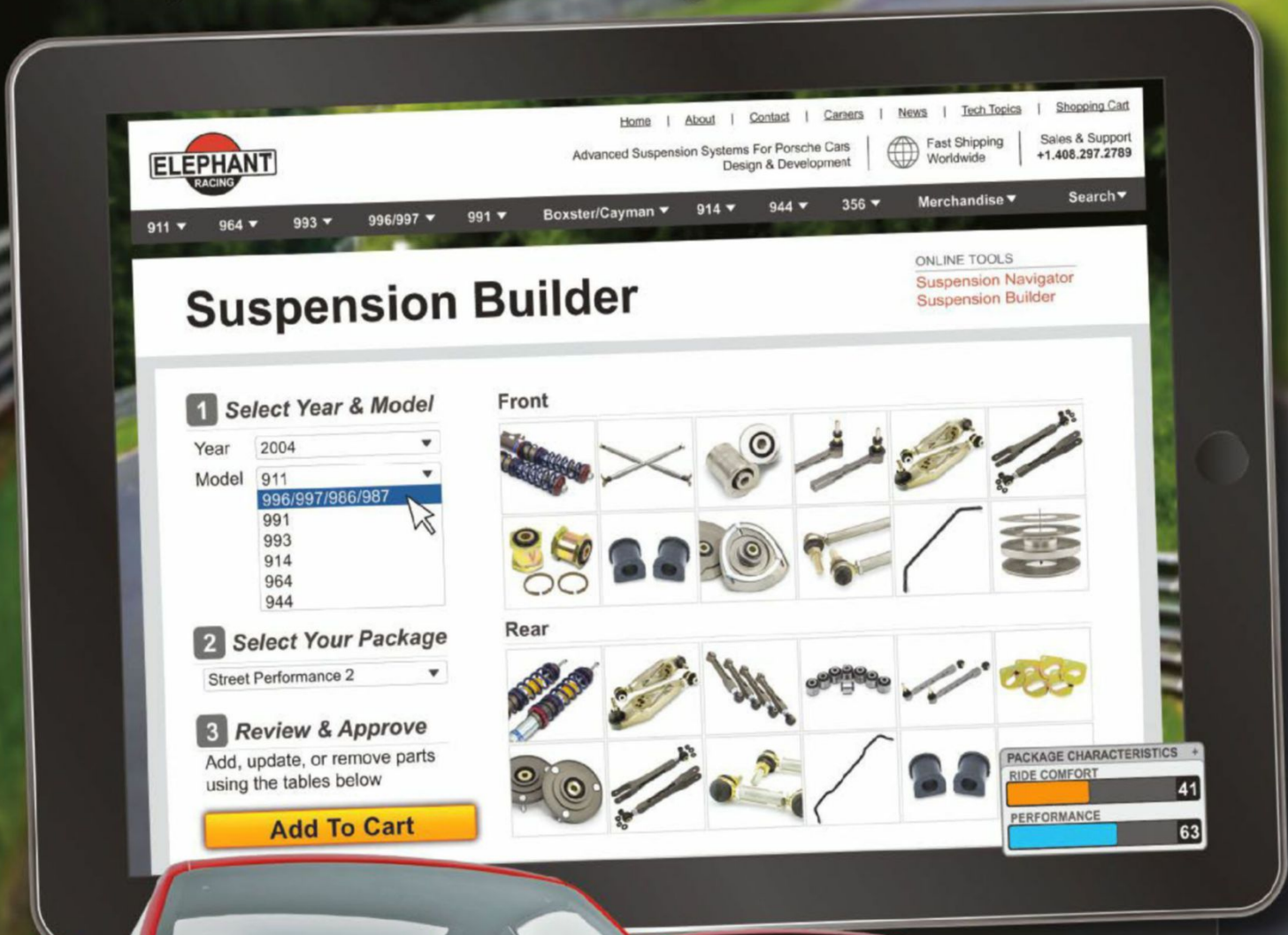
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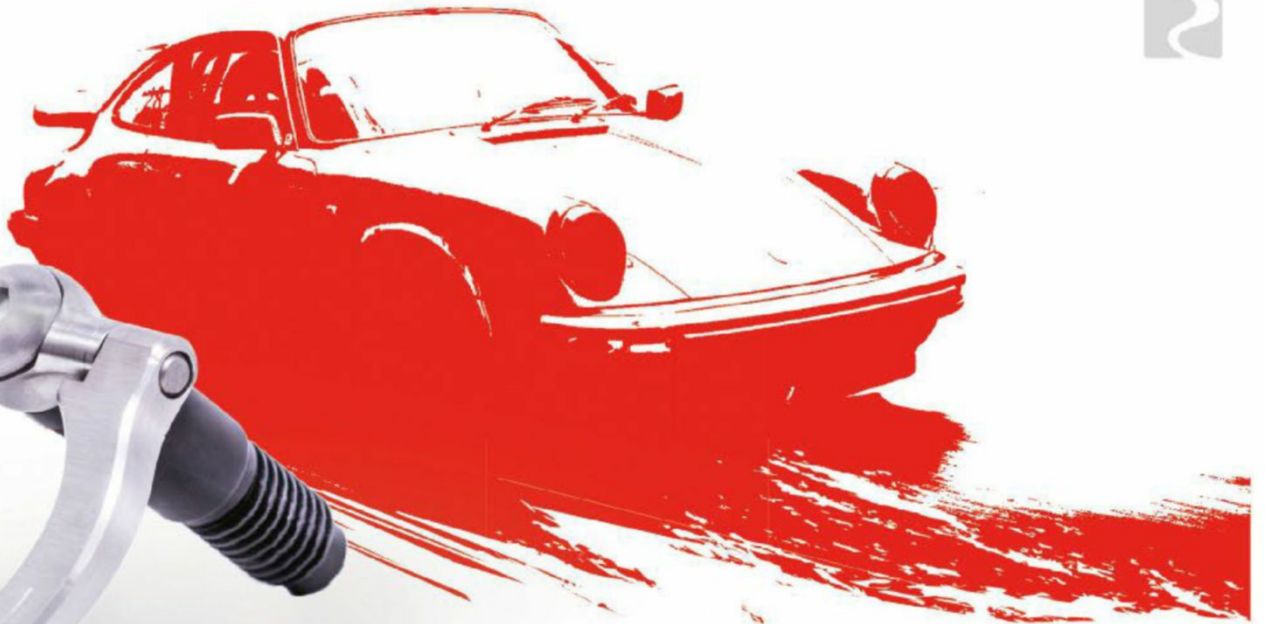
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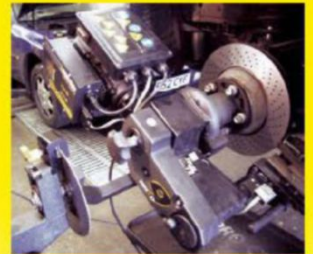
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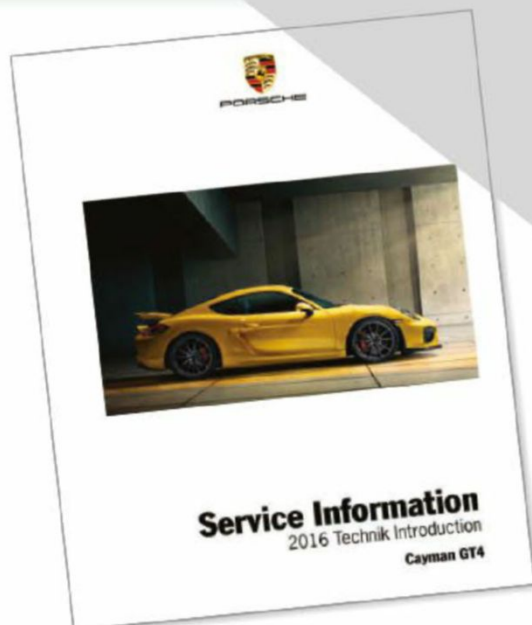
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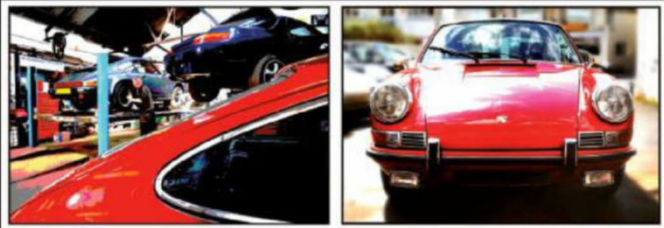
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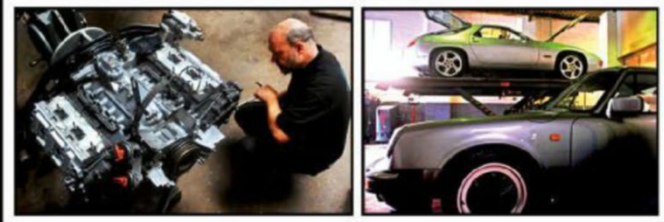
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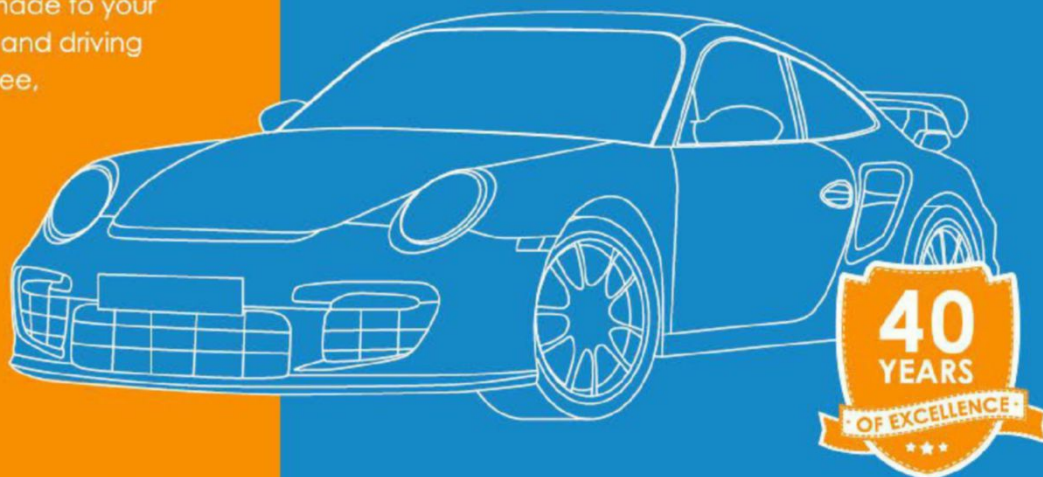
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NEXT ISSUE

Issue 158 in shops and available for download from **4 October**

959 IN THE USA

Porsche's 1980's supercar was not destined for US shores until Bruce Canepa intervened. **Total 911** gets up close to his 805hp Porsche 959



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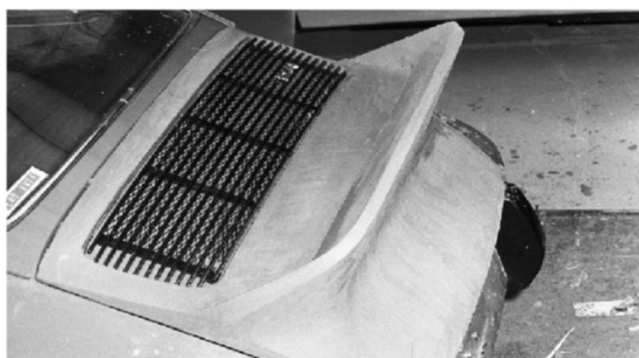
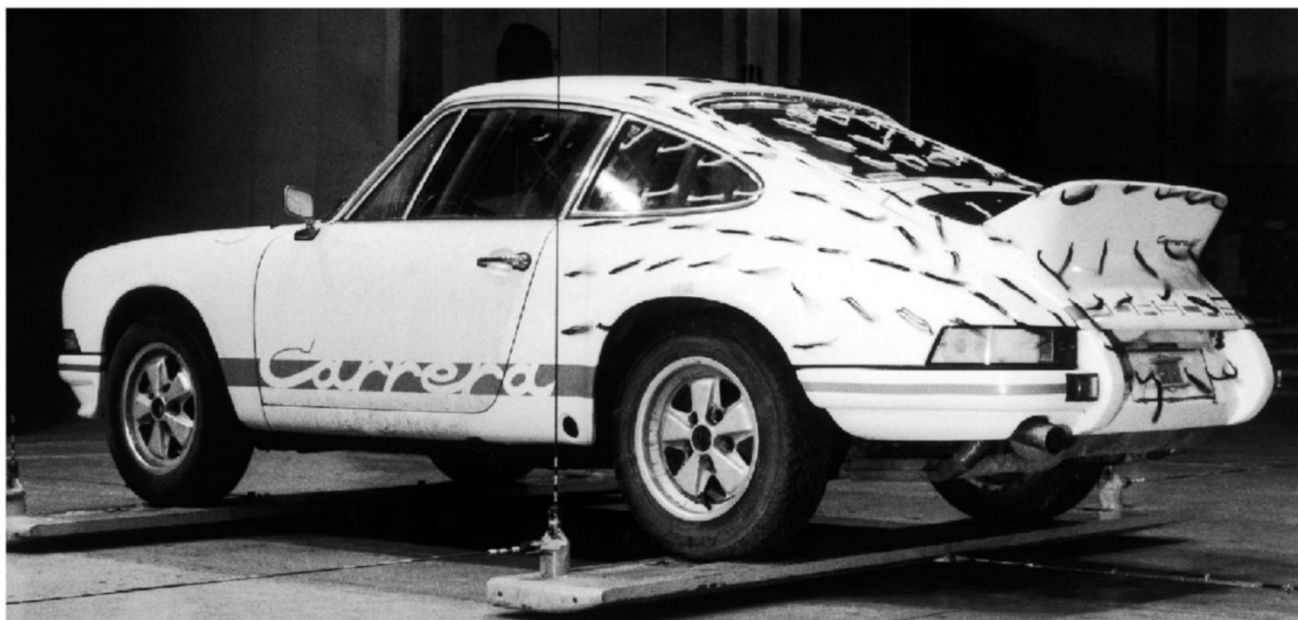
In a brand new series, **Total 911** explores the many iconic designs embellished on Porsche's reverential Neunelfer, beginning with the 2.7RS ducktail

The 2.7RS is an icon in itself. However, the rear of the 2.7RS plays home to an iconic design that's gone on to shape the world of motoring creativity since. The 'bürzel', or ducktail, that sits atop the engine lid is widely credited as being the first rear spoiler fitted to a production road car, stemming from Ernst Fuhrmann's desire for racing success. Porsche had already proved the aerodynamic worth of fitting a front air dam to the Neunelfer, but the job of taming handling behaviour at the rear fell to young engineer and aerodynamicist, Tilman Brodbeck, who would go on to head Porsche Exclusiv. Working under the watchful eye of Helmuth Bott, he developed the famous ducktail profile. While it looked remarkably simple, the work involved in perfecting it was anything but. With the RS's debut set for October, 1972 saw engineers and designers devote countless, painstaking hours to track and wind tunnel testing (the latter involving Stuttgart University and VW facilities) to finalise the optimum height and position; Tony Lapine is credited with honing the final shape. That

work would pay off, as the finished spoiler – fashioned from fibreglass, with an alloy frame on 1973 cars and steel the following year – was shown to reduce rear end lift from 320lb to 93lb at 152mph. And there were other benefits, too; the ducktail both lowered the overall drag coefficient and helped balance front/rear lift at speed (in conjunction with the effective front air dam), while also improving the flow of cooling air into the engine compartment. It wouldn't be fitted to all 1,590 examples of the RS, although it could be ordered as an option on both Sport (M471) and Touring (M472) variants. Never available

“The bürzel is widely credited as being the first rear spoiler fitted to a production road car”

for home market cars, the German authorities deemed its sharp edges to be a risk to careless pedestrians. They may have had a point, and this iconic device wouldn't feature again until the limited edition 997 Sport Classic. Instead, attention focused on developing even greater levels of downforce, in turn leading to the appearance of the equally unique tea tray and whaletail designs. At least these would prove more acceptable to safety-conscious authorities, and would define the look of the 911 for generations. **911**



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1984 Porsche 930-stock-08480

The featured 1984 Porsche 930 shown here is available with matching numbers and has a Certificate of Authenticity and 89,857 on the odometer. It comes in its original Color Code#027 Guards Red with black interior and is equipped with a manual transmission, air conditioning, power windows, sunroof, updated wheels and includes the owner's manual, jack, spare tire and some miscellaneous parts. Very presentable. Mechanically sound.

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1969 Porsche 911E Karmann Sunroof Coupe-stock-08494

The featured 1969 Porsche 911E Karmann Sunroof Coupe in red with tan interior comes equipped with a 5 speed manual transmission, factory sunroof, air-conditioning and Fuchs wheels. Excellent original car. Very presentable.

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1973 Porsche 911T-stock-08484

The 1973 Porsche 911T shown here is available in a beautiful color combination of blue with black interior. It comes equipped with a manual transmission with a 2.0 liter engine, Fuchs wheels and includes the spare tire. Very clean and presentable. Mechanically sound.

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1970 Porsche 911T Targa-stock-08543

The 1970 Porsche 911T Targa featured here is available in white with black interior. It is equipped with a 2.2 liter with a manual transmission, Fuchs wheels, MOMO steering wheel and includes the spare tire. Lots of potential. Same owner for many years. Mechanically sound.

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1970 Porsche 911T-stock-08509

The 1970 Porsche 911T shown here is available in red with black interior. It is equipped with a 2.7 liter engine with a manual transmission, front and rear wide body flares, power windows and with solid wheels. Lots of potential. Great candidate for the track or for full restoration.

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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.

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1970 Porsche 911T Coupe-stock-08425

The featured 1970 Porsche 911T Coupe shown here with matching numbers is available in maroon with black interior. It is equipped with a manual transmission, dual carburetors, Fuchs wheels, OEM radio and with the original owner's manual. Very clean and presentable. Same owner since 1977. Mechanically sound.

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1971 Porsche 911T Targa - Stock- 08441

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The featured 1971 Porsche 911T Sunroof Coupe is available in its original color code#8080 silver metallic with black interior. It is equipped with a period-correct 2.2 liter engine with a manual transmission, air conditioning, OEM radio, Fuchs wheels, electric sunroof and includes the spare tire. Excellent original car. Same owner for many years. Just came out of storage.

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