

993 V 996 CARRERA LAST AIR & FIRST WATER-COOLED 911S CLASH

Total 911

THE PORSCHE MAGAZINE

RUF DIAMONDS

How Pfaffenhausen make the finest bespoke sports cars on the planet



www.total911.com



First drive of the turbocharged GT2 RS as naturally aspirated GT3 RS rival takes on the Isle of Man

991 RENNSPORTS ON THE LIMIT



PETER SCHUTZ

1930-2017

Life of the man who saved Porsche's 911

PLUS:

- Best Christmas gifts
- Real-world owner reports
- Why aren't Cabriolets as valuable as Targas?
- New 911 Carrera T info inside

MODIFYING A GT3

Learn how to get the very best from your Porsche GT3 for performance driving on the track



TEN TOP TOURS

REVEALED: The best driving tours from around the world you must do with your 911 in 2018





The grip of winter. Porsche winter wheels and tyres.

Below 7°C the rubber compound in summer tyres hardens causing a drop in performance and increased braking distances*. Porsche Approved N-rated winter tyres are specifically designed to provide greater safety in cold, wet and snowy conditions. Your summer wheels and tyres can also be securely stored for you by your local Porsche Centre**. For more details visit your local Porsche Centre.

*Summer tyres versus winter tyres. Braking with ABS on wet road surface, 50 to 0 mph at +3°C. **Participating Centres only.



PORSCHE



HERITAGE
PARTS CENTRE

CALL: +44 (0) 1273 444044

ONLINE: WWW.HERITAGEPARTSCENTRE.COM



BRAKING



BODY PARTS



ELECTRICAL



EXHAUSTS



SERVICE PARTS



SUSPENSION

EXPERT ADVICE • 3000 PORSCHE PARTS ONLINE • FREE DELIVERY OVER £35*



UNIT 1,
LANGLEY WHARF,
RAILWAY TERRACE
KINGS LANGLEY
WD4 8JE

jzmporsche.com

A blue car is parked in a snowy landscape. The car is partially covered in snow, and the background features snow-covered evergreen trees. The text "SALES", "SERVICING", "TUNING", "PARTS", and "ACCESSORIES" is overlaid on the image in large, bold, black capital letters, stacked vertically on the left side of the car.

SALES
SERVICING
TUNING
PARTS
ACCESSORIES

EVERYTHING FOR **YOUR PORSCHE**



Welcome



Total 911 was saddened by news of former Porsche CEO Peter Schutz's passing at the end of October. Schutz's life and, in particular, his stint at the helm of Porsche should be cause for great celebration.

The story is well told of how, in his early days in the job, Schutz learned of the company's intention to cull production of its 911 sports car in favour of the transaxle models. His insistence in continuing its manufacture, famously extending the 911's production timeline past its intended cut-off date, off the chart and along his office wall, is the stuff of legend, and perhaps the single most important moment in the car's lifetime. Simply put, if it wasn't for him, the 911 would have ceased production in the early 1980s, and that would have been that.

The repercussions of Schutz's actions are huge, and still directly affect you today. For starters, you wouldn't be reading this very magazine, which likely wouldn't exist, and you may not even own a 911 full stop. To think of it! Of course, Schutz did far more than just save Porsche's most important sports car ever, which you can read all about from page 64 in our tribute to the late, great former CEO.

Needless to say, I'd like to dedicate this issue to Herr Schutz, whose foresight and determination ensured we can all continue enjoying these incredible sports cars to this day. But we can all do more than that. If you own a 911 from model year 1982 or onwards, you owe a drive to Porsche's ballsy former CEO who, at the time, appreciated the Neunelfer more than his company did. Time to get that flat six fired up!

"If you own a 911 from model year 1982 or onwards, you owe a drive to Porsche's former CEO"





1911 Opening Shot

Winding up from the seaside town of Ramsay, the Isle of Man TT's 26th milestone, named Joey's, offers a speedy S-bend to prepare a competitor for the ultra-fast Mountain Mile ahead. Though the two-week Tourist Trophy usually plays home to two-wheeled competitors, its scintillating course is perfect for road-going race cars like Porsche's 991 GT3 RS over the rest of the year.

Photograph by **Ali Cusick**



Contents

ISSUE #160 **NOVEMBER – DECEMBER 2017**

ESSENTIALS

Update Breaking Porsche news tailored just for 911 fanatics, plus Christmas products	10	Premier Porsche The finest industry contacts you need to buy, tune, restore or upgrade your Porsche 911	81
Views Highlights from your Porsche correspondence via email, social media and Total911.com	16	Data file Stats, specs, and market values for every Porsche 911 model 1963-2018	86
Subscriptions Get the world's only magazine dedicated to the Porsche 911 delivered right to your door	36	Coming soon By the time you read this our next issue will already be in production – here's what to expect	113
Living the Legend Our real-world Porsche 911 owners update you on their latest flat six escapades	72	Design icons Our latest instalment focuses on a long-running 'five-leaf' design sitting in the 911's arches	114

FEATURES

991 GT2 RS first drive It's the new king of the 'Ring, but how does Porsche's new 911 GT2 RS really stack up?	20	2018 tour guide Total 911 looks at the best Porsche tours you need to enroll on for 2018	54
991 GT3 RS road trip The Isle of Man's TT course is Total 911 's best driving road on the planet. Lee drives it in Porsche's best Rennsport	28	GT3 tech Want more from your GT3? Our six top tips should be your first point of call	60
Ruf diamonds Take a look at how Ruf Automobile GmbH makes some of the most exquisite 911-derived sports cars on Earth	38	Peter Schutz Total 911 plays tribute to the late, great Peter Schutz, one of the most important figures behind the 911's success	64
993 v 996 Carrera The last air-cooled Carrera is revered among enthusiasts, but is the subsequent 996.1 a better 911?	46	Hexagon Modern Classics Behind the scenes at the all-new premises of the London-based specialists focusing on rare Porsche metal	82



64



54



YOUR 911 HOME

For **Total 911** back issues & subscriptions visit
www.myfavouritemagazines.co.uk



"That it's fast is no surprise, the engine's might shifting the GT2 RS with relentless urge"



20



38



114

Update

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



Porsche announces 991.2 Carrera T

Back-to-basics Carrera is lighter and re-gearred for a more puristic driving experience

Porsche has another special edition 911 about to hit showrooms worldwide after announcing its new 911 Carrera T. Based on a 991.2 Carrera, the Carrera T offers a proper back-to-basics driving experience for the 911 connoisseur, which the company says draws inspiration from its early long-bonnet 911T models.

The car retains the same 370hp turbocharged flat six as the entry-level Carrera, with drive fed via a mechanical limited slip differential to the rear axle only – an all-wheel-drive variant is not available. The Carrera T's puristic driving experience is enhanced by the presence of a seven-speed manual gearbox (though PDK is

optional), which has been re-gearred for a much shorter final drive. The shifter itself has been shortened to mimic the look of that used in the 991 R and 991.2 GT3.

A modest weight saving programme sees 20kg removed over the Carrera, thanks to lightweight glass used for the rear and side windows, a removal of sound deadening, and pull grabs for the interior door handles. Rear seats have also been removed and the Carrera T comes without a PCM unit, though customers may spec it back in as a no-cost option. Continuing the 'basic-spec' theme which characterised those early 911T cars, the Carrera

T's seats are the four-way Sports seats, albeit with electric adjustment. Full bucket seats are available as an option.

The Carrera T also boasts numerous other specification features not present on the entry-level Carrera, such as a Sports chassis, lowering the car by 10mm, and the Sport Chrono Package – though this comes without the dash-mounted timing clock. Rear axle steering, again not available on the 991.2 Carrera, is an optional extra. The Carrera T is available from £85,576 in the UK (other markets may vary), an increase of just £7,500 over the 991.2 Carrera. Porsche say the Carrera T is not a limited numbers 911.

High-power charging network launched

Porsche's partnership with BMW, Daimler, Ford and VAG to produce a pan-European high-powered charging network has resulted in the establishment of IONITY. The scheme will see 400 high-powered charging points installed across the continent by 2020, with 20 stations to be built ready for the end of 2017.



Porsche increases revenue

Zuffenhausen has announced an increase in revenue by some four per cent to 17.1 billion Euro in the first nine months of 2017. Confirming a period of sustained success for the German prestige manufacturer, Porsche also announced its operating result increased by five per cent to 3 billion Euro, with a greater number of deliveries in the year, while also taking on more staff. Porsche's profit margin currently stands at 17.6 per cent.





What's on in 2017/18

- LA Auto Show
1-10 December
Porsche's last auto show of the year heads to the City of Angels
- Roar before the 24
5-7 January
Daytona's three-day test is the curtain raiser to the 2018 motorsport season
- North American International Auto Show
13-28 January
The world's biggest car manufacturers head to Detroit to present their new cars for 2018
- RM Sotheby's Arizona auctions
18-19 January
RM present the first big prestige car auction of the year
- Ice Force
18-22 January
Porsche's driving school in Lapland only has limited spaces remaining

Gemballa unveils new GT Concept

Modified 828hp Turbo capable of 223mph revealed at SEMA show

Seasoned German tuning giant Gemballa has presented its new GT Concept at the 2017 SEMA show in Las Vegas. Based on a Porsche 991.1 Turbo, Gemballa's creation deviates significantly in appearance from Zuffenhausen's original, with RWB-style fenders adding 30mm to the front and 50mm to the rear of Porsche's 1,880mm-wide body.

Leonberg-based Gemballa are proud to announce its latest offering boasts far more than a comprehensive aerodynamics package too. Its flat six is uprated to produce a mighty 828hp, an increase of some 288hp over Porsche's original 991 Turbo. Torque has increased from 660Nm to 952Nm at 5,200rpm. The result is a claimed 0-62mph time of just

2.38 seconds, with a claimed top speed of 360km/h. Gemballa say this is all thanks to a reworked intake system, new cylinder heads and valves, new throttle valve bodies, an uprated sports exhaust and tuned gearbox mapping, as well as improved cooling. 991 Turbo owners can tune their car to GT Concept spec for 132,000 Euros.



Hartech's engines enjoy racing success

Championship titles for Hartech-built M96 flat sixes

Hartech are celebrating after three of its customers achieved notable racing success in the Porsche Club championship racing series. Bolton-based Hartech, famed for rebuilding and modifying hundreds of M96 and M97 flat six engines from inception, provided engines for Mark McAleer's 3.4-litre 996 race car, which went on to claim class and club championship honours

for 2017, with two M96-engined Boxsters taking titles elsewhere. All three cars enjoyed 100 per cent reliability throughout the season.

The success is particularly sweet for owner Nick Hart and his staff after having to disband their own racing team three years ago. This was due to the pressures of high customer demand for engine rebuilds to road cars.

Certificate of Authenticity scrapped

Divisive COA to be replaced by 'Certificate of Production'

Porsche's Certificate of Authenticity is to be scrapped, effective as of this month. The oft-cited COA is to be replaced with a 'Certificate of Production' in light of concerns the former Certificate, signed by the managing director of each country, could potentially be misleading. "The issue was the COA could only ever indicate a certain car rolled off the production line on

a specific date. What it couldn't comprehensively do was confirm the car in an owner's possession was that same car," a Porsche representative told **Total 911**. COAs have become an important part of a 911's portfolio for sellers such as dealers and auction houses, particularly as values of Zuffenhausen's iconic sports car have rocketed.

Motorsport

The latest news and results from racing series around the globe



Ammermüller takes Supercup crown

Veteran driver seals 2017 title at last race of season

Michael Ammermüller has secured the 2017 Porsche Supercup crown after a second-place finish in the last round at Mexico City. The result was enough to give the German a seven-point margin over championship rival and Porsche Junior, Dennis Olsen, who finished in third position at the Autodromo Hermanos Rodríguez.

The crown is a just reward for Ammermüller, a seasoned pro in Porsche's premier one-make racing series shadowing the Formula One world championship. Ammermüller has raced in the competition every year since 2012, juggling the programme alongside campaigns in Carrera Cup Germany. Although the Lechner MSG Racing Team driver has regularly finished in the top three, this is his maiden Supercup championship.

"Four wins, five second places and a third – thanks to these consistent performances I was finally able to win the Supercup. I'm very pleased

about that and I'm grateful for the terrific support I received from my Lechner team," Ammermüller said. He finishes the season with 193 points from 11 rounds of racing. Runner-up Dennis Olsen finished with 186 points, while third place goes to Matt Campbell, the Australian driver taking the checkered flag in Mexico to finish the season with 151 points. The team championship was awarded to Lechner MSG Racing Team.



LMP1 team secure third world title

Manufacturers and drivers trophies secured with one round to spare

The Porsche 919 E-hybrid will bow out of competitive action as a world-championship-winning car after second- and third-placed finishes at the Shanghai 6-Hours brought a third straight manufacturers' title to Weissach. The accolade, achieved with a round to spare of this year's World Endurance Championship, was one of two celebrations held at the end of the race in China: the race result also secured a driver's title for works drivers Earl Bamber, Timo Bernhard and Brendon Hartley. In total, the 919 E-hybrid's roll of honour includes six world championships (manufacturer and driver titles), three outright Le Mans wins, 17 race victories – seven of them doubles – 19 pole positions and 12 fastest laps from its 33 races since the start of the 2014 season. Porsche is set to retire the cars over the winter as it scraps its WEC LMP1 programme in favour of a switch to Formula E.



GT team set up gripping finish to season

Lietz and Makowiecki two points off title going into final race

The 991 RSR is on the brink of completing a highly successful first season in WEC competition after a hard-fought second place finish for the #91 car of Richard Lietz and Frédéric Makowiecki at the Shanghai 6-Hours.

The result means the works pairing are just two points off the summit of the driver's GTE-Pro title heading into the final race in Bahrain on 18 November. Porsche's mid-engined 911

race car has fought hard in an ultra-competitive field for 2017 and, although it is yet to claim a class victory, its consistency over a season of endurance racing is paying off, with an overall title in its debut season in sight.

Meanwhile, **Total 911** columnist Ben Barker's Gulf Racing team continued their strong finish to the season with their best result yet, securing second place in GTE-Am in Shanghai.



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



Dealing with calendar clashes

How Gulf Racing overcame a change in personnel to finish second in Shanghai

We all know how frustrating it can be when things that we want – or have – to do are scheduled at the same time in different places, and motorsport is no different.

From the likes of the FIA trying to plan international championships that don't have date clashes, to drivers racing for a living hoping that job offers don't make them have to choose between events, there are always going to be difficult moments to overcome. It's even more frustrating, for a driver at least, when matters outside of racing dictate whether you are in the cockpit or not.

The Gulf Racing team faced this at the recent 'flyaway' events in Japan and China, with our intrepid leader, Mike Wainwright, unable to make the trips east, causing not only racer's frustration for him, but also requiring the team to find substitutes to partner myself and Nick Foster.

And it's not just a case of throwing any available driver into the line-up either. Quite apart from any commercial or brand issues that may need to be overcome, the replacement needs, ideally, to be a good fit for the team and, even better, familiar with the type of car they'll be racing. The Gulf team did an excellent job on

that front, bringing in American Mike Hedlund for Fuji and Khaled Al Qubaisi for Shanghai. Both are experienced Porsche racers with at least one Le Mans 24 Hours behind them. They definitely weren't out of place in the World Endurance Championship, and that helped make it an easy transition for both parties.

Being a British team, it helped that both drivers had good command of the Queen's English, not just in communicating what they wanted from the car – set-up changes, seat positions and the like – but also because it makes radio chatter during the race easier to understand. You can imagine that, even with the quality of modern pit-to-car radio, the noise in a closed cockpit can make it hard for both team and driver to hear what is being said, and unfamiliar accents – and a lack of facial cues normally seen in face-to-face conversation – only exacerbate that difficulty.

I know from my time racing for foreign teams in both the Porsche Carrera Cup in Germany and the F1-supporting Porsche Supercup that people only speak your language when they want to or have to. They're not being rude, as they are doing what's best for the team in that moment, and trying to give instructions in a foreign language, or more than one language, when it is not necessary

is pointless. As the outsider, you can't afford to feel like you're being excluded, even if you think you are missing out on being part of the process of making improvements to the car, or whatever.

The real key is making sure that everyone is as comfortable as possible in the team environment. If a driver feels at ease, they will also be more relaxed behind the wheel, and that is only good for their performance on the track. It's part of my role to help integrate any newcomer to the line-up, and transparency is vital in making them feel at home. Luckily, Mike and Khaled had a lot in common with myself and Nick, and Mike Wainwright too, in that, as well as knowing what they wanted from the #86 Porsche 911 RSR, they preferred relative radio silence when in the cockpit.

Clearly the team and I did our jobs well, as the performances in both Japan and China carried on from where the usual crew had left off in Texas. Unfortunately we were denied a good result at Fuji because of some pretty severe weather, and the misfortune of losing a lap to the safety car at just the wrong time. However, we more than made up for that in China, with Khaled joining Nick and myself on the second step of the podium, improving on the third place Nick and I achieved with Mike Wainwright in Mexico in September.

Lifestyle

Total 911 brings you the best gifts any Porsche enthusiast will want to wake up to come 25 December



Elliot Brown Bloxworth 929-015-L16

£525

We love Elliot Brown for its tough, durable watches, made with fresh utilitarian styling. Its watches have been to both poles, summited Everest, sustained six months in salt water, been smashed by 3kg mallets and travelled all the way around the world mounted to a Clipper race yacht. They're chosen by racers, flyers, mountain rescue teams, yachtsmen, explorers, climbers, ocean rowers and record breakers. This Bloxworth 929-015-L16 marries cool grey, brushed steel and soft fitted leather with sporting red highlights.

elliottbrownwatches.com



Akrapovic GT3 titanium exhaust

£10,697

The Porsche 991 GT3 is one of the best-sounding 911s out there, but Akrapovic has made it even better, adding a course note to the 991's banshee scream at its 9,000rpm redline. Saving 14.1kg over Porsche's stock system, the Titanium Evolution Line exhaust improves the GT3's performance too, offering a gain of 13.6hp at 8,000rpm and 27.3Nm at 3,850rpm.

akrapovic.com



Nezumi Studios Vitesse dashboard timer

£320

Available in a limited and numbered line of 29 from one of Stockholm's dyed-in-the-wool 911 aficionados, the mechanical Vitesse racing timer features Russian movement and is assembled in Sweden.

nezumistudios.com



AlcoSense Pro breathalyzer

£149.99

Make sure you're safe to drive this Christmas. The backlit blow tube receptor is perfect for use on dark mornings or evenings and the readings are automatically fine-tuned according to the temperature. There are also over 40 country destination alcohol limits pre-programmed.

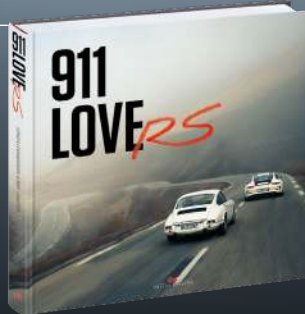
alcosense.co.uk

911 LoveRS book

£90

Of all the 911 models, it is the RS that represents performance par excellence. This beautiful coffee table book from publishers Delius Klasing showcases not just the iconic Rennsport cars, but also tells the story of the owners who drive them, delving into their relationships and memories cultivated with their special car. A must have.

delius-klasing.de



RPM Technik 'Air heads' T-shirt

£20

An original design by independent Porsche specialists RPM, the T-shirt features the air-cooled 911's iconic cooling fan inside a human skull. It is printed on white with a shoulder-to-shoulder tape and seamless collar. The T-shirt also features a twin needle neck, sleeve and bottom hem, and makes for a great way to represent air-cooled Porsches at your next cars & coffee.

rpmtechnik.co.uk/shop



Porsche posters

From €29.95

Selection RS brings you beautiful Porsche posters from a team of creative artists, enthusiasts and perfectionists. Also fabricators of many model Porsches created to scale, the French-based company creates works of art with unique methods, with the final pieces only available in limited quantities.

selectionrs.com



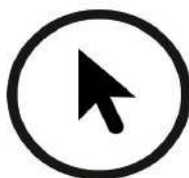
PORSCHE PARTS FINDER

The fastest way to find Porsche parts online



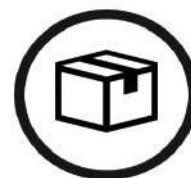
1, Search

Using our part number search or the parts finder, choose your Porsche.



2, Select

Select the part categories. From the detailed line drawing click the part you need.



3, Receive

*It will tell you the **name**, **part number** and **shipping details**. Then receive delivery shortly.*

Views

Contact Total 911



Twitter
@Total911



Facebook
/total911magazine



Email
editorial@total911.com

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



Total 911 great roads: driven

Dear Sir,

I'm a German Porsche engineer working as an FSE for Bentley Motors in Crewe, UK. Since I'm a subscriber of **Total 911** I followed your countdown of the world's 100 best driving roads. Yesterday I discovered the B4391 in Wales, which featured in your list, and I was really impressed with the beauty of the landscape and the openness of the road. I can confirm that watching out for sheep definitely makes sense! My manual 996.2 Carrera 2 (RHD) was a huge pleasure to drive on the twisty roads – thank you very much for revealing this great road.

Joerg Jablonsky

We're so pleased our 100 greatest roads inspired you to get out and head for your nearest stretch of serpentine asphalt, Joerg! The B4391 is an absolute gem of a road and a **Total 911** favourite. In that part of northern Wales, people head to the Evo Triangle by default. This is no bad thing, as it means less know about the B4391. That will obviously change as a consequence of our article, but we'd rather share our knowledge of great driving roads with our loyal readers. The message, then, is to get out and drive the road – or any amazing road, for that matter – at your soonest convenience!



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!



Digitising the 911's instrument panel



Dear Sir,

The other day I came over some spy shots of the new 911 generation. To my surprise there were images from the interior which reveal that the next generation will have a digitised speedometer! But far worse – in the new version the dial is reduced to gauges and a glimpse of the tip of the needle! The analogue solution is to be sacrificed to be able to present other types of data/information.

I don't know if this is the right direction for Porsche to go – and I certainly don't buy the logical arguments for Porsche to do so!

What kind of information is more important to give the driver than images and input from the iconic rev counter and an analogue way of showing speed?

Doesn't Porsche understand that these two dials are instruments in the car that are visually (and functionally) coherent? The solution coming up looks awkward and reminds me of the horizontal-laying speed gauges in the Opel Rekord of the 1960's or, in a modern version, something which you could find in a Kia.

Hopefully the digital display can be configured individually

so that it is possible to at least show all of the speedometer, including the whole of the needle, but what we want most of all is a traditional instrument of analogue construction!

Jørn Dale

Our understanding is that the 992's clocks will be digitised, except for the centrally mounted tachometer. The digitisation of the 911's dashboard should come as no surprise, given evolutions to the new Panamera and Cayenne models earlier this year. However, Porsche is keen to protect the legacy of its 911, which has always been key to the manufacturer's belief in the thrill of driving. Porsche's decision to mount the tachometer in the middle of the instrument cluster (right) underlines the belief it's not how fast, but how you get there. For that reason we believe so far that the next-generation 911's tachometer will remain analogue, and be all the better for it.

GT3 Touring Package build slot

Dear Sir,

I am an avid reader of your magazine. I refer to your article in the 'Welcome' section in the current issue regarding the GT3 Touring Package. I have tried to acquire a build slot through the Porsche dealers in Scotland and have been advised that this is a limited production car. Can you please give me advice on how I can secure a build slot through the dealerships?

Paul R. Sharma

It all depends on when you applied, Paul. If this was after the Touring Pack was announced at the Frankfurt Motor Show, then you would have been too late – the pack was already offered to those who were on the list for a manual GT3 at that point. To all intents and purposes,



you need to be on the list before the car is announced, which means putting a deposit down upon first whisper of the car, such is the demand for Porsche GT cars at present.

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 own a 964 Carrera, which I've had for approximately six months – I've wanted one for years. I bought the car privately but have since found out it has some head studs cracked, so the engine is having to be hauled out and rebuilt. What I'd like to know is, is this a common problem for 964s, as I've not heard of this before? And are there any other common issues with the 964 I should be aware of? I did my research before buying the car, but now I don't trust anything I read online!
Steven Crisp

Scott's answer: Yes, we have seen 964 head studs fail, however, we find them more commonly on the 3.2 Carreras and SC's here at Porsche Bournemouth. It's always good to check them when carrying out valve clearance checks as part of the service, as the cam covers will be removed. Other common issues tend to be engine oil leaks from various places, DME relay fails causing a non-start – it's advisable to carry a spare in the glovebox – and dual-mass flywheel failure causing a judder sensation in the cars with manual gearboxes. Nowadays we see more corrosion issues, such as corroded fuel, power steering and brake lines, which are more age-related faults. If the car is a Cabriolet or Targa, water leaks are also not uncommon.





V

Great roads: Spa v Nürburgring

Dear Sir,

Very interesting countdown of the top 100 driving roads on the planet. I think overall it was well balanced, though I can't for the life of me understand how Spa came above the famous Nürburgring Nordschleife? What was the thinking behind that?

Kristen Keller

We're glad you enjoyed the countdown, Kristen. As you'll recall, each road was judged by our panel according to the criteria of thrill factor, scenery/views and historical significance. In terms of historical significance, the two are tied of course, and while

both roads thrill for different reasons, it was decided Spa has the better visuals, as you can see much of the new track from viewpoints from the old circuit. In reality though, it was close between what are two world-class roads which happen to be just 90 minutes apart.



British Le Mans legends?

Dear Sir,

Great interview with Messrs Tandy, Bell and Attwood (issue 159). I see the three have had an exclusive car named after them, but it does beg the question, where are the cars marking the other racing drivers from Britain who've conquered Le Mans? I am specifically referring to Allan McNish, a three-time winner of the race no less. Surely this is a faux pas from Porsche in overlooking the man who bridges the gap neatly between Tandy's achievement in 2015 and Bell's last triumph in 1987, with his own Porsche win in 1998?

Charles Pike

It's a valid point well made, Charles. Allan of course can rightly take his place at the same table as fellow British Le Mans winners Nick Tandy, Richard Attwood and Derek Bell.

We're yet to get an official comment from Porsche on the matter, but the likely reason is that McNish is a well-known ambassador for Audi, who until 2016 were fierce rivals to Porsche at Le Mans in LMP1. In our view this should not matter, of course, and McNish is fully deserving of his own special 'British Legends' car.

**Total
911**
THE PORSCHE MAGAZINE

Future Publishing Limited
Richmond House, 33 Richmond Hill
Bournemouth, Dorset, BH2 6EZ

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, Tim Pitt, Kieron Fennelly

Cover image

Porsche AG & Ali Cusick

Photography

All copyrights and trademarks are recognised and respected

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

Head of Newstrade **Tim Mathers**
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

Managing Director **Aaron Asadi**
Editorial Director **Paul Newman**
Art & Design Director **Ross Andrews**
Head of Art & Design **Greg Whittaker**
Commercial Finance Director **Dan Jotcham**

Printed by

Wyndeham Bicester, Granville Way, Bicester, OX26 4QZ

Distributed by

Marketforce, 5 Churchill Place, Canary Wharf, London, E14 5HU
www.marketforce.co.uk Tel: 0203 787 9001

We are committed to only using magazine paper which is derived from responsibly managed, certified forestry and chlorine-free manufacture. The paper in this magazine was sourced and produced from sustainable managed forests, conforming to strict environmental and socioeconomic standards. The manufacturing paper mill holds full FSC (Forest Stewardship Council) certification and accreditation

Disclaimer

All contents © 2017 Future Publishing Limited or published under licence. All rights reserved. No part of this magazine may be used, stored, transmitted or reproduced in any way without the prior written permission of the publisher. Future Publishing Limited (company number 2008885) is registered in England and Wales. Registered office: Quay House, The Ambury, Bath BA1 1UA. All information contained in this publication is for information only and is, as far as we are aware, correct at the time of going to press. Future cannot accept any responsibility for errors or inaccuracies in such information. You are advised to contact manufacturers and retailers directly with regard to the price of products/services referred to in this publication. Apps and websites mentioned in this publication are not under our control. We are not responsible for their contents or any other changes or updates to them. This magazine is fully independent and not affiliated in any way with the companies mentioned herein.

If you submit material to us, you warrant that you own the material and/or have the necessary rights/permissions to supply the material and you automatically grant Future and its licensees a licence to publish your submission in whole or in part in any/all issues and/or editions of publications, in any format published worldwide and on associated websites, social media channels and associated products. Any material you submit is sent at your own risk and, although every care is taken, neither Future nor its employees, agents, subcontractors or licensees shall be liable for loss or damage. We assume all unsolicited material is for publication unless otherwise stated, and reserve the right to edit, amend, adapt all submissions.

ISSN 1746-6130

Future

Future is an award-winning international media group and leading digital business. We reach more than 57 million international consumers a month and create world-class content and advertising solutions for passionate consumers online, on tablet & smartphone and in print.

Future plc is a public company quoted on the London Stock Exchange (symbol: FUTR).
www.futureplc.com

Chief executive Zillah Byng-Thorne
Non-executive chairman Peter Allen
Chief financial officer Penny Larkin-Brand

Tel +44 (0)1225 442 244

ELLIOT BROWN



Elliot Brown build best of breed watches, designed to cope with every adventure, travel under every wave, and look good on any occasion. Our ambassadors have taken our watches to the summit of Mount Everest, circumnavigated the globe, rowed oceans and rivers, broken speed records from 35,000 feet, trekked to both poles, and dived in waters from the arctic to the tropics. It's how we continually hone and refine the smallest details to help make your adventure a better one.

Model shown Bloxworth 929-015-L16: RRP £525

Find out more at: www.elliottbrownwatches.com

MEET THE BOSS

The GT2 RS is the Porsche GT department's unrelenting response to those who always want more, as Total 911 finds out...

Written by **Kyle Fortune** Photography courtesy **Porsche Cars Great Britain**



Silverstone Porsche Experience Centre. A trio of Le Mans-winning racers parked outside, the 917K, 956 and 919 Hybrid an impressive sight, but merely a distraction today. They are waiting in anticipation of the 911 British Legends Edition launch event that's happening later, but we've been asked to get here early. Not to attend that event, but to drive something else – a car that really needs to be kept out of sight of the soon-to-arrive media. There's a 911 GT2 RS parked around the back, and it's mine for a few hours.

It is not lost on me that Porsche's latest 911 is a car that boasts a power output in excess of two of the three race cars parked out front. The 700hp it produces exceeds the quoted outputs of both the 917K and 956 – in their earliest forms – the link with the 956 more tangible, as both have connections with the Nürburgring.

The race car is still the fastest car to lap Germany's 'Green Hell', when in 1983, Stefan Bellof's time of 06:11.13 set a record which remains unmatched to this day. Director, head of vehicle projects, Porsche GT Department, Andreas Preuninger admits the GT2 RS is a riposte to those people out there who say the GT Department has lost focus, that it's no longer about competition or lap times or that it needs to be seen to be the fastest.

Preuninger might be on record as saying Nürburgring lap times are a little bit silly, but the time that the GT2 RS produced leaves no doubt how seriously the GT department took that criticism. It lapped the 12.9-mile circuit in 06:47.25 seconds, giving the fastest, most powerful 911 road car the production car record around the testing track. It absolutely crushed Porsche's early internal goal time of 07:05.00, bettering even the 918 Spyder's time by ten seconds, and the old 997.2 GT2 RS's time by a staggering 31 seconds. Nobody ever got out of a 997.2 GT2 RS and thought it was slow.

This isn't my first encounter with the GT2 RS. Earlier this year I was lucky enough to ride in an early prototype with Preuninger at the wheel. That car, said the GT man at the time, wasn't producing all of its power, with a little bit more to come prior to production. He couldn't say exactly how much back then, but we now know, the GT2 RS's 3.8-litre turbocharged flat six develops 700hp and 750Nm of torque, courtesy of a seriously revised version of the Turbo S's 3.8-litre unit.

Ask quietly and Porsche insiders admit that those figures are, as ever, a touch on the conservative side, measured in less than perfect conditions for repeatability. Even so, to consider that's 120hp over a Turbo S and 80hp more than its GT2 RS predecessor is all a little bit difficult to comprehend. The numbers that power allows, besides that headline laptime, are similarly so, the GT2 RS recording 2.8 secs, 8.3 secs and 22.1 secs on the 0-62mph, 0-124mph and 0-186mph times respectively, with the top speed quoted at 211mph. Achieving that is like its GT2 relatives before it, an intriguing mix of 911 Turbo and GT3 specifications, though to write it off as a mere hybrid of both would do the GT department's obsessive attention to detail a serious disservice.

The 3.8-litre engine's variable vane turbochargers are larger, there's an expansion intake manifold and a water jet system that sprays atomised water on the charge air cooler to reduce charge air temperatures by as much as 20 degrees. It's fed by a five-litre tank, which, around Weissach, allows 12 laps under full load before needing filling. The engine's internals are modified for the increased loads, specially developed pistons allowing a slight reduction in compression. The air filter breathes more easily, while the completely new titanium exhaust not just removes spent gasses more effectively, but saves a not-insignificant 7kg in weight.

Wearing an RS badge, weight reductions are apparent in every element of its design. Porsche quotes its weight as 1,470kg with a full fuel tank, that achieved by RS-typical means of chipping off weight wherever possible. Carbon fibre reinforced plastic is used in the bodywork, and there's the magnesium roof of the GT3 RS. LED lights can be specified for free, being placed as an option because they add 3kg of mass over the standard bi-xenon units. There's lightweight glass related to that you'll find on your smartphone screen, it offering better scratch and breaking resistance than polycarbonate, and lowering bulging at high speed. Inside, there are lightweight door cards and seats, while the standard PCM and climate control can be deleted if you're determined to save every possible gram.

For the very lightest specification, the optional Weissach package is available, it incomprehensible that anyone would order a GT2 ➔





“The GT2 RS hammers home its alpha status in the 911 line-up”

ABOVE 700hp punch of the turbocharged flat six engine grabs headlines, but it is the car's chassis that most impresses us
LEFT Red alcantara interior has become a hallmark of Porsche's GT2 RS

RS without it – not just for the weight savings it represents, but the visual boost it delivers. And hell, does it deliver. The GT2 RS makes even the overt GT3 RS look relatively meek in comparison. It hammers home its alpha status in the 911 line-up, being a visual riot of aerodynamic addenda, punctured intakes, slotted vents and NACA ducts, wearing its exotic construction as an unashamed contrasting carbon fibre statement. Adding to remove, Weissach cars gain magnesium wheels finished in satin-white gold, these dropping the combined unsprung mass by 11.5kg and looking sensational at the same time.

The magnesium roof panel is changed for a carbon fibre one, Weissach-equipped cars having a central body-coloured strip running up the bonnet and over the roof. The rear wing gains Porsche lettering over its high-gloss carbon weave finish. That wing, combined with the rest of the GT2 RS's aerodynamic enhancements, brings 340kg of downforce at its 211mph maximum speed – some 240kg of that at the rear axle. Make use of the adjustable elements and the air rushing over all that look-at-me aero kit adds up to 450kg.

It's not all shouty, obvious tech. Elements you'll never see, like the anti roll bars and coupling rod elements in the suspension, are made of carbon fibre, a first for a production car. These alone equate to a further 5.3kg saving. The Clubsport's rear steel cage is changed for a titanium one with Weissach for another 12kg drop in mass. Should you need your GT2 RS's roll cage to be FIA approved, it's possible to have the Weissach fitted with a steel cage, with the possibility of extending to a full roll cage to the front of the car.

Sitting inside, gripped tightly by Porsche's fixed-back lightweight Sport bucket seats, it's familiar. I'm on the same side as I was last time I sat in that GT2 RS prototype, only being a RHD car there's a steering wheel, instruments and pedals in front of me. Red Alcantara covers three quarters of the wheel's rim, with a red marker signifying straight ahead. The wheel has 200g-lighter Weissach paddles to shift the seven-speed PDK transmission, the optional Sport Chrono Pack not bringing any mode switch or push to pass button on the steering wheel spoke, instead adding some lap timing Porsche Track Driving app configuration if you're something of a track day stato. As if you'd need those 20 seconds, either...

The red paint on the tachometer starts at 7,000rpm, the speedometer's numbers stopping at 250mph. Today there'll be nothing approaching that on the speedometer, though having been deep into three figures on the autobahn in that prototype previously I'm well aware of its ludicrous big-figure capability and stability. There'll be no track time either – today the GT2 RS is going out on autumnal British roads, which is about as big a test of a car's ability as there is.

I'll admit to some trepidation. The GT2 RS has a fearsome reputation. Frankly, anyone getting into something with 700hp driving the rear wheels – even ones shod in 325-section tyres – who doesn't experience a tentative frisson, needs help. Starting the flat six reveals the underlying character that's familiar to any 911, but with a complex mixture of exotic resonances and thobbing intensity that's quite different in character to anything wearing either an RS badge, or even a Turbo one. A distinct, but



BELOW RIGHT Kyle is the first journalist to put the GT2 RS through its paces on UK roads



Model **991 GT2 RS**

Year **2017**

Engine

Capacity 3,800cc

Compression 9.0:1
ratio

Maximum power 700hp at 7,000rpm

Maximum torque 750Nm at 2,500rpm-4,500rpm

Transmission Seven-speed Porsche Doppelkupplung (PDK) with short transmission ratios, sports setup and PDK Sport button

Suspension

Front McPherson front axle with lightweight springs (including helper springs); anti-roll bar; all suspension mountings ball-jointed

Rear Multi-link rear axle with lightweight springs (including helper springs); anti-roll bar; all suspension mountings ball-jointed

Wheels & tyres

Front 9.5x20-inch ET50, 265/35/ZR20

Rear 12.5x21-inch ET48, 325/30/ZR21

Dimensions

Length 4,549mm

Width 1,880/1,978mm (without/with mirrors)

Weight 1,470kg (without Weissach Package)

Performance

0-62mph 2.8 seconds

Top speed 211mph

intriguing note, pressing the Sports exhaust to open flaps in the rear adds volume rather than intensity, the GT2 RS's engine vocal given its forced induction. There's no question it lacks the tingling immediacy of its naturally aspirated GT relations, that confirmed by flexing my right foot, the revs not flaring with quite the speed and ferocity. But that's no surprise, the Turbo engine is part of the GT2 RS's make-up.

So too is an uncompromising track-biased suspension set up. The suspension links are all ball jointed, that another first in a Porsche road car, the height, camber, toe and stabilisers all able to be individually tuned for track driving. Essentially, the GT2 RS runs 911 Cup race car suspension set up for the lumps and bumps of the Nürburgring. It provided surprising suppleness on the roads in Germany from the passenger seat, but British roads are a more difficult test. There's a stretch I know nearby that'll upset just about anything, but the GT2 RS runs over it the first time with impunity, shrugging off the difficult compressions, camber and rough surfaces with ease, a second run through to make sure only driving home the point.

It is undeniably taut, to the enormous benefit of body control, roll and yaw all but nonexistent, that incredible stability not coming with a corresponding trade-off in ride comfort. The damping, an area Preuninger admits to spending a great deal of time on, is beautifully set up, the GT2 RS remarkably civilised for something so focused. ➔





That chassis, as well as the fitment of the PDK transmission – the 997 GT2 RS being manual – combine to allow the GT2 RS's performance to be exploited. You'll rarely, if ever, find yourself slowing down because the chassis is running out of ideas, instead you'll do so because you've glanced down and realised backing off might be prudent. The engine, so relentless in its force, delivers its massive urge from low revs thanks to maximum torque arriving at 2,500rpm, staying until 4,500rpm before it marginally tails off as the engine speeds increase. The gearbox's ratios are uniquely matched to suit it, seventh no mere overdrive, it the gear that'll run out to the GT2 RS's top speed. PDK Sport ups the ferocity of downshifts and allows higher rev speeds during acceleration, with peak power delivered at 7,000rpm.

That it's fast is no surprise, the engine's might shifting the GT2 RS with relentless urge. If there is a but, it's just that it's a little bit too easy, the GT2 RS lacking some of its naturally aspirated relation's reward for your effort, the prodigious low-rev

performance meaning you can afford to be a little lazy and still generate eye-widening pace. Yet, to criticise the GT2 RS for that seems futile. It's a different animal by design, though one that shares, and indeed surpasses, the usual dynamic delicacy that defines Porsche's RS models.

In that respect, the GT2 RS is better, the best RS yet, the chassis is remarkable, the steering weight and accuracy superb, the loading and feel it brings allowing huge confidence, the turn in having no slack, helped in no small part by the standard rear-wheel steering system and the dynamic engine mounts. The traction, in the dry at least, is phenomenal, the grip huge, but there's still that feeling of playfulness to the chassis which suggests that with more space you could have some fun.

Ridiculous as it might sound given 700hp, it's the car's agility that is the defining characteristic, for me at least, the engine playing a supporting role, albeit a bombastic, huge-performance one. The brakes are beyond reproach in their stopping power and feel, ➔



LEFT 991 GT2 RS is either a cheap race car or a very expensive road 911

which when you're packing the sort of performance the GT2 RS dishes out with impunity can only be considered a very good thing indeed.

As an answer to those hardcore buyers who demand Porsche makes the fast-lapping, huge-power flagship it's an unequivocal response, that remarkable lap time absolutely underlining that. As a signifier of progress it's incredible, the performance it brings not so far removed from those three Le Mans cars that remain parked outside the PEC when I arrive back to drop it off. I'm tempted to park it alongside them – it really wouldn't look out of place. That it can do all that yet drive with civility on the road is little short of astonishing, yet if I had to pick just one GT product it wouldn't be it. Just as well, the typical GT2 RS buyer isn't ever likely to have to make that choice, and can park it alongside everything else to use when the mood takes them. I can think of a few places where that might be, and that timed stretch of German tarmac is certainly one of them. Job done, and then some. **911**



Total 911's verdict



LIKES

- Outrageous looks, particularly with the Weissach package
- Incredible chassis composure, fine damping and ride
- Simply massive performance

DISLIKES

- Lacks the aural appeal of its naturally aspirated GT relatives
- That Weissach package should perhaps be as standard



MAN'S BEST FRIEND

The Isle of Man's TT course offers one of the world's best driving roads, so what better way to tackle it than in Porsche's superlative naturally aspirated Rennsport?

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



When it was launched in 2015, Porsche's 991 GT3 RS moved the Rennsport game on substantially from its predecessors. Equipped with a 4.0-litre flat six engine producing 500hp in a body that generated more than double the downforce of the 997 GT3 RS 4.0, the 991 also boasted rear-axle steering, a seven-speed PDK gearbox and huge 21-inch rear wheels borrowed from the 918 Spyder.

The caveat, of course, was the biggest, widest and heaviest RS ever, but that didn't matter. The car was quicker, faster and more efficient than ever before too, with a 'Ring lap time of seven minutes 20 seconds to endorse it as the most accomplished Porsche Rennsport of the time. Even works driver Nick Tandy has said it's the nearest thing to a Cup car that you're ever likely to get. The 991 GT3 RS is a monster of a sports car – and therein lies its biggest problem. Topping out in second gear sees 73mph register on the RS's speedometer, which is enough to break the maximum UK speed limit. Redline in third takes you past 100mph, which will guarantee the loss of your driving licence if caught – yet the RS still has another four forward ratios to go.

It may well come with licence plates affixed to its front and rear bumpers, but the reality is you won't even begin to tap into the 991 GT3 RS's capabilities on a public road. This is a race car, born and bred, and a race car needs a race track to call home. Or does it?

If I were to proffer the idea that a suitable playground for Porsche's latest RS awaits just the other side of a ferry ride from the UK, to a challenging public road that can have disastrous – perilous, even – consequences for those who get it wrong, then you may well assume I'm talking about the Nürburgring Nordschleife. And, while it's true the 'Ring is a happy hunting ground for many a GT3 RS, on this occasion our destination lies on a ferry east of the UK mainland, not west. I am, of course, talking about the Isle of Man.

Home to the famous TT motorcycle race held annually since 1907, its 37-mile course is made up entirely of public roads around the island, which is a self-governing territory with British Crown dependency. For two weeks per year in either May or June, these roads are closed to the public, respawning into a world stage for two-wheeled speed freaks to test their talent and nerve on a timed run of the circuit. For the other 50 weeks, however, the

roads are just that, helping to transport some 83,000 inhabitants around the island. Much of the motor-racing paraphernalia remains though, and as for the speed limits, well, out of town there aren't any.

What's more, the course offers plenty for the driving enthusiast by way of challenges. Longer than the Nürburgring by some 24.1 miles, Isle of Man's TT has plenty in common with it: there are a number of surface changes throughout, its weather is as famously interchangeable, the track varying in altitude by some 1,400 feet, while a vast array of corner types and cambers are thrown in along the way. In short, it's a proper driver's playground, surely the best place on earth to take a 991 GT3 RS outside of a track – and that's exactly where we're headed for our latest **Total 911** adventure.

But first, we have to get there, which involves a five-hour drive from London via Birmingham to pick up photographer extraordinaire Ali Cusick. Our subsequent journey up from the Midlands largely consists of mundane motorway driving, which you'd think would trouble the RS in terms of its general practicality, though happily it does not.

Despite the removal of most of the sound deadening occupying the 991's cabin (the R sheds



LEFT TO RIGHT Road sign marks subtle start to the TT course; Mountain section's lumps and bumps are reminiscent of the 'Ring; Barrier-less climb from Gooseneck to Mountain Mile evokes Pikes Peak ascent



an additional 4.5kg), road noise is palatable. Sure, our voices are raised to overcome tyre roar from those 325-section rear shoes, but it's not enough to detract us from spending the majority of the journey engaged in conversation. The RS, meanwhile, is impressively compliant riding on the UK's battered motorway surfaces. Where a similar drive in a 997, or particularly a 996 RS, would require more work at the wheel to keep the car from tracking down every slope or indent in the road, the 991 just points forward, completely undeterred, its engine coasting at just 2,900rpm thanks to a long seventh gear. Easy.

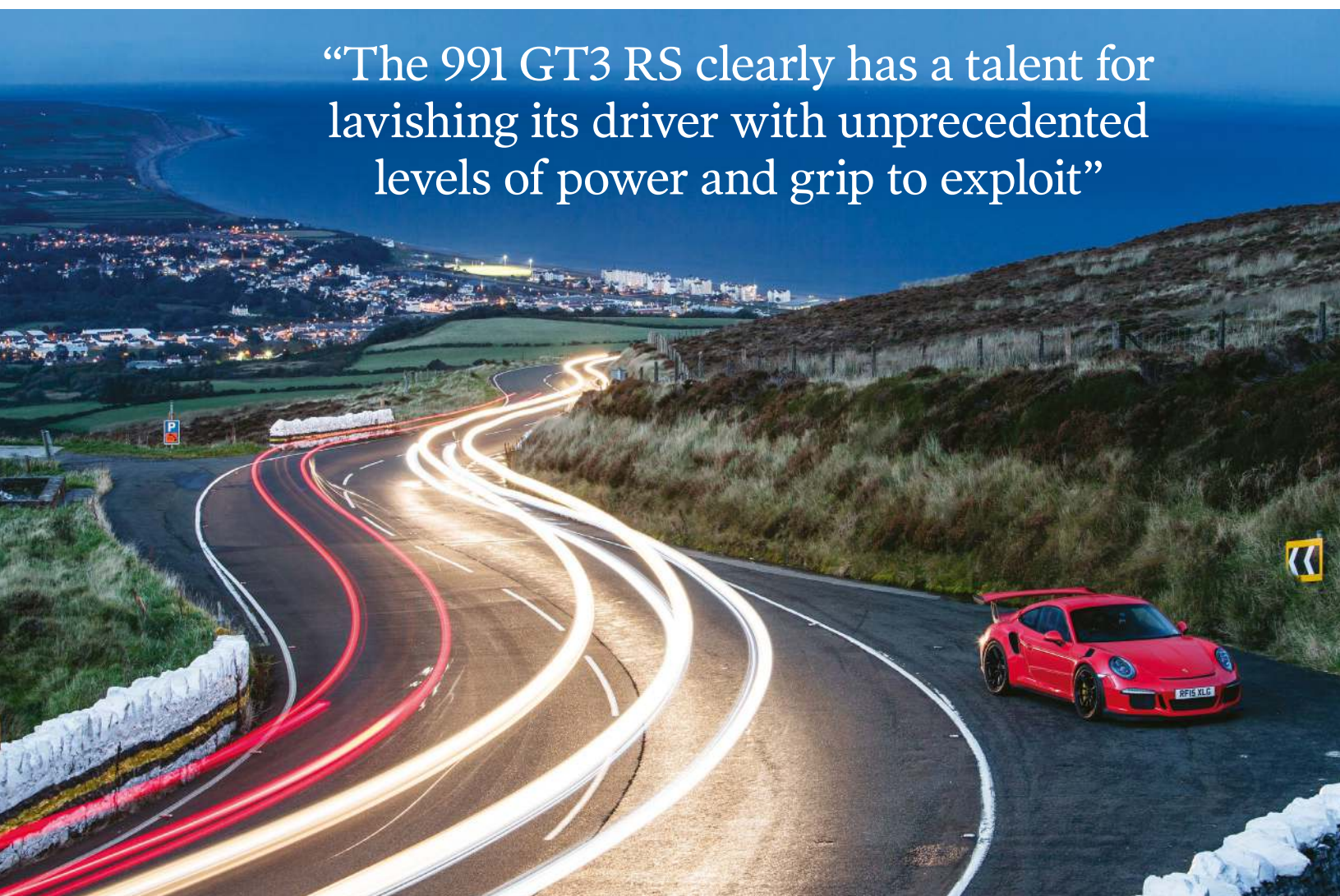
We follow the road signs to Heysham docks and board the boat pretty quickly, an angled approach required to get the low-slung Rennsport up the ferry's steep ramps. It's no drama, though, and we leave the RS parked while we retire to the upper deck lounges for our 66-mile journey across the Irish sea.

Four hours later, we dock in Douglas, Man's capital, situated on the east side of the island. A vast majority of its inhabitants live here, its appearance reminding us of Blackpool in the UK, minus any donkey rides along the beach. It's overcast but dry (thankfully, given the RS is shod in Michelin Pilot Sport Cup 2 rubber) and, with an hour or so of meaningful daylight remaining, we elect to head ➞

BELOW Checkered kerbs add to the TT's racing mise-en-scene right around its 37-mile course



“The 991 GT3 RS clearly has a talent for lavishing its driver with unprecedented levels of power and grip to exploit”



BELOW The GT3 RS makes a tight turn into The Hairpin before blasting up Ramsay's hillside towards the lofty Mountain Mile



straight to the TT course as the 991's satin black wheels complete their first revolution on Manx soil.

The TT's home straight is situated in Douglas, just a short climb up and away from its sandy beaches, which we find within minutes. It's an impressive sight: the start/finish line is punctuated by a full pits setup with a commentary box towering above a long row of garages. A concrete pit wall retains its advertising boards, a small grandstand opposite ready to accommodate a throng of spectators. It doesn't half galvanise the driver in you. If it wasn't for the steady stream of traffic passing through it, this home straight wouldn't look out of place on any bona fide circuit in the UK. We pull up at the entrance to the pit lane, which siphons off from the main road, and jump out the car for a closer look, taking in a huge map of the course imprinted on a sideboard next to a long list of TT winners in years gone by.

As it happens, we spend so long gawping at the first 200 yards of the circuit that we forget about the remaining 36.9 miles. Ali eventually halts our inquisitive exercise by pointing at the sky. "We're losing light already, he says." Blast.

There isn't time for a full lap tonight, so we modify our plans, electing to head north up to

Ramsay. This means our first taste of the TT circuit will be anti-clockwise (it's tackled in a clockwise fashion for competition), but we'll be taking in the notorious mountain section before turning around and heading back to Douglas, the location of our overnight stop.

We join what turns out to be the evening commuter rush, traffic through the mountainous A18 section (also part of the main route between the capital and Ramsay, Man's second-largest town) ensuring there's a long line of cars in front of us. What's more, as we climb in altitude, it begins to rain, reducing vision and forcing me to rein in any ambitions of long, accelerative overtakes past slower traffic. We have no choice but to sit tight in line and, by the time we get near Ramsay, it's nearly dark.

All is not lost, though: our brief sojourn onto the TT course has taught us a few things. Chiefly, the road is, in places, as lumpy and bumpy as segments of the Nordschleife, prompting Ali and I to ponder the insanity required to fly along such a surface at 200mph on a near weightless motorbike, with only two wheels connected to the floor – fleetingly at that. It's not that the surface is crashy by any means, but there are undulations which, when driven over at

pace, must surely unsettle an overly stiff vehicle, be it car or bike. We later find out by chatting to a local that this is part of the TT's appeal for competitors, its surface giving drivers and riders plenty to do when dealing with a chassis that will be moving around a lot as a consequence.

We also realise that cats eyes in the middle of the road are notable by their absence, ever a discreet nod to the fact this is a race track in disguise. Roadside kerbs through sections of the course too are painted black and white, despite being raised. In fact, there's racing mise-en-scene quite literally everywhere and, sitting at the wheel of a 500hp super sports car equipped with roll cage and huge rear wing, it's difficult to ignore the red-blooded urge within to just think 'sod it' and engage my own full-out race mode. It doesn't happen though, and we soon head back to Douglas and our overnight digs.

Needless to say, I'm frustrated by our start on Man and elect to put that right the very next morning. We arise early and head out to the car, the RS's Sport Chrono clock telling us it's just before 5:30am as I slot the 911-silhouetted key fob into its ignition, readying the Rennsport for action. There's complete darkness and silence along Douglas' promenade, save for the

Model 991.1 GT3 RS**Year 2015****Engine****Capacity** 3,996cc**Compression ratio** 12.9:1**Maximum power** 500hp @ 8,250rpm**Maximum torque** 460Nm @ 6,250rpm**Transmission** Seven-speed PDK**Suspension****Front** Independent; McPerson strut; PASM**Rear** Independent; Multi-link; Rear-axle steering; PASM**Wheels & tyres****Front** 9.5x20-inch centrelocks; 265/35/ZR20**Rear** 12.5x21-inch centrelocks; 325/30/ZR21**Dimensions****Length** 4,545mm**Width** 1,880mm**Weight** 1,420kg**Performance****0-62mph** 3.3 sec**Top speed** 193mph

gentle lapping of the Irish sea against its sandy shore. Such tranquillity is soon broken as the GT3 RS's DFI flat six jumps to life, grabbing an immediate 800rpm rhythm as the car's PDLS spectacularly illuminates the road ahead. Aware the flat six's coarse humming will very quickly wake the locals from their slumber, I make haste in heading off, leaving PDK in fully auto mode for early change-ups while the engine is brought up to temperature.

Gripping the soft Alcantara wheel, I'm feeding it slowly through turns as the car and I head east out of Douglas on the A1 to tackle the TT course in its correct, clockwise flow, the road switching between 30mph and 40mph en route to St Johns. Driving the course the correct way, I now see signs deployed as milestones at the roadside, each named for upcoming corners or notable winners of the TT. Hunting for them keeps me entertained, as the limited section lasts for the majority of the base of the TT's loop. Turning right at St Johns up the A3, I see the first national speed limit sign illuminated by the RS's main beam, hovering in the darkness ahead. I ready myself for a quicker drive. Three... two... one... GO!

I pin the RS's accelerator pedal to the floor and in an instant the transmission has dropped three ➡



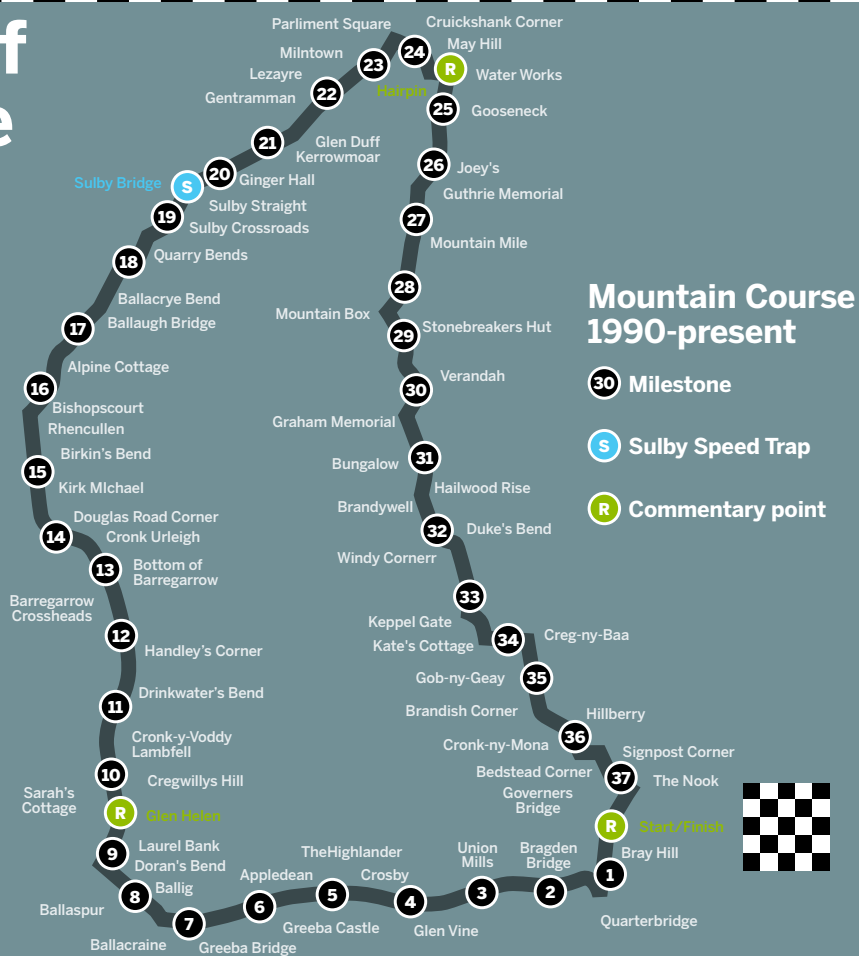
BELOW Fast, smooth S-bend at Hailwood's Rise takes competitors on to the TT's highest point at 1,385ft above sea level

A history of the TT race

Isle of Man's Tourist Trophy race has taken place annually since 1907, with the exception of only a few years during the war. Rather than a traditional race, the TT is a time trial event for motorcycles, both solo or with side cars, riders competing against the clock rather than directly against each other.

St John's short course was used for the first four years, riders having to complete ten laps of the 15-mile circuit before a switch to the current 37-mile Snaefell Mountain Course in 1911. Taking place over a fortnight every May or June, the event itself is split into two periods: practice week and race week.

The competition heralds incredible feats of automotive prowess. Current holder of the outright-fastest lap of the course goes to Michael Dunlop, who in 2016 rode his BMW S 1000RR round all 37 miles of the Snaefell Mountain course in just 16 minutes 53 seconds, with an average speed of 133.9mph. However, success at the TT can come at a price, and the event has a notorious reputation. There have been 146 recorded deaths since its inauguration in 1907, making it one of the world's deadliest motorsport competitions.



ABOVE GT3 RS shoots out of Gooseneck and stretches its legs well into triple figures on the Mountain Mile

cogs from 5th to 2nd, the glowing red rev counter, languishing at 1,600rpm just a moment ago, now pinging up and round the tacho to a screaming cacophony of noise behind. Ringing in my ears, the DFI Rennsport's sound is electrifying, it higher in pitch than a growling Mezger unit of old. The TT road dinks left and then right ahead under a blanket of black, snaking north-westerly towards Man's east coast, and I'm largely holding throttle position as the RS is fed through each lightly cambered bend. A couple of tighter corners require a definitive press of the brake pedal to scrub speed off the car before turning in, PCCBs scrubbing speed from the RS with little fuss. This is such a wonderfully balanced car: there's so much natural grip at its front end that generally the RS just ghosts each turn. In true Rennsport guise, the car comes alive when responding to sharper inputs from the driver.

The A3 opens up for its northern section, Quarry Bends faster and more sweeping as the black-and-white kerbs lining either side of the road flash by in a blur. It's point and shoot through here, the GT3 RS glued to the floor as we drift from left to right to keep some sort of a racing line. I'm careful to keep in lane on this two-way road though: it's still pretty dark and nobody else is about, but you can't be too careful.

Sulby Straight, scene of 200mph+ sprints in the TT, provides the first opportunity to really reach for the GT3 RS's 8,800rpm redline. Executed in

PDK Sport's auto mode, geared specifically for track use, the system won't change up until you've hit it. Unwinding the car at the start of the straight and feeding in the throttle, the Rennsport promptly demonstrates how sublime its power delivery is right through the rev range. It begins with throttle response, which has a pin-sharp immediacy that its turbocharged 991 Rennsport cousin will never be able to match. From there, power delivery is so wonderfully linear, with very little drop-off in inertia displayed between peak power at 8,250rpm and its max revs some 550rpm later. What a machine!

Entering Ramsay, I bring my speed down to the required 30mph as houses and a smattering of convenience stores appear at the roadside. Streetlights illuminate the way ahead, which I still have all to myself, and before long, past Cruickshank's Corner, a national speed limit sign appears at the end of the last row of houses. Here we go again.

Content with the prowess of PDK in auto mode, this time I slip the drive selector left to engage fully manual mode, while again deploying PDK Sport. This time I'm in control of gear selection via the RS's steering-wheel-mounted paddles, their touch light yet sturdy, their travel minimal.

After a slight curve right, there's a short, flat straight ahead before 'The Hairpin' (you'll never guess why it's called so), which marks the beginning of a fairly steep ascent of around 500 feet in the space





“There is nothing else on earth quite like the Isle of Man TT”

of just over a mile. Tearing for the hairpin, I begin leaning hard on the Rennsport's brakes to rid speed, pulling on the left paddle to drop a first cog, then a second. The rate at which the RS swaps ratios in PDK Sport is astounding: each change is instantaneous in timing, cut throat in execution, yet it doesn't unsettle the car's balance one jot.

I turn the car in and the RS darts left, its nose hunting for the apex like a predator going in for the kill. The steering system is so good: why can't all 991s be like this? Any sniffles aimed at electric assistance would be banished forever. We hit the apex, and I hastily wind off lock while my right leg counters with a firm press of the accelerator. What happens next leaves me genuinely dumbstruck.

Traction on corner exit has always been the ace up any 911s sleeve, yet the GT3 RS thrusts out of the corner with a turn of pace I've never experienced in a road example before. I'm being catapulted up the hillside, banging back up through the gears, eventually letting off slightly to make a sweeping right turn that tightens further round. Its trajectory catches me out a little, such is the RS's pace, but only a minor adjustment in throttle position brings the nose back, the engine held at a tantalising 5,500rpm before the road straightens and then bam! I'm back on the gas and monstering Gooseneck between milestones 25 and 26 of the TT's Snaefell mountain course. It's so quick yet so easy. The 991 GT3 RS

clearly has a talent for lavishing its driver with unprecedented levels of power and grip to exploit.

Past here, I'm back on the same section of road we reached the evening before. Called the Mountain Mile, it's a long stretch of near straight asphalt cutting right through the course's most lofty section. It allows the Rennsport to comfortably exceed triple figures, where it hunkers down into the road with impressive force. Pressed hard into the floor past 100mph, it simply feels unshakeable.

The remaining milestones fly past: Bungalow, Dukes Bends, Keppel Gate, before the checkered kerbs lead me back into Douglas. One lap done. We manage another loop before morning commuters fill the roads, at which point we stop for breakfast before heading back out for photographs. Another two laps are completed, and I feel I'm learning more about the course each time, pushing the car harder as a consequence.

I know this, as by early afternoon the car is moving around beneath me a little more (though part of this is down to slight tyre degradation). I'm making fast, minor inputs at the wheel to counter this and keep the car happy, though in truth the RS never really feels like it's being shaken from the road, the stiffness of the RS ensuring there's not as much tyre roll at the shoulders as you'd get in a 991 GT3.

In fact, road-holding capabilities in the 991 GT3 RS are so good, with so much grip afforded from those

Michelin Pilot Sport Cup 2s, that I soon start playing a game to see how early I can get on the throttle from corner exit. Only once does this catch me out after a bout of rain around Gooseneck, the Rennsport's rear wandering sideways and prompting some drastic opposite lock.

In issue 158 of **Total 911** we said the Isle of Man's TT course was the best driving road on earth, and it's for good reason. It has it all: history, excitement, space, scenery and speed. In many ways the TT displays elements of other famous roads or tracks, from the Nürburgring's intensity, or Spa's interchangeable weather, to the barrier-less climb up a mountainside reminiscent of the Pikes Peak Challenge. In reality though, there is nothing else on earth quite like the Isle of Man TT, and driving this 991 GT3 RS around it has to be one of the most intoxicating experiences I've ever had in a Porsche.

By late afternoon we're boarding the ferry back, this time bound further south to Liverpool. Sadness quickly creeps in, manifested from a realisation that, once back on the mainland, the UK's roads won't offer anything like the same chance for me to really wring the Rennsport's neck, something I'd become addicted to on that Manx playground.

We knew how exhilarating the 991 GT3 RS is as a driving machine, but, the car is nothing without an equally sublime road in which to drive it on. Maybe that TT course really is Man's best friend. **911**

SAVE 49% ON A SUBSCRIPTION THIS CHRISTMAS



FROM
JUST
£10.50

FROM £10.50 EVERY 3 MONTHS (€69.90/ \$90.30 PER YR)

Biggest savings when you buy direct

Choose from a huge range of titles

Delivery included in the price

ORDER HOTLINE: 0344 848 2852

PLEASE QUOTE XMAS17 WHEN ORDERING BY PHONE

LINES ARE OPEN MONDAY - FRIDAY 8AM TO 7PM AND SATURDAY 10AM TO 2PM (GMT)



**OFFER ENDS
31 DECEMBER 2017**

You might also like...



FROM £10.55 EVERY 3 MONTHS
(€85 / \$85 PER YR)



FROM £10 EVERY 3 MONTHS
(€81 / \$89 PER YR)



FROM £12.65 EVERY 3 MONTHS
(€94 / \$118 PER YR)



FROM £12 EVERY 3 MONTHS
(€81 / \$113 PER YR)



FROM £8.40 EVERY 3 MONTHS
(€78 / \$94 PER YR)



**THE PERFECT
PRESENT FOR
EVERYONE**

SEE THE FULL RANGE AND ORDER ONLINE

myfavouritemagazines.co.uk/xmas17



*Terms and conditions: Savings calculated against the full RRP (single issue price x frequency). Dollar prices quoted are for the United States, other global territory dollar pricing may vary. This offer is for new subscribers only. You can write to use or call us to cancel your subscription within 14 days of purchase. Your subscription is for the minimum term specified and will expire at the end of the current term. Payment is non-refundable after the 14 day cancellation period unless exceptional circumstances apply. All gift subscriptions will start with the first issue in January 2018. Your statutory rights are not affected. Prices correct at point of print and subject to change. Full details of the Direct Debit guarantee are available on request. For full term and conditions please visit: bit.ly/magtandc. Offer ends 31st December 2017.

DIAMONDS IN THE RUF

Yellow Bird aside, RUF has always been a quiet, enigmatic manufacturer, loved by its discerning customers. **Total 911** assesses the merit of what is surely the most legendary Porsche tuner of all time

Written by **Kyle Fortune** Photography by **Rich Pearce**



RIGHT CTR 2 Sport was launched in 1995 and based on the 993 Turbo. It was the second fastest car in the world at the time after the McLaren F1



You've seen the tape, right? Stefan Roser, a 1987 Yellow Bird and a VHS cassette at the Nürburgring. The footage from that record-breaking drive is perhaps the first viral video ever created. As a result, most motoring enthusiasts know about the CTR 'Yellow Bird' and RUF Automobile, the ingenious company that created it. Like the Yellow Bird nickname, that Nürburgring video lap sensation wasn't planned: it just happened, catapulting the hitherto relatively unknown manufacturer firmly into the consciousness of car fans the world over.

Technology would again play into RUF's hands, its manufacturer status seeing it being included in Sony's smash hit PlayStation game *Gran Turismo 2* when Porsche itself wasn't. That gaming exposure further cemented the small, bespoke manufacturer's status among petrolheads, but for all the Yellow Bird's 211mph achievements, RUF still flies under the radar.

Deliberately so, RUF remains something of an enigma. We know it produces its own cars, having had manufacturer status since 1981, but, really, few know anything else. The Pfaffenhausen-based company opened 78 years ago in 1939 with Alois Ruf Sr, a talented engineer repairing, improving and building vehicles. However, it was his son, Alois Ruf Jr, who would indulge in his passion for sports cars – and specifically the 911 – within the family business.

RUF attracts a different audience – a discerning clientele, who appreciate the engineering, the subtleties that define RUF's models. Sure, a yellow, 469hp, turbocharged narrow-bodied 911 that monstered a performance test for American



magazine *Road & Track's* 1984 and 1987 'The World's Fastest Cars' features doesn't exactly describe that, but then you don't humble contemporary Ferraris, Lamborghinis and, yes, Porsches, without next-level engineering capability and skill.

It is that which defines RUF, that exacting attention to detail, with the focus on integrity rather than simply beautifying. If form follows that function it's a bonus. RUF is about hand-built, small-volume vehicles, built as Alois and his family like them, and by family, that also includes its loyal customers.

US-based Arling Wang is among them. A long-time Porsche enthusiast and owner of LA specialists Rstrada, he's also had a close relationship with Ruf for over six years now. Even better, he personally owns four RUF creations, and has visited Pfaffenhausen on countless occasions – so he's better qualified than most to comment on Alois Jr's enigmatic concern. Wang begins describing it, "With RUF it's much more about a personal relationship. Every car you buy, you get to know them more."

Wang buys into that relationship as much as he does the cars themselves, adding: "Ultimately the RUF package speaks to a certain owner, somebody who likes to have different things. For me, it's about being low key, yet more sophisticated. If you know, you know; with a RUF it's very much for you, it's not for other people." He adds: "It's such an interesting company, all they do in-house is essentially run a family business, they don't really care about what people say about their product, they only care about the people who believe in them."

There's an authenticity there that's intrinsically linked to RUF's history. RUF is the antithesis of the current trend for the backdating of cars that the likes of Singer is currently at the forefront of – it always looking to update and advance, even if that means, when necessary, raiding the old-parts bin. That's underlined by the original CTR Yellow Bird itself, the de-guttered, integrated-caged, aero-mirrored, narrow-bodied car cleaving as small a hole in the air as possible to allow its 469hp 3.4-litre twin-turbo to create its sensational performance. Such is the obsession to reducing resistance that Ruf fitted the early 901's slightly more raked headlight lenses to improve airflow. That nod backwards isn't about retro, it's function, the CTR's modernity underlined by the fact its modified twin-turbo engine had digital engine management and ignition from Bosch, it a development of that from Porsche's 962.

Those headlights, says Wang: "Alois pointed it out to me when they built the Yellow Bird. He didn't invent the lights, but he used them. It's the little things that he was able to take to put a package together under his brand, that's the true genius ➡"



LEFT AND BELOW
Wide-bodied, all-wheel-drive and boasting 580hp, there are only 15 CTR 2 Sports in existence



RUF: history and concept

Alois Ruf's father, Alois senior, set up his business in 1939. A talented, innovative engineer, the company's work with Porsches came about by accident – literally. Passed on a road by a 356, it crashed, and Ruf offered to repair the car. The company quickly gained a reputation for repairing Porsches, though it wasn't until Alois senior's passing in 1974 that saw the firm dedicate its business wholly to enhancing Porsche's products.

The early years saw RUF work on the Turbo, giving it a 3.3-litre engine, the SCR being RUF's take on the SC, giving it performance close to that of Porsche's standard 911 Turbo. In 1981 RUF was given manufacturer status, allowing it to add its own VIN codes to its vehicles, it taking body-in-white shells from Porsche to create its own models. The most famous remains the CTR, the twin-turbo Yellow Bird that set records and exploded the RUF name onto the global automotive consciousness. Its 469hp was thought to be conservative. Porsche was said to have been fascinated by it, sending engineers to a later 1988 Nardo high-speed test to monitor the cylinder head temperatures.

RUF's scale seems to be its sanctuary: it'll never build enough cars to be any concern to Porsche itself, so largely the operation is left to its own devices. It's a positive relationship. RUF isn't alone though: Alpina has a similar scenario with BMW. Brabus with Mercedes-Benz, the degree of engineering changes sufficient that they too are given manufacturer status. Porsche benefit from selling RUF parts, and RUF operate in a sphere that's different to Porsche's usual customers, while creating products that are different from its own.



RIGHT Alois Ruf Jr with his CTR, which developed an astonishing 469hp when launched in 1987
BELOW CTR stands for Group C Turbo Ruf, while RCT means Ruf Carrera Turbo





ABOVE RUF's level of detail is above and beyond all others. For example, instead of creating wide-bodied cars through tacking on arches, RUF build from the centre out, subtly moving the headlights outward



about it. It's almost like I've bought a car because of his vision, a car he's built for himself, and I wanted that. They still build cars for people. It's like a hidden message that the cars he builds for himself, and people sign up for it, that's what makes the product and the brand great."

It is those details, that obsessive attention, that makes RUF special, unique even, it taking the time to fill the technological gaps left to it by Porsche, advancing and improving rather than taking newer models and making them look older. That is evident through the firm's entire existence. There's nothing retro about RUF: it pushes boundaries.

Cars like the 1978 SCR exemplify RUF's take on engineering. While Porsche's 1978 911 SC made do with 180hp from 3.0-litres and drove a four-speed manual transmission, RUF's SCR upped the displacement to 3.2-litres via a 98.0mm bore and 70.4mm stroke. That raised the power to 215bhp, the SCR also featuring RUF's five-speed gearbox, giving the SCR performance to match the 3.0 RS, its

65,000DM price tag just 20DM short of that hallowed Rennsport. The SCR's performance was a near match for the 3.3 Turbo, too, underlining why Porsche didn't go the same route with the SC.

Unhindered by the concerns of market positioning, RUF can make the cars it wants to make, and the cars its customers want. Not merely tuners,

“For the people that know, they know. If they don't, it's just another Porsche”

either, RUF's status as a manufacturer gives weight to the level of obsession dedicated to each model.

The key is, according to Alois Ruf, driveability. While RUF always push the boundaries with its performance, the philosophy has always been based around efficiency and driveability. The intention is for customers to use their cars, particularly in its enlightened German homeland, where Alois himself

is on record to enjoying the unrestricted drive out of Munich in the cars bearing his name.

Wang concurs: "When I drove Alois's car (an RCT Evo) I was surprised at how minimal the turbo lag is. Back when he built that car it was always about realistic and reliable horsepower, it's probably the most civilised Turbo I've ever driven, very very minimal turbo lag. The power comes up linear, it's so easy to drive. The fact is, RUF builds a reliable car that you can drive on the autobahn cruising at 280 to 290kmh for hours. People always mistake how fast the car is: the Yellow Bird set the record as the fastest car of 1987, but RUF cars are solid, period. These cars are like that

from Porsche of course, but even more reliable here – you don't worry about putting miles on a RUF, and it's very civilised to drive. At the end, anybody can go out and make the craziest car, any car can be made to go faster, but the bottom line is these are cars that I feel more comfortable driving. I could take it everyday, for the people that know, they know, if they don't know, it's just another Porsche."





ABOVE Arling's grey RCT Evo is one of two in his personal collection, purchased after a drive of Alois' own example. The narrow-bodied car has a 425hp, 3.6-litre engine with a top speed of 320kph



His cars are pictured here, the grey RCT Evo being the same car as Ruf's own, except Alois's is green. Wang bought it after visiting Ruf, saying: "One trip to Germany and Alois Ruf just handed me the key to take the car and said 'tell me what you think.' I ended up having two of them." That's a persuasive driving experience. His other, bought from another RUF customer, raises a point. "Typically, RUF cars seldom go on the market, they tend to change hands privately. Internally we're like a little family, and if anybody wants to sell anything we get to know them first, so we get the first opportunity to buy," Wang says.

That family and driving philosophy is key to RUF's appeal, but there's arguably less opportunity today to improve along conventional, traditional means, the key then being to differentiate. If Wang is representative of RUF's customers then there is still plenty of opportunity, not least because RUF's

clients seek out the hand-built, exclusive nature of its products. As Wang says, "It's a fine detail where everything makes sense when it's put together, like the engine, the integral roll cage, where they shave the rain gutter outside and then they TIG weld the integrated roll cage into the car, into the chassis. The

"In 1981 RUF was given manufacturer status, allowing it to add its own VIN codes to vehicles"

whole car is more than just an engine. When I drive my RCT, it's the power delivery, the whole package, the little details. Personally I don't like over-beautified stuff – this is what a true 911 should be like, which is excellence through simplicity."

With its newer cars RUF is doing exactly that, going further while still retaining a simplicity and beauty to its creations. Radically so, its most recent

cars, the Ultimate and the SCR 4.2, demonstrate extensive use of carbon fibre, and a lengthening of the wheelbase, RUF again not afraid to push the boundaries. The 2017 reveal of the next CTR at the Geneva Motor Show exemplifies that, it a 223mph-capable carbon fibre monocoque chassis built, 710hp, 3.6-litre twin-turbo take on the Yellow Bird some 30 years after the original announced the company so forcefully on a global stage.

The world RUF now operates in has changed incredibly, yet its philosophy seems to remain as it's always been: that is engineering obsession with emphasis on the driver, creating cars that engage, yet are reliable and effortless. That, and having customers that are almost family. The huge performance is merely a by-product of the engineering, though it's arguably as compelling a reason to buy them as anything else. As Wang says, "With RUF it's more than just a car, it's an experience." **911**



RSJ SPORTS CARS

Specialising in Porsche Cars



(997) TURBO 3.8 PDK "GEN 2" (10 - 2010)
GT Silver with Black Leather,
24k miles.....**£75,000**



(997) "4S" 3.8 "GEN 2" PDK (60 - 2011)
Dark blue with sand leather,
57k miles.....**£50,000**



(997) "4S" 3.8 "GEN 2" PDK (09 - 2009)
Basalt black with black leather,
61k miles.....**£45,000**



(997) "2S" 3.8 "GEN 2" PDK (09 - 2009)
Basalt black with black leather,
32k miles.....**£47,000**



(997) "2S" 3.8 "GEN 2" PDK CAB (09 - 2009)
Basalt black with black leather,
29k miles.....**£47,000**



(997) "2S" 3.8 "GEN 2" PDK CAB (59 - 2009)
White with black leather,
40k miles.....**£46,000**



(997) "2S" 3.8 "GEN 2" PDK (09 - 2009)
Meteor grey with black leather,
39k miles.....**£46,000**



(997) "2S" 3.8 "GEN 2" PDK (09 - 2009)
Basalt black with black leather,
52k miles.....**£44,000**



(997) "2S" 3.8 "GEN 2" PDK (09 - 2009)
Silver with black leather,
50k miles.....**£44,000**



(997) "2S" 3.8 "GEN 2" PDK (09 - 2009)
Meteor grey with black leather,
45k miles.....**£43,000**



(997) 3.6 TURBO TIP (58 - 2008)
Basalt black with black leather,
49k miles.....**£60,000**



(997) TURBO 3.6 (06 - 2006)
GT Silver with ocean blue leather,
53k miles.....**£57,000**



(997) TURBO 3.6 TIP (08 - 2008)
Basalt black with black leather,
37k miles.....**£57,000**



(997) "2S" 3.8 (56 - 2006)
Atlas grey with black leather,
39k miles.....**£35,000**



(997) "4S" 3.8 TIP (56 - 2006)
Silver with ocean blue leather,
51k miles.....**£34,000**



(997) "4S" CAB 3.8 (07 - 2007)
Silver with black leather,
62k miles.....**£34,000**



(997) "2S" 3.8 TIP CAB (07 - 2007)
Basalt black with black leather,
62k miles.....**£34,000**



(997) "2S" 3.8 TIP (05 - 2005)
Slate grey with black leather,
27k miles.....**£33,000**



(997) "2S" TIP 3.8 (05 - 2005)
Basalt black with black leather,
25k miles.....**£33,000**



(997) "2S" 3.8 (05 - 2005)
Silver with black leather,
34k miles.....**£32,000**



(997) "2S" 3.8 TIP (06 - 2006)
Silver with grey leather,
52k miles.....**£32,000**



(997) "2S" 3.8 (06 - 2006)
Basalt black with black leather,
67k miles.....**£29,000**



(997) "2S" 3.8 TIP (55 - 2005)
Silver with black leather,
50k miles.....**£28,000**



Porsche Cayenne "GTS" 4.8 TIP (59 - 2009)
Lava grey with black leather,
53k miles.....**£27,000**



Porsche Cayenne "GTS" 4.8 TIP (09 - 2009)
Carmen red with grey leather,
36k miles.....**£26,000**



Porsche Cayenne "GTS" 4.8 TIP (59 - 2009)
Basalt black with black leather,
60k miles.....**£25,000**



Porsche Cayenne "GTS" 4.8 TIP (58 - 2008)
Basalt black with black leather,
61k miles.....**£24,000**



Porsche Cayenne 3.0 Diesel TIP (62 - 2012)
Meteor grey with black leather,
54k miles.....**£30,000**



Porsche Panamera 3.0 Diesel TIP (12 - 2012)
Basalt black with black leather,
57k.....**£32,000**

Bristol Way, Slough, Berkshire, SL1 3QE
T: 01753 553 969 | www.rsjsportscars.co.uk

PORSCHEs WANTED (2003 TO 2014)



HEIR T





TO AIR

Porsche's 993 is revered as the last bastion of the air-cooled Neunelfer, while its divisive replacement remains comfortably the cheapest 911 you can buy. Whisper it, but could the 996 be the better car?

Written by **Tim Pitt** Photography by **Alisdair Cusick**





Manchester Free Trade Hall, May 1966: Bob Dylan casts aside his acoustic guitar and plugs in an electric Fender Stratocaster. The folk faithful look nonplussed. There are boos, and one heckler famously shouts “Judas!” as the feedback fades.

Porsche had its own ‘Judas’ moment in 1998, when it replaced the 993 with the 996. In doing so, it called time on 35 years of the air-cooled flat six. This was progress but it felt like a revolution and, like those diehard Dylan fans, many 911 aficionados saw it as a retrograde step.

Fast-forward two decades and the 996 is viewed as an emerging classic: the start of something new, rather than the death of everything we held dear. Prices are edging upwards, yet the first water-cooled 911 remains a poor relation to its forebear in terms of values. Typically, you’ll pay twice as much for a 993 Carrera as an equivalent 996.1.

Myth-busting time, then. Is the 993 really a better car? Objectively, no: the 996 is faster, stiffer, safer and more efficient. Surprisingly, it’s actually lighter too. However, sports cars are subjective; a Porsche should feed the senses and stir the soul. So forget worn valve guides or failed IMS bearings, this latest **Total 911** comparison is purely about driving.

The cars lined up are a 1996 993 Carrera and a 1998 996.1 Carrera, owned by Hugh Harvey and James Hunter respectively, and kindly supplied by RPM Technik. I’ll drive them back-to-back on some of Hertfordshire’s best A- and B-roads to distil the differences and pick a winner, straight up. Air or heir? This could get controversial...

It seems sensible to start with the 993 and it’s the car I’m more excited about driving – such is the mystique of the air-cooled 911. It’s smaller than its successor, but not to the degree you might think: overall width and height are almost identical. Even so, a narrower body (the extra width comes from those curvaceous wheel arches, which stylist Tony Hatter likened to bulging muscles) means its cabin feels ‘cosy’ if I’m being kind, ‘cramped’ if I’m not.

The 993’s dashboard is hardly an object lesson in ergonomics either. The steering wheel rim obscures the outer gauges and heater controls, and there’s precious little stowage space. My main issue, though, is with the pedals, which are skewed awkwardly towards the centre of the car. They’re floor-hinged (an original 911 design quirk expunged in the 996), and their height and spacing are perfect for heel-and-toe work. However, their alignment – or lack of – makes it all too easy to push the throttle instead of the brake in those first few miles.

After negotiating a very-1990s push-in immobiliser, the 993 starts with a cultured cough, then settles to a busy idle. The weighty clutch needs a measured input, but the hydraulic power steering immediately feels alert, and very direct.

Ford chassis guru Richard Parry-Jones used to extol the 50-metre test: his theory that a car should feel ‘right’ within the first few seconds of driving. The 993 unquestionably does. I soon find an archetypal British B-road – which, for any international readers, means a plethora of potholes, confusing cambers and dawdling cars to overtake. The 993 rises ably to the challenge, its nimble chassis, punchy mid-range and panoramic visibility (thank those skinny roof pillars) making for swift cross-country progress.

Its six-speed manual gearbox, in particular, is a joy. It demands a deliberate shove, especially when cold, but repays your efforts with well-oiled, methodical precision. The 993’s Tiptronic auto – even in ‘S’ guise with steering wheel controls – doesn’t come close.

This 1996 car is one of the earliest with Porsche’s VarioRam variable air induction system. It boosts power from 276hp to 285hp: still less than today’s basic 718 Cayman, but good for 0-62mph in 5.6 seconds and a 168mph top speed.

Crucially, the 993 feels fast. Its 3.6-litre flat six gets feisty from 3,000rpm, then positively feral as ➞

993 Carrera (VarioRam)

1996

Engine

3,600cc

11.3:1

285hp @ 6,100rpm

330Nm at 5,000rpm

Six-speed manual

None

Suspension

McPherson struts; coil springs

Multi-link; coil springs

Wheels & tyres

7x17-inch: 205/50/ZR17

9x17-inch: 255/40/ZR17

Dimensions

1,370kg

Model

Year

Capacity

Compression

ratio

Maximum power

Maximum torque

Transmission

Modifications

Front

Rear

Front

Rear

Weight

996.1 Carrera

1998

Engine

3,387cc

11.3:1

304hp @ 6,800rpm

350Nm @ 4,600rpm

six-speed manual

RPM Technik CSR clutch and single-mass flywheel; BMC air filter

Suspension

McPherson struts; coil springs

Multi-link; coil springs

Wheels & tyres

8x18-inch: 225/40/ZR18

10x18-inch: 285/30/ZR18

Dimensions

1,320kg



LEFT AND ABOVE The 993's cabin feels more cosy, its interior more lavish, yet not as ergonomically refined compared to its later 996 successor

you soar past 5,000rpm towards the 6,800rpm cut-off displayed on the tachometer.

An ever-present thud-thud-thud bassline leaves you in no doubt the 993 has horizontally opposed cylinders. The sound has more character than any water-cooled 911 engine, albeit also more refined than I'd hoped – certainly quieter than a 964. You need to hit high revs before the intake and exhaust noises harmonise into something genuinely spine-tingling.

For me, though, the defining characteristic of this classic Carrera has nothing to do with what's behind the rear axle: it's the steering. Drive any modern, electrically assisted car after the 993 and it feels like you've donned a pair of woolly mittens. The 993's helm fizzes with feedback, dancing in your hands and telegraphing every nuance of the tarmac below. There's a delicacy about the way it changes direction that no subsequent 911 can match.

The downside to such sensitive steering is a need for regular corrections on any surface less than snooker table smooth. Thankfully, a sophisticated multi-link rear axle maintains a sense of calm, and prevents the 993 feeling skittish. It's keener to understeer than most air-cooled 911s – particularly pre-1989 torsion-bar cars – but undoubtedly safer as a result. Only when you push harder does that rearward weight bias become apparent. Still, with no electronic safety aids apart from ABS, a degree of circumspection is duly advised – most obviously in the wet.

Driving a 993 is like mainlining a double espresso. It's a restless companion that wants – nay, demands – your undivided attention, but focus your mind and it's an utterly immersive experience: the very essence of 911 driving for some. Oh, and much as I vowed not to dwell on aesthetic matters, it looks fabulous. Who wouldn't get a buzz from driving such a timeless, beautiful car?

The 996, even with the optional GT3-style Aerokit fitted here, is blander. Without those 'bulging muscles' enveloping the wheels, it resembles a 993-shaped bar of soap left in the bath too long. As Porsche's first mass-produced 911, jointly developed with the 986 Boxster, it's also a more familiar sight. A total of 175,272 996s left Zuffenhausen, compared with just 68,029 993s.

That mass-produced feel continues inside. Where the 993 is built to last, the 996 is built to a budget. Its doors close with a clack rather than a thud, and those hard, easily scuffed plastics would barely pass muster in a budget hatchback today. Even so, anyone used to the layout of a modern 911 will feel instantly at home – the exact opposite of how 993 owners must have felt in 1998.

Actually getting in is easier, for starters, thanks to a longer wheelbase and larger doors. There's a conventional dashboard instead of the 993's glorified shelf, plus a jutting centre console and bulkier transmission tunnel that creates a cockpit-like feel. The wider cabin means markedly more elbow room, and the pedals are now aligned with the driver's hips.

A supplementary digital speedo and electronic climate controls are further nods to the fast-approaching 21st century, while overlapping dials,



clustered within the wheel rim, are a sensible improvement. The 996.2 even introduced cupholders for the first time from 2002. Nonetheless, I can't escape the feeling that, while the 996 demands fewer compromises, it also seems less special.

The starter churns and the water-cooled M96 erupts into life. It sounds less strident than the 993, the mechanical mingling of camshafts, pistons and valves notably less distinct. Luckily, the bassy rumble of the exhausts does a first-rate job of filling the void, resonating through the cabin at idle, then hardening to a savage snarl as the red paint approaches at 7,200rpm.

Peak power of 304hp arrives at a lofty 6,800rpm for the 3.4-litre flat six in the 996.1. This 15hp advantage, combined with a 50kg weight saving, equates to 0-62mph in 5.2 seconds: 0.2 seconds quicker than the 993. The gap feels bigger on the road, though, partly because the 996 offers more torque at lower revs, and partly due to the single-mass CSR flywheel on James's car, which delivers razor-sharp throttle response.

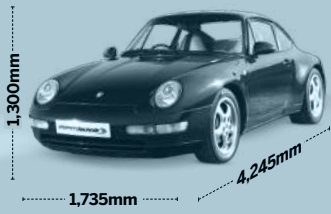






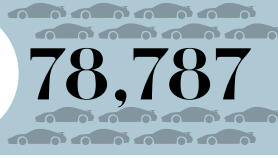




The 996's performance is also more accessible and readily exploitable. It turns in with keener bite (helped, no doubt, by a chassis that's 45 per cent stiffer than the 993), and feels more sure-footed and better balanced. There's a neutrality that inspires confidence, emboldening me to brake later, accelerate sooner, go faster.

One corner, a fast left kink over a crest, highlights the difference between the two cars most acutely. At around 50mph, the front end of the 993 goes light, ➡



ABOVE 996's M96 flat six is smaller in capacity than the 993, yet delivers a bigger punch



993 CARRERA		996.1 CARRERA
		
 AIR	ENGINE COOLING METHOD	 WATER
 3,600cc	ENGINE CAPACITY	 3,387cc
1993 1997	YEARS ON SALE	1998 2001
 52,172	NUMBERS SOLD (C2 AND C4)	 78,787
5.6sec (6.4sec Tiptronic)	0-62MPH	5.2sec (6.0sec Tiptronic S)
168mph (167mph Tiptronic)	TOP SPEED	174mph (171mph Tiptronic S)
 8min 28sec	NÜRBURGRING LAP TIME	 8min 17sec
 2,272mm	WHEELBASE	 2,350mm
201hp/tonne	POWER-TO-WEIGHT RATIO	230hp/tonne





BELOW 993 may appeal more aesthetically speaking, but the 996 is the better driver's car



the non-stop download of data through the steering wheel pauses, and I sense an ever-so-slight twitch from the tail. It's hardly a heart-in-mouth moment, but still serves as a firm reminder of physics – and the limits of my own abilities.

The 996, by contrast, feels utterly planted at the same speed, hunkering down into the apex, then rocketing out the other side. Purists may lament the dialling-out of the 911's traditional rear-engined feel – a gradual process that continues to this day – but the result, for me, is more satisfying and more fun.

What the 996 doesn't offer is the 993's near-telepathic steering feel. It's calmer and thus more relaxing, but also slightly more remote. Only when you press on does the wheel (a lovely suede-wrapped Momo example here) truly come alive.

Other differences? Well, the 996's brakes are better – without the dead patch at the top of the pedal travel that afflicts the 993 – and there's traction control to keep wheel spin in check. However, its gearchange, modified with a Porsche Motorsport short-shift on James's car, falls short. It's more switch-like, and less mechanical.

The autumn light is fading as I park up the 996 and reluctantly hand back the keys. It's been a brilliant, life-affirming drive, but the sight of the 993 still tugs at my heartstrings. Decision time. Acoustic or electric? Classic or new wave? Nobody said this would be easy.

These are very different cars, further apart in character than any successive Carreras before or since. Yet the driving experiences they offer are engrossing, exciting and idiosyncratic – just as you'd hope from any 911. Still, there can only be one winner, and that (cue fanfare) is the 996.

For me, the water-cooled car is a more complete package. It isn't 'always on' like the 993, and that measured, mature temperament makes it a relative slow burner. Spend quality time with a 996, though, and you'll discover a machine that's less compromised, more capable and more rewarding. After several hours of back-to-back driving, it's the 911 I yearn to take home.

I mention my thoughts to Darren Anderson, commercial director at RPM Technik, half-expecting him to accuse me of heresy and unceremoniously show me the door. But, surprisingly, he agrees, "The 996 is the more dynamically satisfying of

"The 996's performance is more accessible and readily exploitable"

the two cars: lighter on its feet and quicker to change direction. And those differences are accentuated on-track." Darren continues, "The 993 is over-engineered and full of character, but the 996 is half the price and definitely isn't half the car. A few well-chosen modifications and you could have a real challenger to a new 991."

There's no right or wrong answer here, of course, with compelling reasons to choose either 911. Each has its own strengths, and another driver may be of a completely different opinion. We at **Total 911** freely accept this. But – going back to Bob Dylan here – I've always preferred the brave new world of *Highway 61 Revisited* to the old-school charm of *The Times They Are a-Changin'*, so my vote goes to progress – and therefore Porsche's water-cooled 996. **911**

Thanks

Thanks to RPM Technik customers Hugh Harvey and James Hunter for supplying the cars in our test. For Porsche sales, service and tuning visit rpmtechnik.co.uk or call +44 (0)1296 663824.

GREAT DRIVING TOURS FOR 2018

Written by **Chris Randall**

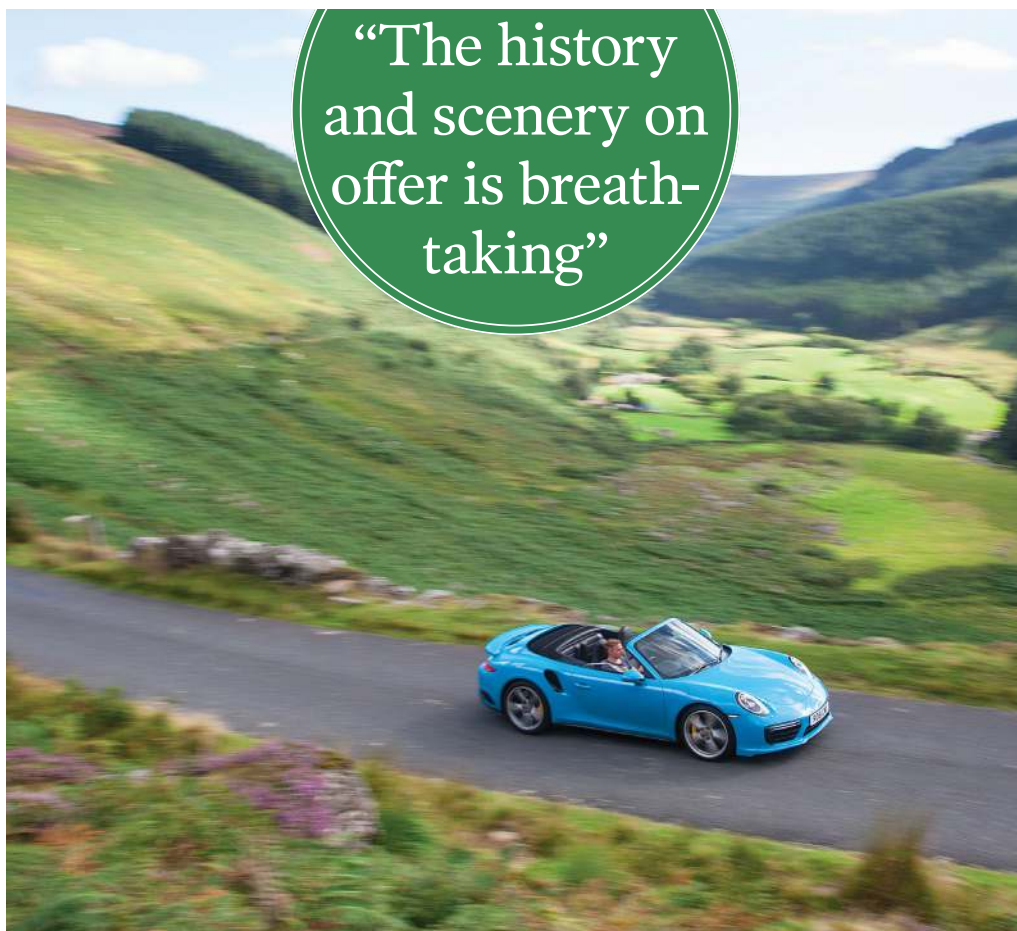


Ready for a road trip? Then we've got ten great ways of both enjoying your 911 and exploring amazing places...

If there's one thing that's defined the 911 over the generations it's the car's astonishing breadth of abilities. As happy on the school run as it is entertaining on a track, the Neunelfer is also a consummate long-distance grand tourer. Well, perhaps not the most hardcore variants, but you get the idea. For the most part it's more than capable of crossing continents and providing maximum thrills when you arrive at more challenging roads. Your 911 is essentially the perfect sports car for a driving tour. Luckily for us enthusiasts there's never been a better choice, and

whether it's a relaxing jaunt through beautiful scenery, heading to a motorsport event or pushing yourself and your 911 on challenging blacktop there's something for you. We've taken this opportunity to bring you a mouth-watering selection of the very best trips out there, and we think they're absolute belters. It's certainly a diverse range, taking in tours from around the planet. Whichever appeals to you, we guarantee they'll provide experiences that'll live long in the memory. There's no better way of really bonding with your 911, so make 2018 the year you enjoy your flat six like never before.

“The history
and scenery on
offer is breath-
taking”



Ireland Tour

• **Price** £185 for tour book (plus your own accommodation costs) • **Dates** Various
• www.classictravelling.com

1

If you've ever spent any time in Ireland you'll know what a beautiful, captivating place it is, and one that boasts some very fine stretches of tarmac. No surprise, then, that it featured more than once in our recent 100 Greatest Roads feature, and equally unsurprising that we've chosen it here. This is a trip you'll love, covering 1,460 miles over the course of 13 days and taking in the very finest that the Emerald Isle has to offer. The tour book provides all the information you'll need, from route details to recommended accommodation, so you can make the arrangements that suit you. We'd begin with a ferry crossing from Fishguard, Wales, to Rosslare and a first night spent in a country-house hotel with Michelin-star dining. Then it's on to fantastic roads that will take you south towards Cork before heading up the west coast to Galway. After a couple of nights in Dublin it's over the Wicklow Mountains – home to the superb Old Military Road – before spending the final night in Wexford. During the tour you'll cover from 60 to 190 miles per day, and whether you choose to explore the 911s handling or take a more leisurely approach is up to you. Either way, the history and scenery on offer is breathtaking.

Le Mans Classic

• **Price** From £268p/p • **Dates** 5 - 9 July
• www.classic-car-tours.com

2

You won't need us to remind you that Le Mans and Porsche are inextricably linked, and this is really two great trips in one. Firstly, you can plan your own route down to the famous circuit, so whether it's stretching the 911s legs on the Autoroutes or a more leisurely affair is up to you. Once you arrive you can spend a few days steeped in motor-racing history, and revel in one of the finest events on the classic calendar. You'll be based in the charming Chateau de Dobert, Avoise, enjoying the company of people who love their classic racing, and the weekend will give you plenty of time to watch the action. There is also the opportunity to tailor the trip with optional activities, including a 60-mile scenic road trip on the Friday, and a four-course dinner at the Auberge des Hunaudieres, adjacent to the Mulsanne Straight. As dining experiences go this one is pretty special. If a few nights in a Chateau don't appeal, there's luxury camping available instead. This year's event also sees some Porsche anniversaries being celebrated – it's 70 years of the 356 and 50 years of the 908 – making this an absolute must for any enthusiast. And if you can't make Le Mans, then the same operator offers a package for the Spa Classic in May.





Drive the Mille Miglia Route

• Price From £1,599p/p • Dates 29 September - 14 October • www.sceniccartours.com



Another race with a wonderful Porsche connection – the exploits of Hans Herrmann in the 1954 event are legendary – and the chance to drive the same roads covered by this dangerous race (it was finally

banned in 1957) is enough to make the hairs on the back of your neck stand on end. This is a very special trip that covers almost 2,000 miles over the space of

two weeks, visiting places whose names are wonderfully evocative of motorsport history. Day one starts with a stay in Nancy, before the tour heads through France and Switzerland and on towards a descent of the magnificent Stelvio Pass. The tour takes you into Italy to the starting place of the original race, Brescia, before you embark on a route taking in the likes of Ferrara, San Marino, Rome and Modena. The Italian countryside is stunning, while



© Almay

the mix of open roads and tighter, more technical sections are suited to the 911s talents like few others. Along the way you'll be treated to visits to the fascinating Mille Miglia Museum, Ferrari and Lamborghini museums and a tour of the Lamborghini factory. Okay, so it's not Porsche, but still proper supercar heaven. It all concludes with a drive back to Switzerland via the spectacular Furka, Gotthard, and Grimsel passes. It's one epic trip.

European Driving Adventure

• Price £1,080p/p • Dates 17 - 22 June
• www.ricorally.co.uk



2,000 miles over six days and taking in some of the finest driving roads Europe has to offer: sound tempting? You'd be right, and it kicks off with a launch event in Kent before you and the 911 head for the Eurotunnel and

the start of a great summer adventure. Whether you're accompanied by the howl of an air-cooled flat six or the punch of a GT3, the roads ahead will be perfect, filled with stunning Alpine scenery and the sort of challenging terrain that's guaranteed to bring out the very best in both car and driver. You can look forward to tackling Mont Ventoux, and the San Bernadino, Grand Bernard and Nufenen passes amongst others, along with the Col de L'Iseran that sits 2,770m above sea level. If it's about discovering the stunning abilities of the 911 then look no further. There are no set routes or deadlines – just a start and finish point for each day and a comfortable hotel to head for – so you can relax and enjoy the surroundings, or push a little harder! Further highlights include visits to both the Porsche and Mercedes-Benz museums in Stuttgart. The organisers promise a great social atmosphere, too.



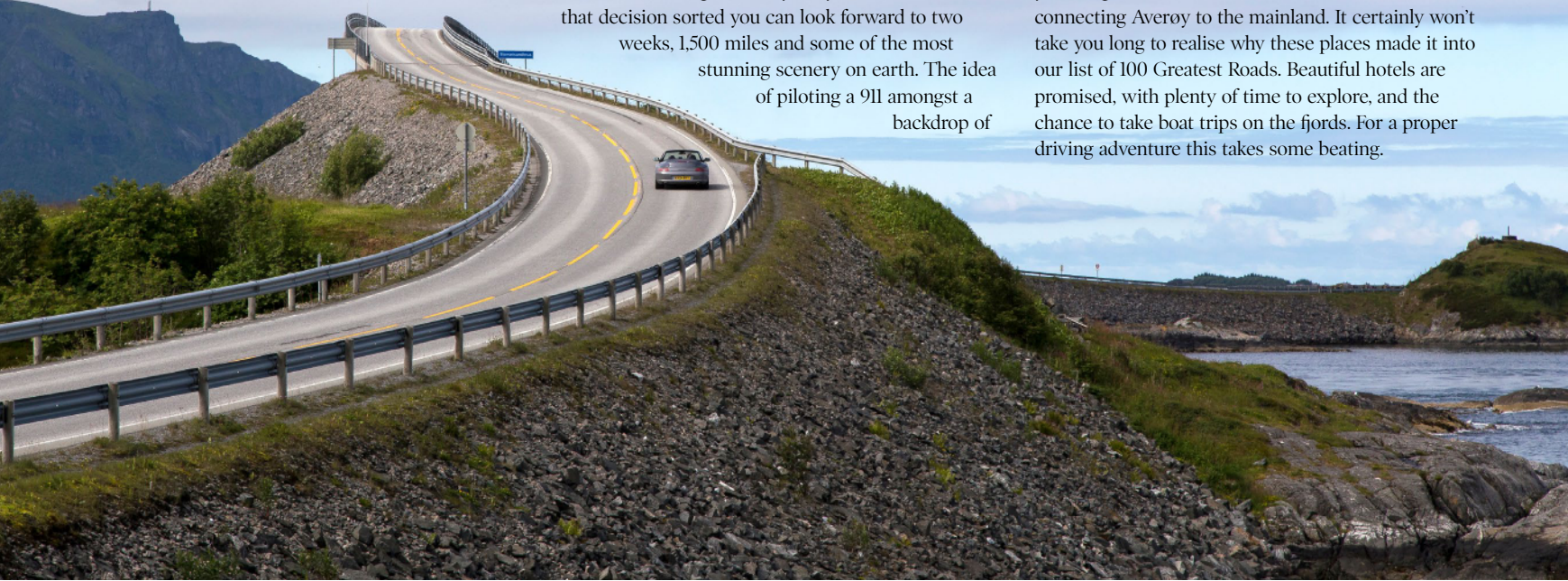
Norwegian Fjords Tour

• **Price** £4,350p/p based on two sharing (plus from £1,295 each way for car transport) • **Dates** 11 - 25 June • www.classictravelling.com

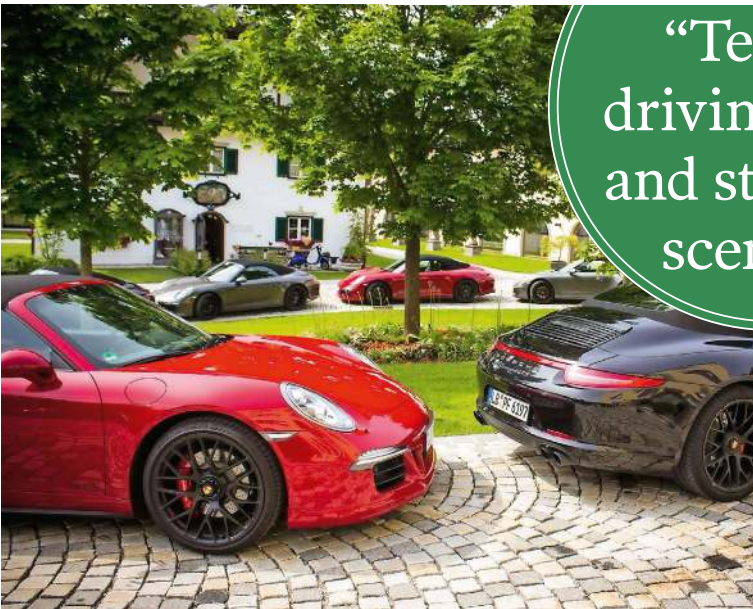
5

We're reticent to readily throw about such a cliché, but this could be the trip of a lifetime. But, before you get started, there's a decision to make – drive to the starting point in Oslo (an amazing road trip on its own), or fly in and arrange to have your car delivered via covered transport, ready for your arrival. With that decision sorted you can look forward to two weeks, 1,500 miles and some of the most stunning scenery on earth. The idea of piloting a 911 amongst a backdrop of

mountain vistas and fjords is certainly one to savour, so while this isn't a cheap trip, it will be spectacular. In fact, it's probably one where performance and handling take a back seat, so you can just enjoy taking it all in. The tour will travel to destinations including Bergen and Alesund, and along with awe-inspiring mountain passes such as Trollstigen and Geiranger you'll experience the Atlantic Ocean Road connecting Averøy to the mainland. It certainly won't take you long to realise why these places made it into our list of 100 Greatest Roads. Beautiful hotels are promised, with plenty of time to explore, and the chance to take boat trips on the fjords. For a proper driving adventure this takes some beating.



“Terrific driving roads and stunning scenery”



Monaco Formula 1 Grand Prix VIP Tour

• **Price** \$16,995p/p • **Dates** 23 May - 6 June • www.autobahnadventures.com

6

This is a very special trip, and one that leaves us a bit speechless to be honest. How so? Well, there are just so many awesome experiences over the course of two weeks, and it all starts with a cruise around the Mediterranean. Leaving from Nice, you'll visit the finest places in the south of France, including

Portofino and St Tropez, before docking in Monaco, where the excitement of the Monaco Grand Prix awaits. You'll enjoy all the racing from a private VIP suite with great views of the action, along with full hospitality – so there's gourmet food and champagne to keep you fuelled. Day six sees you getting behind the wheel of a 991 for around 1,400km of great driving, including a visit to the endlessly fascinating

Porsche Museum in Stuttgart. But that's not all, as the tour will also take in the Black Forest, Switzerland and the Austrian Tyrol before you arrive in Frankfurt, where it's time to hand back the keys and head home. As we know from our own experiences in those destinations, you're going to be discovering some terrific driving roads and stunning scenery, and it's one trip you won't want to end.



Loire Valley Tour

• **Price** tbc • **Dates** 30 July - 6 August
 • www.classiccartoursinternational.co.uk



There are times when a road trip isn't about exploring the handling envelope, but instead just relaxing and enjoying everything a country has to offer. And that's exactly what we have here. If you've not visited this part of France before then you're in for a real treat, and it's perfect no matter what sort of 911 you own. The first stop is the superb Le Mans museum, and from there you'll head into the heart of the Loire Valley, covering around 700 miles in all as you enjoy scenic roads and a wealth of interesting places. Based for six nights at the lovely Château de Rochcotte – a short distance from Saint-Patrice – you can soak up the culture as you visit fine gardens, museums and wine caves. Passing through delightful towns and villages, a chance to admire the 12th-century medieval abbey at Fontevraud is a particular highlight. Before heading for the ferry home there's a final stop at the Hotel de France, once used as the HQ for the Aston Martin Le Mans team during the 1950s and 1960s. A motorsport fan's appetite is well catered for on this trip. Provided with comprehensive route information and maps, this is a fine way to enjoy your 911 at a relaxing pace.

TOP TIPS

- 1 If your 911 only gets occasional use, then a thorough check over before embarking on a 1,000+ mile tour is wise. A reputable specialist or main dealer will do this for you.
- 2 Make sure your breakdown cover is up to scratch. Repatriation of the car might already be included in cover/insurance, but check.
- 3 Ensure you're conversant with motoring rules and regulations in any countries visited. Many demand you carry items such as hi-vis vests and spare bulbs, so don't get caught out. Negligence will not carry any favours with local police.
- 4 Taking a classic 911 on tour? Then a basic toolkit and a few useful spares, like relays, could save your blushes. Some trips have mechanics on hand, but not all.
- 5 Pack carefully. You might be staying in a few different hotels, and don't want to be lugging lots of bags in and out every day. It might be worth investing in some fitted luggage.
- 6 First time on a tour? Don't hesitate to discuss arrangements and itineraries with the operators so you know what to expect. They'll be happy to help.



Scottish Malts

• **Price** £5,610 for a crew of two • **Dates** 16 - 20 April • www.heroevents.eu



Organised by the Historic Endurance Rallying Organisation, this is a great opportunity to undertake something a little more competitive. Oh yes, and it all takes place amongst some of the most stunning scenery the UK has to offer. The 16th running of this popular event, it starts and finishes at the luxurious Gleneagles Hotel, from where you'll be visiting castles, stately homes, lochs and whisky

distilleries spread across the areas of Perthshire and Inverness. The event also takes in Balmoral and the St Andrews golf course, and while you'll cover close to a 1,000 miles in total, you'll drive around 180 miles per day – perfect for testing yourself and your car, but not leaving you too tired to enjoy the fine Scottish hospitality on offer throughout. Great for both beginners and more experienced rally participants alike, it's the perfect chance to try something different in an astounding location.



Arrive and Drive

• Price From £580 • Dates Various • www.heroevents.eu



If you fancy taking part in an event like the Scottish Malts featured here, but would rather not use your own 911, then we have the perfect answer. While other great classic cars and price packages are available, it's no surprise that it's the Neunelfers we're interested in here, and two superb examples are on offer. The first is a 1965 model, but spend a bit more money and you can get behind the wheel of a left-hand drive 1970 2.2 S that's been superbly restored. The cars have been meticulously maintained and are fully prepared for regularity rallying, fitted with trip meters and other essential equipment. You'll benefit from a detailed handover of the car – important in ensuring you're comfortable before embarking on an event – and there's the choice of collecting it yourself from the company's base in south Wales, or having it delivered at extra cost. The company have some exciting events scheduled for 2018, including the Summer Trial that takes place around the Peak District, or further afield is the Classic Marathon that'll see competitors cover almost 1,500 miles around Greece. The chance to compete behind the wheel of a classic 911 is mighty tempting.

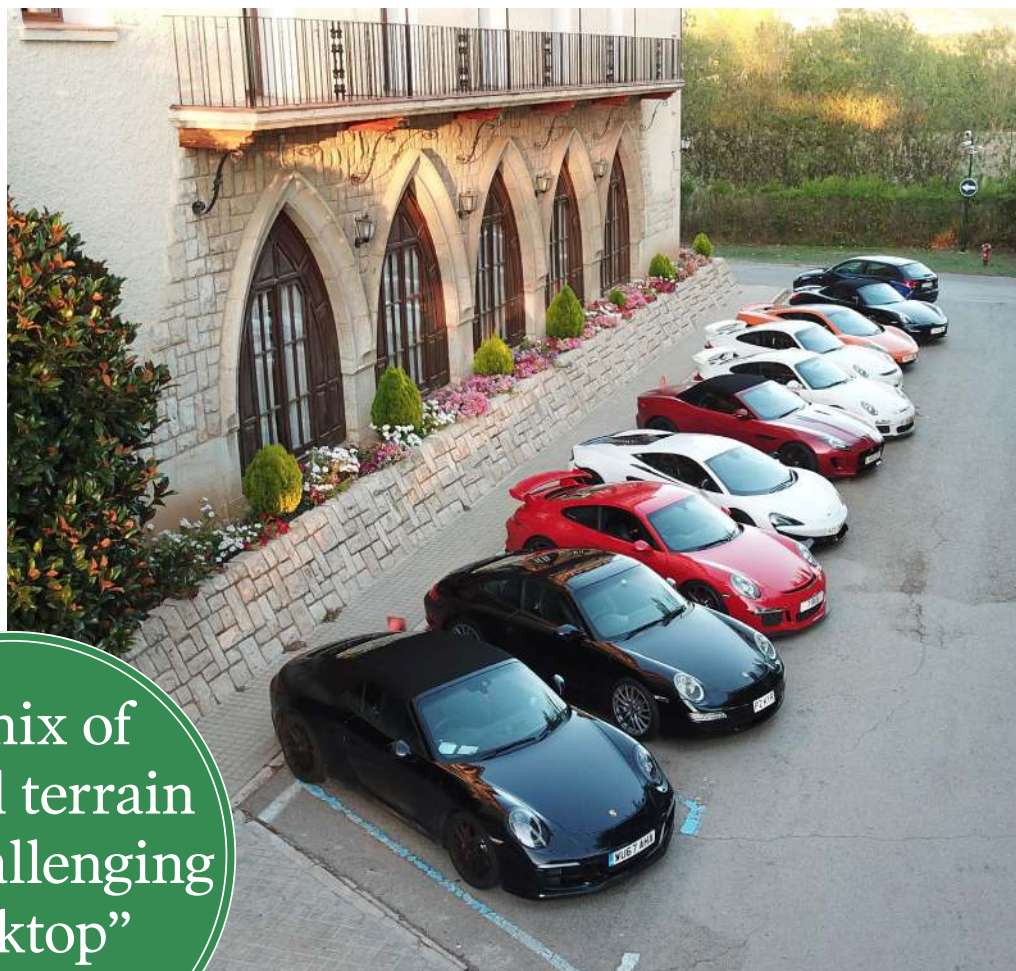
Spanish Safari

• Price £1,999p/p based on two sharing • Dates 31 August - 9 September • www.petrolhead.tours



A mix of inspiringly rugged terrain and challenging blacktop ensured that Spain was guaranteed a place in our list of 100 Greatest Roads, so if you've not experienced them before in your 911 then this tour could be perfect. They're a real test of car and driver, and while you could just relax and enjoy the scenery, it's hard to resist the temptation of pushing a bit harder and revelling in the howl of that flat six. So to this trip, which begins – for UK owners, anyway – with a ferry crossing from Portsmouth to Santander in the north of the country, and then sees you heading down through the Castile region towards Salamanca. From there you start heading west, taking in Trujillo, Teruel and Lleida, before turning north again for a run to Pamplona. There's plenty more terrific driving to be done as you make your way back towards Santander and the ferry home. All participants benefit from the support of experienced tour managers, and you'll also be equipped with walkie-talkies and a satellite navigation unit if needed. And if you can't make the August tour then you can opt for the June trip instead.

“A mix of rugged terrain and challenging blacktop”





TECHNOLOGY EXPLAINED SIX WAYS TO IMPROVE YOUR GT3

Want to get even more performance out of your GT3?
Total 911 shows you how...

Written by **Kieron Fennelly**

The GT3 remains a modern sports-car phenomenon. First revealed at the 1999 Geneva show as the homologation version of Porsche's Cup 911, the GT3 is now in its sixth iteration. While the latest version is more tractable than ever, the GT3 is still a brilliant track car with an unbeatable combination of chassis, performance and responsiveness. Yet, competition oriented though it is, most GT3s will be driven more on roads than racing circuits. This means the standard car has inevitable compromises in favour of street use. We show how this bias can be swung to the track in six key categories, without upsetting the GT3's capacity to drive home afterwards.

1 Suspension and Geometry

This is crucial: even on a road car correct geometry set up is important, and before beginners spend anything on their GT3s, the first port of call is the four-wheel check. Only when the car is absolutely right, opines RPM's Olli Preston, is it time to consider suspension upgrades. Those who track their GT3s regularly know that with the factory setting the car tends to roll off the tyre in corners. Greater toe-in helps to prevent this, and also brings vital stability during braking.

Simply lowering the GT3 does not bring automatic improvement – quite the reverse. Without some wheel movement the car will go into snap oversteer. A proprietary suspension kit, such as KW, has three-way settings, which are obviously more flexible than a two-way system, and allows a greater variety of circuits to be tackled. These kits can also improve ride for 996 and 997 GT3 road cars because they handle surface irregularities better.



2 Engines

Surprising as it may seem to some, there is not much you can do to GT3 engines. Specialists such as RPM Technik will tell you that Weissach has developed each generation of GT3 engine as far as it realistically can. JZM agree and warn against the temptation to change engine management software, despite the claims of improved performance from the chip purveyors. JZM cite the instance of 996s fitted with a chip from a well-known software merchant: these not only fail to improve performance, but mean ultimately that the GT3 ends up in the workshop because its vastly increased hydrocarbon emissions result in an MOT fail in the UK.



3 Brakes

Another, often more productive, route to enhanced acceleration and response is straightforward weight saving. Switching from the standard steel discs to carbon ceramics can save 15kg per wheel. Olli Preston advocates the use of ceramic brakes purely from a retardation standpoint, telling us, "The technology is improving all the time and it's worth switching to the latest materials available. An RPM client trying the most recent carbon ceramic set up was stunned, saying he had only ever experienced such retardation in a single seater."



"Weissach has developed each generation of GT3 engine as far as it realistically can"

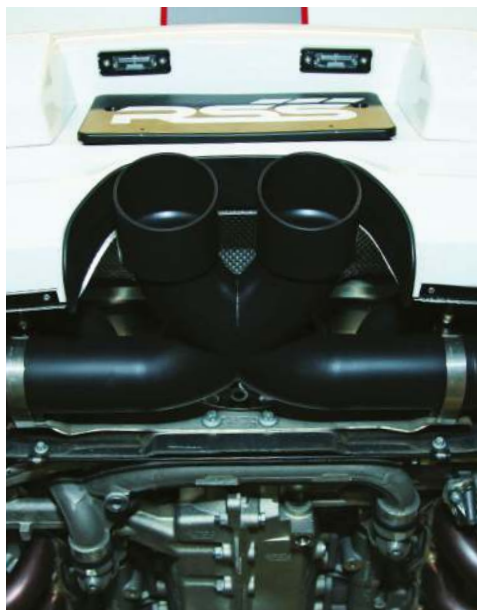
4 Transmissions

One route the specialists take to improve response is to substitute a lower final drive ratio. "For years, Porsche was obsessed with making a 200mph car," says JZM's Steve McHale, "so gearing was far too high for most tracks." The final drive ratio is easily lowered, and a taller sixth can be fitted for cruising. For the differential, RPM Technik would advise use of the same harder friction plates as the Cup car, so deterioration does not become apparent until the need to do a routine rebuild of the diff is due. The specialists now favour a 40/60 LSD rather than 20/40: a diff that locks more on overrun will help to offset a tendency of the GT3 to spin on corner exit. Better friction plates also bring improved stability – with no wheelspin out of corners the rear is less likely to step out suddenly and provoke a spin. On the 997 GT3, the ABS intervenes to slow the faster wheel, and owners should be aware that this can cause heavy rear brake wear.



5 Aerodynamics

The specialists see the GT3 as a mechanical car. “It is not so reactive to aerodynamics,” says McHale. “Spoilers will improve stability at a very fast circuit like Spa, but otherwise aerodynamics is not an area where it is worth spending money for the club track-day enthusiast.”



6 Exhausts

Porsche's standard pipes and boxes are relatively efficient, but remain semi-mass-production items built to a price. Owners prepared to invest significant sums on lighter bespoke systems can expect some very minor improvements in power output on 996 and 997s, but more on the 991. The Akrapovic 400 pipe, for instance, not only saves 21kg, but also gains 23bhp more – and torque goes up by a similar percentage. However, one of the problems with modifying GT3 exhausts is noise levels. It is easy enough to end up with over 100dBA, which disqualifies the car at track days. A bespoke system like Akrapovic's allows the driver to shut the sound amplifying valves all the time, which usually circumvents circuit noise regulations. This will be especially important in 2018 with the arrival of periodic noise traps around the course rather than a traditional static decibel test carried out in the paddock.



What about the driver?

In Olli Preston's view, by far the most effective investment in driving a GT3 faster and more efficiently is driver training. This is not about lap times, rather eliminating common mistakes. Seasoned club racer and ARDS trainer Gary Marsh suggests the driver's field of vision as a prime example: “The biggest mistake is not looking beyond the corner. Focusing on the cones that demarcate entry, apex and exit is fine for novices, but to drive faster you have to learn to look through the corner. Most people hold on to their initial forward vision too long; the good driver develops his peripheral vision. Looking is contingent on timing, it entirely affects your efficiency.” Marsh points to the wider role of brakes too. “They do much more than stop the car. Watch an expert – there is no soft, on-and-off braking as on the road. He brakes hard and consistently. This causes weight transfer, so he waits for the car to stabilise before he turns in.” Marsh advises practicing this kind of braking in a straight line, “don't rehearse this at the last minute as you approach a bend at 150mph.”

Marsh explains how the experts always turn into corners later than average drivers, and their steering wheel inputs are smooth and minimal. “Anticipate weight transfer, think about how you exit and avoid sudden movements of the wheel.” He advocates driving in varying conditions too. “People often pack up as soon as it rains, but wet tracks can offer a useful learning environment. In the wet, everything happens earlier and at lower speeds – take advantage of it.”

“By far the most effective investment is driver training”

SAVE UP TO 49% ON THE PERFECT GIFT THIS CHRISTMAS

**OFFER ENDS
31 DECEMBER 2017**



FROM £21 EVERY 6 MONTHS
(£69.90 / \$77.40 PER YEAR)



FROM £21 EVERY 6 MONTHS
(£85 / \$85 PER YEAR)



FROM £23 EVERY 6 MONTHS
(£103 / \$105 PER YEAR)



FROM £24 EVERY 6 MONTHS
(£81 / \$113 PER YEAR)



FROM £16.80 EVERY 6 MONTHS
(£78 / \$108 PER YEAR)



FROM £25 EVERY 6 MONTHS
(£89 / \$89 PER YEAR)



**GUIDES & SPECIALS, BACK ISSUES AND GIFT
VOUCHERS WILL MAKE GREAT GIFTS TOO!**

Delivery included in the price

Free personalised e-card when buying for someone else

Buy as a gift or treat yourself!

Choose from a huge range of titles

SEE THE FULL RANGE AND ORDER ONLINE

www.myfavouritemagazines.co.uk/xmas17

ORDER HOTLINE: 0344 848 2852

PLEASE QUOTE XMAS17 WHEN ORDERING BY PHONE

Lines are open Monday - Friday 8AM to 7PM and Saturday 10AM to 2PM (GMT)

Terms and conditions: Savings calculated against the full RRP (single issue price x frequency). Dollar prices quoted are for the United States, other global territory dollar pricing may vary. This offer is for new subscribers only. You can write to us or call us to cancel your subscription within 14 days of purchase. Your subscription is for the minimum specified and will expire at the end of the current term. Payment is non-refundable after the 14 day cancellation period unless exceptional circumstances apply. Your statutory rights are not affected. Prices correct at point of print and subject to change. Full details of the Direct Debit guarantee are available on request. For full terms and conditions please visit: bit.ly/magtandc. Offer ends 31st December 2017.

PETER 1930 - 2017 SCHUTZ

‘He saved the 911’ – so ran the internet news site headlines announcing the death of the 87-year-old former Porsche CEO. That’s one assessment of the man who famously gave Porsche its defining moment, when he seized Helmuth Bott’s felt pen and extended the 911 production line from its scheduled end in 1982 right off its chart and across the wall

Written by **Kieron Fennelly**

“Can you do that?” asked an astonished Bott. “Yes I can,” was Schutz’s reply, and for a while he really could. Having reinstated the 911, he goaded the racing department into building the Le Mans-winning 936, encouraged the production of the ‘missing’ 911 version, the Cabriolet, and above all, vastly increased Porsche sales and profits. For a time it seemed that everything he touched turned to gold. But of course there is far more to the story than a simple run of luck.

It is often said that people make their own luck, and that, to a large degree, defines the sort of man Peter Schutz was. Born in Berlin, he was the first of two sons of a Jewish paediatrician, Leopold Schutz, who at the time of Peter’s birth in 1930 was teaching at Berlin University. By the mid-1930s it was increasingly apparent to Dr Schutz that although his children and wife were not classed as Jews, the family would never be safe from the Nazis, and in 1938 he acquired exit visas. Incredibly, he then felt constrained to give these visas up to four of his Jewish undergraduates who were in danger of imminent arrest. It was March 1939 before he could secure more exit visas for his family. In a compelling passage in his semi-autobiographical book *The*

Driving Force, published in 2005, Schutz recounts how the family fled to Stettin (now Gdansk) with the Gestapo literally on their tail, and just managed to catch a ferry to Oslo. From there, they sailed to Havana, and endured a two year wait in penury (the Cubans refused Leopold Schutz a work permit) until they secured visas to the US. Once in North America, things were hardly better at first. Despite his qualifications, Dr Schutz had to fold sheets in a Chinese laundry and do other menial work until he obtained US citizenship – a five year process – and could take the examination to practice medicine again. Shortly after, recalls Schutz, they went to see *Yankee Doodle Dandy* at the cinema and were all moved to tears. On their return home, Dr Schutz told them: “We are now Americans. No more German will be spoken in this house,” and Peter Schutz added, “We had finally arrived; we were proud to be Americans.”

In 1952, with a BSc in mechanical engineering from the University of Illinois, he joined Caterpillar, working in a series of product-development roles. Exposure to Caterpillar customers gave him a taste for selling rather than engineering, and in 1967 he went to Cummins Diesel as a product planner, ➔



before eventually becoming sales chief. Following the oil crisis of 1974, and responding to a perceived need to reduce fuel consumption, Cummins fitted a fuel pump which restricted diesel flow. As a consequence, trucks using Cummins engines went slower. This frustrated drivers, who would keep the old model of pump and refit it as soon as they were clear of the company depot, refitting the factory-specified item before they re-entered the depot. Schutz, who had several times before advocated doing what the customer wanted rather than what Cummins wanted to make, thought this situation was silly: companies were not getting better mpg, drivers were antagonised and there was a tendency to blame the engine supplier, Cummins. Schutz encouraged Cummins to build a more powerful engine in the first place which, because it wasn't being driven at the limit, would provide better mpg, and would please the drivers who would feel their complaints had been listened to. According to Schutz, his solution was a hit – Cummins made more profit from the bigger engine, and Schutz himself was seen by Cummins clients as a manager with their interests at heart. He was even invited to address the Teamsters Union congress (the big US transport trade union). This was a step too far for the conservative Cummins board who forbade him, and Schutz resigned over the point of principle.

From Indiana and Cummins he would move to Cologne, Germany as president of the diesel division of conglomerate Klöckner Humboldt Deutz – a remarkable switch for a man who had fled Germany almost 40 years earlier. His role at KHD would

prove a very effective preparation for his later role at Porsche: he discovered the differences between American and German business culture and, above all, relearned the German he had not spoken since his early teenage years. When the call from the head hunter employed by Ferry Porsche came, almost on Schutz's 50th birthday in April 1980, he was puzzled, but keen to know why a car company should be so interested in a heavy diesel engineer.

In fact, the Porsche board was not looking for an engineer or a car industry specialist; it was entirely confident in the engineering of its products. Where it had lost confidence was in its ability to sell cars and make profits. 911s lay stockpiled in a field behind the plant at Zuffenhausen. In Schutz they saw a man who could bring new life to the company's marketing, especially in the US, then worth 55 per cent of Porsche's sales. Schutz's engaging nature and outgoing personality immediately appealed to Ferry Porsche, who was severely bruised by the long feud with his previous CEO Ernst Fuhrmann. Schutz was quick to note this, and one of his first moves after his appointment in January 1981 was to eject the accounts department from the office facing his own and have it refurbished for company chairman Ferry, who had moved his base to Ludwigsburg to avoid daily contact with Fuhrmann.

He also recognised that of Porsche's three product lines: 924, 928 and 911, only the latter, the model it intended to drop, made any profit. Not a sports car specialist, indeed he had never driven a Porsche, he had nevertheless done his homework,

and knew from his research in the US that American buyers loved the individuality of the 911, but the car's reputation was let down by the camshaft chain tensioner, which had a habit of failing outside the guarantee period. When he asked Zuffenhausen engineers about this, they told him repairs were a profitable revenue stream for aftersales, so they had no intention of changing anything. This was just the kind of arrogance that brought the best out of Schutz: much in the way he berated the racing department for planning to race at Le Mans with the 924 – a car they told him had no chance of winning – he shamed manufacturing into redesigning the chain tensioner. He toured US dealers, where his almost evangelical approach won hearts and minds for Porsche. Sales increased, and as the dollar gradually appreciated, so did the profitability of every 911 sold in North America.

Schutz's can-do optimism had a galvanising effect, not least of which was to encourage the 959 super Porsche. After years of restraint under Fuhrmann, Porsche plunged into this project a little too fast: whereas another CEO, Bob Lutz of Ford for example, who had been Ferry's first choice for the role (he turned Ferry down) would also have spotted the folly of dropping the emblematic and profitable 911, he might also have suggested more caution with the 959. Porsche was right to investigate all wheel drive (and since 1995 has made a profitable virtue of it in its Turbo models), but trying to make the car from the outset with every available state of the art technology was surely doomed. Supplier delays and subsequent



ABOVE It was Schutz who pushed hard for the 959 project's fruition, even if escalating costs and multiple delays at the time meant it bore a heavy load on Porsche's finances



“Schutz’s can-do optimism had a galvanising effect, not least of which was to encourage the 959 super Porsche”



CLOCKWISE FROM TOP LEFT At the 911 Cabriolet’s launch in 1982; Checking on 956 development with Porsche’s motorsport department; Attending Le Mans with Ferry Porsche; Speaking at an event with the Porsche family behind



“Schutz’s Porsche legacy will inevitably be as the man who saved the 911”



ABOVE Schutz admires the open-topped 911, which he is credited with sanctioning
RIGHT With motorsport chief Helmuth Bott
FAR RIGHT Schutz’s can-do attitude encouraged the company to seek new horizons with its products, both in racing and aviation





LEFT Aside from saving the 911, Porsche's revered 959 owes much to Schutz's legacy – lots of its technology is still employed on the company's sports cars today



cost over-runs would be inevitable, and to commit so much investment to building a model which could not be sold in Porsche's most lucrative and important market, the US, was also questionable.

A private pilot and flying instructor, Schutz had a vision of US Porsche owners driving their 911s to the local airport and taking off in their Porsche-powered planes. He talked the company into developing the 3.2 engine for aviation: the fuel-injected flat six Porsche Flugmotor could, with its smoothness and economy, offer a modern alternative to the ancient four-cylinder Lycoming units beloved of US private aviation. Ten million Deutschmarks were invested in the project, which logically should have succeeded, but which foundered on an element of 'not invented here' among the American plane builders. Porsche also miscalculated – US private pilots were not rich, and they would not shell out a further \$50,000 to have a Porsche engine in a plane which already cost \$150,000 with a Lycoming unit. The project was quickly wound down in 1988 after Schutz's departure. *Car and Driver* commented that the whole initiative seemed to correspond more with a personal interest (Schutz's) than as a response to a legitimate market demand.

While sales and profits went up – over Schutz's tenure, production went from 28,000 units in 1980 to 58,000 in 1986 and profitability was quadrupled – beneath the surface were dangerous currents. The 944, rightly promoted by Schutz, was a brilliant sports car, particularly the turbo, but it was not a 911. The 911 itself had received little development during the decade, but much creative resource had been channelled into the 959, which by 1986 was still no nearer launch and recouping some of its costs. In the bowels of Porsche, inventories were high and Wendelin Wiedeking, who had joined the company in 1983 as a production technology specialist, found that his was a lone voice complaining of the total lack of parts commonality between the 944 and the 911. Criticism of Schutz came from Tony Lapine, a Fuhrmann loyalist who said "Privately he was a good

guy, great company, but whatever his instructions, if things went well, he would take the credit; if something went wrong, it was always your fault." Managing director of UK distributor AFN John Aldington, who had firm ideas on maintaining the exclusivity of the 911 in his market, also clashed with Schutz, whom he accused of merely being interested in selling volume.

Schutz got into far worse trouble with US dealers. Porsche's US importer was VW Audi, and Porsches were sold through 300 Porsche-Audi dealerships. Zuffenhausen wanted to break free from this and, in February 1984, Schutz informed Porsche dealers that the company was establishing Porsche Cars North America, which would operate 30 Official Porsche Centres around the country. These, built to the OPC template, would be open within a year. The proposals caused uproar. Dealers who had previously bought direct could still sell Porsches, but reduced to mere sales agents they would have to buy from their local OPC, making only 8 per cent against a previous 16 per cent. In the land of litigation, their lawyers went into overdrive, and within a month Schutz was staring at a possible 3 billion dollar lawsuit. Zuffenhausen relented, retaining its proposed head office, PCNA in Reno, with responsibility for import and distribution, but the OPC scheme was abandoned. The affair was over before it affected sales but Schutz, who had planned the scheme and sold it to the Zuffenhausen board, was humiliated. This episode marked the beginning of his dissolution with Porsche.

The dollar reached its high point in mid-1985 at one dollar for every 3.2 Deutschmarks, but then it began its inexorable slide – DM 2.4 in 1986, and DM 1.9 the following year. Porsche earned less and less money on each car sold, and price increases drove customers away. Asked by journalists what plan B was, Schutz replied there was no plan B: Porsche's currency hedging was fairly minimal, so the exchange rate had an immediate impact. After Black Monday, 25 October 1987, the Porsche board's disenchantment with its American CEO reached a new level, and

Wolfgang Porsche was deputed to inform Schutz his seven year contract was being terminated early. This suited Schutz, who was equally disenchanted. He was the first of several sacrificial lambs: Lapine and Bott would follow in 1988. Schutz flew back to the US to rejoin his wife, Sheila, who had returned some time earlier. An astute businesswoman in her own right, Sheila had never felt at ease, it was said, in a society which was so male dominated.

Porsche did not emerge from this dark period until 1994-5, by which time its board had seen off more top managers, notably Ulrich Bez, Bott's successor as engineering director, and CEO Arno Bohn. But unlike many in his position, the ebullient Schutz, who efficiently promoted by Sheila had become a feature of the universities speaking circuit, bore no grudges. Friends said he unfailingly spoke of Porsche with the passion of a man still working there. In later years, Porsche belatedly recognised this, and Peter Schutz, already a star of the US Porsche enthusiast community, reportedly found that his pension had been increased. Porsche also extended official invitations to him, bringing him to Leipzig in 2004 to the opening of the Cayenne plant.

Peter Schutz was the right man at the right time for Porsche. His emphasis on dealers and customers helped to turn Porsche from being a largely engineering-orientated company into the marketing specialist it later became. If he was blamed for the extravagance of the 959 or the aviation project, it must be said that the board of shareholders, which included Ferdinand Piëch, backed him almost without question in the early days. The climate of optimism Schutz established was also conducive to things Porsche did best, like the company's brilliant return to sports car racing with the 956 and the immensely successful F1 joint venture with McLaren.

If ultimately his luck ran out, the major factor – the dollar's fall – was beyond his, and indeed everybody's control. Someone had to do it though, and Peter Schutz's Porsche legacy will inevitably be as the man who saved the 911. **911**



WANT MORE?

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

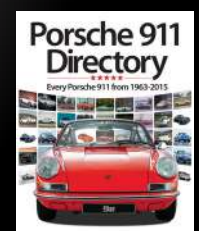
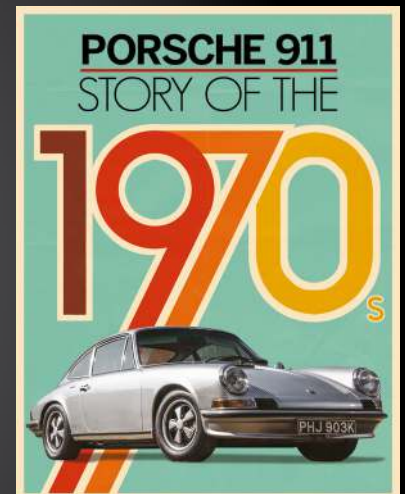
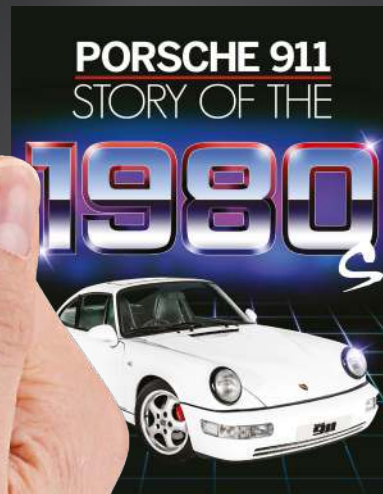
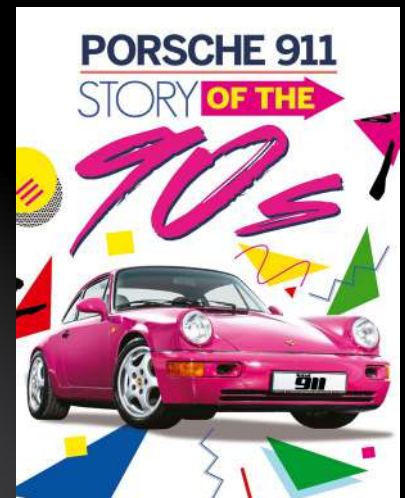
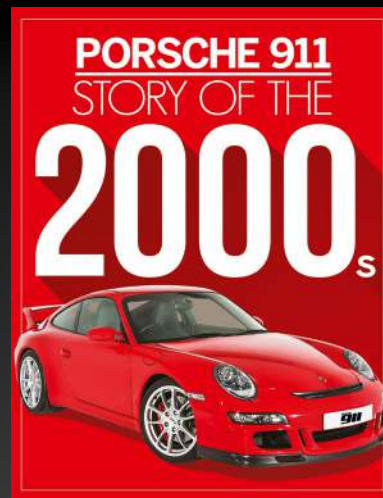
INSTANT ACCESS TO BACK ISSUES



PLUS, SAVE
EVEN MORE
IF YOU
SUBSCRIBE

EXCLUSIVE BOOKS & SPECIAL EDITIONS

★ GO TO GREATDIGITALMAGS.COM NOW ★



ALL AVAILABLE TODAY ON
GREATDIGITALMAGS.COM

Living^{the} Legend

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



Gina Purcell
Oxford, UK

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



She did it! Steffi the SC got us safely to the continent and back. There were a few minor issues, the most 'serious' of which was the oil pressure gauge, which began flickering wildly about halfway through the journey. Inspiration for the trip came from the must-have book *Porsche Drive*, and Alan stitched together a seven-country loop over 11 days.

First, French autoroutes took us to Reims for a pit stop en route to Gérardmer. The hardcore driving started the following day: the Col de la Schlucht lead to the Glarus Pass and onto the Klausen Pass, stopping off in Switzerland. From there we hit the Susten Pass to Garmen and Guttannen and on to the Grimsel and Furka Passes. On the Grimsel we got blitzed by members of Porsche Club Switzerland, so we

tagged along with them and had a great chat at the summit. By chance we met 'Petrolicious' blogger Markus Haub on the Furka, pulling up next to his stunning long-hood 911 hotrod in a layby. He and his wife were generous with their time describing the exquisite build details, and it was a pleasure to meet them. We doubled back to Obergoms, driving from there to the Oberalp Pass onto Chur.

Leaving Switzerland behind, we headed through Davos for the Flüela and Gavia Passes. The weather closed in for much of these, making for dramatic, and at times, quite tense moments in thick fog with three yards of vision and no barriers. During driving these two passes was when the oil pressure gauge started playing up. We stayed in Bolzano, Italy, and an internet search revealed that the contacts for the oil pressure sender just needed a clean and crimp.

Our next hotel was in Cortina d'Ampezzo, so we threaded through

the mind-blowing Colle Santa Lucia on the Giau Pass. It was a thrilling and seemingly endless dynamic ribbon of tarmac draped through the simply breathtaking Italian Dolomites.

We hit the Passo Tre Croci, Lake Misurina and onward to Gmünd, Austria, for the Porsche Automuseum. This was our first pilgrimage there and for a small museum it is crammed with history, and a must-see, obviously. Near to Gmünd lies the Nockalmstraße, an 18-Euro twist-fest of a toll road almost devoid of traffic. You must drive it!

Departing Austria for Munich, we followed the mighty Großglockner, spearing off to visit the Kaiser-Franz-Josefs-Höhe to marvel at the peaks and glacier. Another must-see stop off was the Edelweißspitze viewpoint. Our route took us to Zell am See, to see if we could park outside Studio F.A. Porsche for a photo. The answer was an emphatic and friendly 'yes'!



Joe Croser
Northamptonshire, UK

@jcx911

Model 997.2 Turbo
Year 2010
Acquired December 2015



13 years ago, Porsche introduced its active suspension management system, PASM. The concept

was simple: vary the damping characteristics of the shock absorbers to suit different conditions.

At first glance, PASM was a revelation, but for many owners it soon became a zero-sum game where comfort was traded for handling and vice versa – it wasn't possible to enjoy both at the same time. This left many PASM drivers using the more comfortable setting most of the time, giving up on balance and grip.

Thankfully, my pal found a solution in the Dynamic Suspension Control (DSC) from TPC Racing in the USA. Taking the factory PASM system to the next level, DSC Sport utilises the car's G-sensor, throttle position sensor, brake sensors and other data outputs to provide a more intelligent, more instantly active suspension which transforms the car's balance and comfort at the same time – eliminating the need for compromise.

It took me around ten minutes to swap out the PASM controller for the DSC controller – it is a plug and play solution – and I was off to test it out. Immediately I could feel that my car was more compliant on our country lanes; the shock absorbers more happily soaking up the bumps. And yet when called upon, individual shocks instantly stiffened to keep the car flat as the road undulated.

"Throw it into some challenging corners," my mate told me. "There's no need to be gentle with it. It works best when you make big demands of it." He wasn't wrong! I headed



straight for the B671 between Elton and Wansford, as it hosts a glorious string of bends with inverse and adverse cambers galore to really unsettle driver and car alike – but not today. With DSC Sport engaged the car was both comfy and planted, and when I pointed the car at the apex of the trickiest bend the DSC Sport controller worked its magic, stiffening up the offside front corner to maintain a level of balance mid-bend that I'd never experienced before. DSC Sport is nothing short of incredible.

Over the space of the next week I sought every excuse to get out and drive the Turbo – I felt like I had a new car. "The Porsche feels so much comfier," said my little girl on the school run. "I could easily do long journeys in this now." I stifled my villain's laugh.

Sorted then? Almost... TPC also provide a free software utility to edit the suspension settings for individual needs. Naturally I dived in to see how it works, and I was delighted when Tom at TPC told me I was the first motoring journalist to work with the DSC software.

I'll report more on that when I have had more time to play. If you have a PASM equipped Porsche I suggest you check out dscsport.com to locate your nearest dealer, as this'll be the best \$1,200 you will spend.

We went from Munich's traffic jams to Stuttgart, and down the Porschestraße – Steffi was returning home. As I parked up next to the museum's underground foyer entrance, the handbrake exploded, with the release button being fired off into the depths of the cockpit, followed by a long spring. It took a few minutes to retrieve the button and figure out that it simply screwed back into place. We thought Steffi might have wanted an extended Stuttgart sleepover! Our evening destination was the amazing V8 Hotel in Böblingen – with themed rooms and Motorworld just next door, it's a real treat. On the way we also managed a couple of traffic-choked laps of the old Solitude racetrack.

The remainder was the journey home via Metz, but there was still the German B500 to enjoy, and a gem-like section of the N40 in Belgium. I'm proud of Steffi the SC – 35 years old and still capable of 2,500 miles of pass busting – this was the perfect journey to undertake before she goes off for a well-deserved winter restoration.





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 993 C4S
Year 1996 Acquired 2016

Model 964 Carrera 4
Year 1994 Acquired 2016

Model 997.1 GT3
Year 2007 Acquired 2017



I love buying air-cooled 911s. I mean, what's not to love? The hunt, inspection, the negotiation, that sweet moment when you close the deal

and the euphoric feeling of driving away, there's nothing quite like it. Some might say it's addictive.

But you can't keep them all, can you? I have a confession... the car list next to the column is not exactly accurate. The real number is closer to 40 cars, most of them project cars in various stages of restoration or custom build. This has led to a unique situation. I'm spoiled for choice, and each car offers a unique driving expertise, some that appeal to me more than others.

My taste leans towards the 911s of the 1960s and 1970s. There's something I can't explain that makes these cars special. Microchips, central locking and the excessive bulk that started creeping into the cars during the 1980s is the enemy to this pure and joyful analogue driving experience of the earlier cars.

The custom 911 builds (by RS-Werks) are nearing completion, so it's time to

free up some space for the new arrivals. I decided to sell my factory Turbo-look 1988 Carrera. A fantastic example, but with the modernisation of the 1980s it starts to feel less connected to the driving experience versus earlier cars.

There are different schools of thought regarding how you should prepare a car for sale, and this very much depends upon the model and condition of your 911. In this case, my M491 is a relatively low-volume edition that has built up something of a cult following, so I converted it back to its original factory configuration by removing the ducktail, SSI headers and Sports exhaust.

Next up, I go through the car and make sure everything is operational. I obsessively maintain all my cars. I'm a strong believer in proactive maintenance, but a classic Porsche will always surprise you. In this case, the M491 was running particularly well, but the drivers-side electric window was not functioning. I dropped it off at my trusty local air-cooled Porsche specialist Eurocar-Werk to have it fixed.

Once everything is functioning perfectly, it's off to my reliable local car detailer, Vive, for a thorough clean.



Equally important is the documentation of your classic Porsche. I keep a ring binder for each of my cars with a copy of its Certificate of Authenticity (CoA), every invoice, receipt, owner's manual and spare keys.

There are endless options for selling an air-cooled 911 in the US, including specialist vintage car auction sites, online classic cars listings, the Porsche Club of America (PCA) classified listings, dealers, craigslist and social media. In this case, I'm still undecided which channel to go with, but now that I've got all my ducks in a row, it's time to get the car sold! Fingers crossed it will be gone by the time this goes to print.



Greg James

Mercer Island, Washington

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



I've always loved the look of the Porsche 911. But, like a lot of folks, I think that after the 993 it lost a little bit of its sportiness,

and moved more in the direction of a GT car in both size and appearance. However, that's really a minor quibble, as the new cars are still beautiful to look at, and unmistakably 911. As great as the 911 look is, there are still plenty of ways to change and tweak the car

to personal preferences. Some owners make big changes, while others are more restrained in their modifications – as the old saying goes 'beauty is in the eye of the beholder.'

Personally, I've always been the kind of owner who keeps his cars mostly stock. I've never replaced factory wheels, and about the only mods I've ever done was lowering the ride height and replacing shocks. Both are considered practically de rigueur by most owners these days anyway. However, when I purchased my 993 Turbo a couple of years ago, I loved the minor cosmetic changes the former owner had made: the car was lowered and had Bilsteins installed all around, the stock 993 wheels were replaced by 996 Turbo wheels, the front end got the 'Euro' treatment, which included removal of the unsightly 'bumperettes' and finally, the fairly sedate Turbo exhaust was replaced by a Fabspeed system that emits a decidedly more aggressive growl than the factory setup. All in all, I love how it looks and sounds even as it retains a fairly stock overall appearance.

A more radical look is embodied by the car my friend Roger Encarnacion owns. His 964 was modified by a Japanese company called Rauh-Welt Begriff (RWB). RWB are located in Chiba, Japan, and

specialise in outrageous body kits for the 911. I've seen Roger's Guards red 964 many times at local 'cars and coffee' events, and it always draws a crowd. However, it wasn't until I had a chance to follow him on the open road that I had a true appreciation for just how aggressive the RWB 964 appears in motion. Instead of just saying "look at me", the RWB car positively screams "I've arrived", and the body kit gives it the look of an authentic RSR race car. Roger pointed out that unlike some of the after-market products common in the 1980s and 1990s, which required the owner to do some work himself, RWB will come to you, and carefully install and fit the entire system like a bespoke suit.

Obviously the 911 is a great car that has seen evolution rather than revolution over the past 50 years. That evolution has included lots of mechanical and cosmetic tweaks, and rather than going through periodic major body style changes like the Chevy Corvette, the 911 has moved in a more measured and calculated manner. This in turn has led to a huge variety of cars that all share the same basic body style, but with different interpretations of what that owner's personalised cars look and sound like. To me, that's a good thing!





Richard Higgins
Salisbury, UK

Model 996.1 Carrera 2
Year 1999
Acquired November 2015



It was the last race of the year. I was excited about Combe, as we had been very competitive at the previous race, Brands Hatch. I decided to

qualify on new slicks, as overtaking at Combe is very difficult. This proved to be the correct decision, as I ended up with my best qualifying time of the year, front row – but in 2nd, not pole – for the first race, and 4th for race two.

In the first race I thought I had a good start, but not so. I lost three places into the first corner, and ended up 5th after the first lap. The frustrating part now was the top three were starting to pull away, and I was stuck behind 4th place car Mike Price. As mentioned, Castle Combe is difficult to overtake, so I decided to pressure Mike as hard as possible in the hope he would make an error. Three laps later coming out of Quarry, Mike spun.



I was now in 4th, but the front three were long gone. I was struggling with tyres from pushing so hard, so I tried to settle into a rhythm. All seemed fine until it was about five laps to go, and I noticed Pete Morris catching quickly. Pete had started the race on brand-new slicks and clearly used them to good effect. With two laps to go he was right behind me, and pushing hard. I held my lines though, and ended up with a 4th place.

I was cross with my previous start, so was very fired up for race two. The lights went green and I got an excellent start; the car just hooked up. As I changed into second gear I was alongside Craig Wilkins, who had started in 2nd. Then, would you believe it, I selected fifth gear instead of third – great start destroyed – and I ended up in 6th at the first corner, again behind Mike. The good news was the car felt great and was working well on the tyres.

Two laps later Mike got baulked slightly by Pete coming out of the Esses, which allowed me a run on him up to Tower. I had the inside of the corner and was into fifth. Shortly after, the leader Mark Sumpter span, so I was into fourth, and all over the back of Pete. I was clearly fast, as opposed to the previous race, but could I find a way past? To complicate matters Mark was recovering from his spin, had overtaken Mike and was all over the back of me (above). Try as I might, and making sure I did not leave the door open for Mark, I could not get past Pete. I spent the final five laps of the season bumper to bumper in a three car race for 3rd. I was disappointed not to get on the podium at Combe – I had a brilliant weekend of close racing and over the season have worked up to the front of the grid. All I have to do now is try and sort some sponsorship for 2018 so I can chase those podiums!



Kyle Fortune
Warwickshire, UK

[@kylefortune205](#)

[@Kyle_Fortune](#)

Model 993 Carrera 2
Year 1994
Acquired December 2014



After driving the mega-mileage Carrera in the last issue I was determined to use the 993 a bit more

frequently. As ever, my good intentions quickly vanished, as a combination of being stupidly busy with work, as well as with my family, means it's languished in the garage for a few more weeks.

Those good intentions were banished as much by paperwork as anything else, as I did get as far as taking the Carrera out of the garage and parking it on my drive. The plan was to use it for some work trips, a few hundred miles or so there and back. I was just about to leave when I remembered that the MOT must be due, so a bit of frantic checking had me discover it was, and it was overdue.

Now, tempting as it would be to drive it without its annual test certificate it's



just not worth it. A few hours of phone calls to get a booking that day proved fruitless, so sadly I popped it back in the garage to be driven another day. When that might be, I've no idea, but I've got plans for it next month, so long as life doesn't get in the way again.

Still, all is not lost. As you'll read in the coming months I've been lucky enough to get in some interesting 911s other than my own. Now if only I had the means to buy that Carrera featured last issue, I'd run it as a daily driver, any weather, all-year round.



Lee Sibley
Bournemouth, UK

@lee_sibs

Model 996 Carrera 4S
Year 2002
Acquired April 2017



Regular readers to this column will know I'm the 11th owner of A911 HCM. Not that you'd tell from looking at it: the car was (and still is)

absolutely immaculate. It just goes to show those who overlook cars simply due to the high number of owners recorded on its accompanying logbook could well be missing out, exemplified further by the one-owner C4S example I viewed at the same time as the car I bought earlier this year. Even if I'm being kind, it was absolutely hanging by comparison.

Anyway, I documented my escapades in buying A911 HCM online at **total911.com**, exploring the world of high-owner cars and my recent experiences in it. As it happens, one of the ten previous custodians of my car read that very article and got in touch. Mr David Hancock enlightened me as to some parts of the car's history I was unaware of, helping me build an even better picture of the car's past.

I mentioned before how the C4S has a Sports exhaust (it says so on the Certificate of Authenticity, plus I checked the back boxes) yet there's no switch for it on the dashboard. Specialists were none the wiser in regards to providing an explanation, yet David came to the rescue, informing me the car was fitted with an early Porsche Sports Exhaust – the car is a 2002 model – which doesn't come with a manual switch. Instead, the exhaust flaps are activated by speed, which David changed by modifying the circuit board, ensuring the PSE on my C4S is always in 'loud' mode, exactly how I like it. David also put the private 'plate on the car, which remains to this day, and fitted a lower temp thermostat. I particularly enjoyed his tales of taking the 996 on road trips through the Black Forest to the Geneva Motor Show. I even found out he named the car Petra!

I'm incredibly grateful to David for getting in touch and illuminating some more of my car's past. It all helps with the car's substantial history file that will prove as useful to the next owner



one day as it does to me now. I've been passed information regards the owners before and after David, so I plan on making contact with them, too, to find out even more about this cracking 911 I'm lucky enough to own. Thanks so much for getting in touch, David!



Rob Clarke
Bristol, UK

@rob911_ltl

@Rob996LTL

Model 996.1 Carrera 4
Year 1999
Acquired February 2014



Well last month I had that dilemma of 'do I keep my car?' Well I still have it, and I have made progress with respect to the suspension. I have

swapped back to my 17-inch black rims. I've only managed a few trips but the car is noticeably better. I even got my wife to drive it to see what she thinks, and apart from a white van man trying to force us into a drystone wall as he was on our side of the road, she felt it was better.

Interestingly, on tyres, we have changed the P Zeros on our Macan early, as we have never found that the car handled as well as the one we drove at the Porsche Experience Centre. We have opted for all-season tyres, the Pirelli Scorpion Verde.

Since my 996 has been garaged more than not recently I have treated it to a cover just to keep the dust away from it. It will get a full week's worth of use next week, and even though I was quite negative towards it last month, I am actually looking forward to using it! Also, if you follow Porsche news, the Sport Turismo was launched recently. We were invited to Bristol OPC to see the launch, but there was another special there, one of the new British Legends 911s – this was the Nick Tandy car, which is a GTS C4 with a few trick bits on it! Nice!





Dana Pawlicki
Maplewood, New Jersey

Model 993 Carrera
Year 1995
Acquired May 2007

Model 991 Carrera S
Year 2013
Acquired March 2013

Model 930 3.3
Year 1986
Acquired April 2014

Model 964 Carrera
Year 1994
Acquired June 2014

Model 930 Targa
Year 1988
Acquired April 2015



This past month brought about the return of my 1986 930 from its top-end engine build. The team at Protosport did a top notch job

as always. Aside from rebuilding the top end, they replaced my SSI exhaust, which was starting to rot out as it was not stainless steel. They also replaced my clutch for a lightweight unit with a more aggressive uptake. I also had them do an R134 air conditioning conversion with a new compressor. All the work came to nearly \$20,000, which is another reminder that fixing things the right way does not come cheap.

First of all, visually the new exhaust (and wastegate) looks much better, with gleaming silver pipes replacing the corroded black steel. Secondly, I had a very good chance to spend some time with the vehicle, as I needed to make the 200-mile drive to Delaware for winter



storage. The car ran like a fine watch the entire trip, and the newly working air conditioning was a nice change. The new exhaust sounds very good with a nice 'popping' sound on overrun, but it no longer has the 'hell's vacuum' suction sound effect I had previously mentioned, which would startle other motorists on the road. Finally, the clutch now has a much more aggressive uptake and feels much livelier – similar to a lightened flywheel. That said, the clutch pedal is now much heavier, and after 3.5 hours of rush-hour traffic I really felt it in my calf muscle. All in all an excellent job, and hopefully the car is now good for another 50,000 miles, but it does make me a little sad that the beast has been tamed a bit!

In other news, I attend the H2O International car show every year in Ocean City, Maryland. Much to everyone's surprise, the show was cancelled last minute by the organisers, but promised to return next year. However, thousands of car enthusiasts



still flocked down into town despite its cancellation. I'm guessing it was actually a record crowd!

For those readers less familiar with H2O, it is the US version of Wörthersee. While it started as a gathering of air-cooled VW enthusiasts, it grew to expand to modern VW, then Audi and then it morphed into a gathering of all German marques. The last few years has also brought a JDM import crowd (which I won't comment on). The show has its fans and detractors but, love it or hate it, there is no doubt it's the biggest display of modified German cars you will ever see this side of the pond. Saturday brought a number of informal gatherings, including one for Porsche which I drove my 930 Targa to. As you can see from the pictures, there were some great 911s from every decade. I have included a few of my favourites, including a 964 with colour matched HRE wheels, a GT2 with gold wheels and a great plate expressing its owner's view on saving the manuals!



Joel Newman
London, UK

Model 996 Turbo
Year 2003
Acquired April 2014



Last month I wrote about my desire to sort out some of the more problematic areas of my Turbo's paintwork using a Dodo Juice Spin

Doctor Rotary Polisher and a selection of Britemax compounds I'd bought recently. Unfortunately, things didn't quite go to plan, so if you're reading this expecting to see some pretty shots of my 996 gleaming and looking fantastic again I'm sorry but I'm going to have to disappoint!

As can be the case with any older high-performance car, you try and fix one thing – in my case a couple of areas of paintwork and replacing the secondary air pump – and a different problem decides to rear its ugly head. In this instance it was the friendly emergence of yet another boost leak.

Thankfully it appears to be more of a slow puncture-type leak, I'm guessing a split hose somewhere, rather than the catastrophic blow-out type, so I was able to continue my journey without the need of a recovery service. In fact, with the car only managing to boost to 0.3 bar there were certainly similarities not too far off the driving experience of my old C4, quite enjoyable in a funny kind of way, and notable because, dare I say it, the linear power delivery is more exploitable.

But even though the boost leak was frustrating, especially where it happened rather than on the far less exciting roads closer to home, it's not a significant problem, and one that is to be expected with a car of this age and mileage.

What I need to do now is work out first where the Turbo lump is losing boost pressure. I'm hoping it's a hose rather than something more serious



like an intercooler issue. Then I'll need to talk to some people in the know and work out what needs replacing. I know from previous experience that often you shouldn't just replace just one hose. After all, if one's getting old and splitting then the chance is they all are, so we'll have to see what the future holds in terms of what I need to do.

Hopefully by next issue I'll have fixed the leak and will have a chance to give it a good polish too. Maybe...



David Grover
Harpenden, UK

@propertypetrolheads

Model 991 Carrera S
Year 2014
Acquired March 2016

Model 997 Cup
Year 2014
Acquired December 2016



I said last month was quiet Porsche-wise, and this month has been even more so, although it has been peppered with a very special experience.

Earlier this year I thought to myself that I should make an effort to try and drive a race car on as many F1 or GP circuits as possible while I can, and hopefully I still will be able to do for a good few years yet. I put this plan into place the other week by renting a Radical SR3RS to drive the Dubai Autodrome circuit. A good friend of mine has been living out there and recommended the company who run his Radical, so we planned a day to coincide so we could get out on track together.

It is very hot still in Dubai currently and with daytime temperatures still

hitting the high 30s, track time is limited. I had tried to get onto Yas Marina as well, but all I could do there was a single-seater experience behind a pace car, which didn't excite as much as an open pit lane drive. Track days are really more winter-related activities out there because of the heat, and Yas becomes more accessible again after the year end – and of course the finale F1 season event in November. That's one for the future now I know how to go about it.

On arrival it's a very different track experience to the UK. There are less cars for one, and cars have teams of local engineers on hand to fettle them, especially for rental customers like me. The garages are already hot before any cars start up. I went out first with the instructor driving, then me for a few laps with him watching and after two complete laps got the thumbs up to go solo and have a great day.

The equipment on track there was varied, a few 911s of course (in fact, a lovely new GT3 RS driven by a local lad). I must admit the slowest RS I have ever seen on a track, but I guess a lot of driving experience in the Emirates is straight-line stuff. The Radical was so quick even in my novice hands, and only more experienced Radical drivers were going faster than me after 30 minutes or so. Having rented the car, I decided apart from my own pit stops to refuel with water as it was so hot, I would keep going and going to try and improve my times,

lines and build up some finesse, stopping off to just get the minimum breather before going back out.

The only thing to watch out for that you won't see in the UK is sand, as it blows onto the track and can be as slippery as a wet road, or even ice! It was immense fun and a track I would love to try my Cup car on, or even better, someone else's Carrera Cup car! After so many laps I lost count, it was sadly time to call it a day. I left with the belief that I now knew the track a bit better and could focus on detail next time given the chance, and the reminder just how good the Radical SR3RS is as a track day weapon, wherever you are in the world.

Positive Porsche news beyond all my expectations at my London car club that you often hear me chat about, their latest acquisition is a new Miami blue 991 GT3, which has got my heart instantly buzzing. I might have to take a day off to make the most of it before the roads get too slippery. It looks awesome in the pictures and I will share my thoughts after I drive it, compared to the other lovely stock they have in the toy box.

I am pleased to say that my Cup car is nearly on the full mend, though too late to enter the Birkett Relay that I wanted to drive in at Silverstone later this month with a few colleagues. I will think about a track day or two to bed it in and make sure all is well for 2018 before its winter blanket arrives and it gets tucked up till the spring.



Sean Parr
Harpenden, UK

@inveloveritas

Model 912
Year 1967
Acquired November 2014



I have written before that I am a fanatical cyclist and I have been incredibly lucky riding around the world in some of the most beautiful

places. This month I have been riding in the Italian Alps. Based in Bormio, we rode the Gavia pass and, most importantly to us here, the amazing Stelvio pass.

But this isn't 'Living The Cannondale Legend', rather it's about Porsche, and while the Stelvio is a target for many to go driving, I was riding. As I was climbing from Bormio to the top of the Stelvio, I was overtaken by three early longhood 911s: two 1972 white 2.7 RSs and an orange hotrod – and what a sound they made! Absolutely incredible. I passed them while they stopped off for photos, and then when I was at the top of the Umbrail pass they came roaring up. I took some pics of them on the hairpin up to the Stelvio (the not so pretty side).

My trip took me down the Umbrail, and I wasn't feeling at all well. I got to the restaurant halfway down with my friends (a bunch of mates from home in Bowral, Australia) and left them to ride down the Umbrail and then up the pretty side of the Stelvio. I rode back up, very slowly as I was by now violently ill and feeling absolutely dreadful.

The great news was that I saw the three 911s hammering down the Umbrail, having taken off up the Stelvio and heading back to do the long route down. They looked like they were having a ball. I stopped and watched them for a couple of hundred metres coming down the curves and hairpins, and listened to the amazing sounds that were coming out of their engines.

I managed to get back up to the top of the Umbrail and then headed down to Bormio. It was decided that I must have suffered some sort of altitude sickness as I was 100 per cent fine back down at Bormio.

Getting home, I'd sent the photos of the 911s to Jonno and he said that the orange car belonged to Darren from the popular Porsche classics forum 'Die Deutschen Klassiker'. It's a seriously well-built hotrod which is well covered on DDK if any readers want a closer look.

It actually turns out there's a DDK European Tour every year and I'd bumped into it on the Stelvio. Maybe next year I'll be in the 912 with the big boys rather than on my bike!





Richard Klevenhusen

Rio de Janeiro, Brazil

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

@richardkle



From 19 to 29 October we held the Village Classic Cars, the most luxurious classic car event in Brazil, which takes place at the Village

Mall. In addition to the Porsche brand, we had the participation of several other brands. This event is organised by the Porsche Club of Rio de Janeiro and Veteran Car Club and was attended by 130 cars. This is the fifth time we have organised an exhibition at the Village Mall. Each year it grows, and has become a national reference among the main exhibitions in the country. We received 20,000 visitors from all over Brazil during the ten days of exhibition. It is always a great pleasure to organise this exhibition because it allows us to find Porsche collectors from all over the country.



Tony McGuiness

San Diego, USA

@tonygt3rs

@tonymcguinessgt3rs

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



In previous columns I have mentioned the weekly Secret Car Club gathering. If you recall, I mentioned that the SCC has faced challenges of inappropriate behaviour, as have many cars and coffee events.

Within the last six months, the car club's gatherings were twice put on hiatus because of car owners causing enough problems that the California Highway Patrol received complaints.

Sadly, the Secret Car Club founders decided to declare the gatherings over, as they felt it no longer had the 'same vibe' it once had. I actually felt it was

only a couple of people who had acted irresponsibly, and fortunately other members did too.

So while the original founders stepped out of the Secret Car Club, other members quickly stepped in, and formed a new entity called 'Rancho Santa Fe Cars and Coffee'. I am happy to say that with the new name not much else has really changed.

The atmosphere has actually become more relaxed than previous gatherings, and people seem to be very well behaved and enjoying the Saturday gatherings once again. Of course 911s continue to be well represented as always, with new and interesting Neunelfers turning up each week.



Chris Wallbank

Leeds, UK

chris_wallbank

@chrisjwallbank

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



This month I was commissioned to shoot the fitment of an Akrapovic exhaust to a stunning example of 991.1 Carrera 4 GTS.

Anyone who has come across Akrapovic exhausts before will know they are an absolute work of art made from full titanium.

It's something that looks like it should be on display in a glass cabinet rather than on a car, which makes them a dream to photograph. The real selling points of these exhausts is the huge 8.8 kilogram reduction in weight from the stock system, and a power increase of 18bhp. The acoustics are great too, giving what is already a great sounding car an



even more aggressive, raw sound with plenty of pops and crackles!

The only frustrating thing about these exhausts is that they don't produce one for my Gen1 997 C2S, only Gen2s onwards. If they did, it would certainly be on my shopping list! Maybe it's a good reason to upgrade to a Gen2 997?





SELECTION

MODEL CARS
CLOTHING
ACCESSORIES



FREE SHIPPING
from 150 € purchase*

* Except for tubchair & furnitures - Only to France, Belgium, Germany, Netherlands and Luxembourg.

PORSCHE SPECIALIST

MODEL CARS

1 : 18	 911 Carrera RS 2.7 1973 1 / 18 49.95 €	 911 Turbo Cabriolet 1987 1 / 18 64.95 €	 991 GT3 R n°540 Daytona 2016 1 / 18 94.95 €	 917 / 20 n°7 Hockenheim 1973 1 / 18 169.95 €	 Cayman GT4 Clubsport 2017 1 / 18 169.95 €
	 917 LH Martin n°3 Le Mans 1970 1 / 43 22.95 €	 917 K Gulf n°2 Daytona 1971 1 / 43 22.95 €	 956 LH n°3 Le Mans 1983 1 / 43 22.95 €	 904 / 4 GTS n°62 Le Mans 1965 1 / 43 59.95 €	 924 Carrera GTS n°40 Monte Carlo 1979 1 / 43 59.95 €
1 : 43	 935 J n°6 DRM Zolder 1980 1 / 43 59.95 €	 996 GT3 RS n°75 Le Mans 2001 1 / 43 59.95 €	 991 GT3 MK II 2017 1 / 43 59.95 €	 Sauter Bergspyder Ollon-Villars 1957 1 / 43 89.95 €	 934 / 5 n°0 Laguna Seca 1977 1 / 43 89.95 €

CLOTHING / ACCESSORIES

 Cap Porsche Crest 29.95 €	 Men's T-shirt Porsche 917 n°21 Martini 49.95 €	 Men's Polo Porsche Crest 69.95 €	 Men's Jacket Gulf Washed 129.90 € 89.90 €	 Men's Porsche Leather Jacket 550.00 € 399.95 €
 Mug Porsche Motorsport 19.90 € 14.90 €	 Calendar Porsche Race Lab 2018 40.24 € 34.95 €	 Porsche Martini Umbrella 79.95 €	 Backpack Porsche Motorsport 129.90 € 129.90 €	 Porsche Watch 911 Turbo Classic 590.00 € 399.95 €

AND MUCH MORE

 Classic Keyrings	 Watches / Chronographs	 Bags / Luggages	 Posters / Postcards	 Books
 Pins / Stickers	 Tubchairs	 Perfumes	 Mugs / Glasses	 Car Care Products



SELECTIONRS.COM

PREMIER PORSCHE

Everything you need for your 911

Data file

Full specs, ratings and market values of every 911, including both generations of 997, can be found beginning on page 86



Plus

■ Showroom

Looking for a new 911? The classifieds from our independent specialist partners are a great place to start your search

■ Servicing & tuning

Get the very best from your Porsche 911 with the help of our selected performance and maintenance specialists

■ Porsche lifestyle

Helping you make the right lifestyle choices to complement you and your 911. Don't just drive Porsche, live the brand, too

■ Insurance & finance

Get your Porsche covered with the best insurance deals for road and track to ensure happy, safe motoring

HEXAGON CLASSICS

Renowned for specialising in the world's finest cars, Hexagon Classics has an impressive new home. Total 911 pays a visit to its London showroom

Written by **Chris Randall** Photography by **Dan Pullen**

Anyone familiar with Hexagon Classics' previous home in Fortis Green, North London – a site that had served them well for around five years – will know what a Mecca it was when it came to fine Porsches. If you were in the fortunate position of being able to view and buy the very best 911s, then this was the place to come. We have a particular fondness for the site, as it was the setting for our very first **Total 911** Awards back in 2015. But, a successful business like this one doesn't stand still and, back in March 2016, a new chapter in the company story began when it relocated to a new site a short distance away. We couldn't wait to find out how it went, which is what brings us to East Finchley for a chat with head of sales, Jonathan Franklin. The first question we put to him is why make such a move? "It was actually a really logical decision for us, and meant that we'd not only have more space, but also be able to expand the business and bring more of our skills together under one roof. We already owned the new site and had done for years – we leased the site to a BMW dealer for two years before reclaiming it – and we had taken the decision to close our showroom in Knightsbridge, so bringing everything together in the one place made sense."

And, as Jonathan goes on to explain, being so familiar with the layout of their new home, and the fact that it was a short distance away – just 10

minutes or so on foot – meant that the move itself wasn't too difficult. "Basically, we just drove all the cars down there, which made for a pretty impressive sight, and the whole thing probably only took us a few days." One thing we can say for sure is that having had an opportunity to take a tour of Hexagon's new home, visitors are going to be very impressed with what they find, and it's not just the sense of space that you'd expect from the more expansive location. Not only does it now house a Lotus dealership, but their stock of classic Porsches and other exceptionally fine cars sit alongside wonderful displays of art, an aspect of the business that's all thanks to Racheline Michaels, wife of Hexagon founder, Paul. With 35 years of interior design expertise she has brought together some of the world's best artists and designers. This means that as well as buying a wonderful car you can also purchase everything from ceramics and sculpture to fine art, furniture and photographs. An unusual collaboration? Perhaps, but it works superbly well in the new setting and perfectly complements the breathtaking array of automotive perfection that readers of this magazine love so much.

"We've certainly had some great feedback from customers and visitors," says Jonathan, "and not just because of the way the new place is furnished. You'd expect that from someone of Racheline's talents, but they've been blown away by just how nice the ➔

Company profile

Owner: Paul Michaels

Opened: 1963

Location: East Finchley, London

911 most popular with buyers: At the moment, the 997

Rarest 911 sold: RHD 964 3.8 RS (one of just two made)

Interesting fact about the business: Paul had a Formula 1 team in the early 1970s called Hexagon. The driver was John Watson, coincidentally owner of a 1973 Carrera RS

Contact

☎ +44 20 8348 5151
hexagonclassics.com





Fine art and fine cars complement each other perfectly at Hexagon





Porsche motoring heritage occupies the floor as snapshots from Hexagon's own history aligns the surrounding walls



whole environment is. From the lighting and clever use of glass to the music in the background, it just all comes together to feel really special." We can't help but agree. Thanks to the displays of pictures spread throughout, it's equally fascinating to be able to peruse all of Hexagon's rich automotive history. It's a real showcase for the company, and one that could almost be considered as having a museum quality about it. Although, make no mistake, the business of selling cars remains front and centre of what Hexagon is all about.

Speaking of business, the new location is far from being just about appearances. Staffing has increased from around a dozen at Fortis Green to more than thirty, including three technicians dedicated to working on nothing but Porsches, plus more bodies specialising in the other marques that grace the spotless showroom. Visitors will also discover a body shop and full restoration facilities, along with fabrication and engine shops – "We always had these, but lack of space meant we couldn't always make the most of them" adds Jonathan. Impressive indeed, but turning our attentions back to selling cars, there's

one further question we were keen to ask, and it was around the matter of 'off-market' sales that seem to be a growing part of the business. "That's certainly true, and while it's something we've always done we are seeing an increased amount of sales being undertaken this way. Having been in this business for so long, both Paul and I have built up an extensive

"Exceptionally fine cars sit alongside wonderful displays of art"

range of contacts, and we've found that more and more customers are choosing to buy through word of mouth and via recommendations, so many cars don't actually appear in the showroom or on the website at all. It's an aspect that's developed over time, although there has been notable growth in this direction, and we're exporting cars all over the world. Issues such as currency fluctuations and political uncertainty have led to some cooling in certain parts of the classic car market, but it's not as much as some industry

commentators would have you believe. We're still very busy."

Our time with Jonathan is almost up, but there's one last question – what does the future hold for Hexagon in its new home? "We've got ideas about how we want to develop things, and it's very much our intention to make the place a real destination for

enthusiasts. We've previously spoken about the potential for a restaurant, for example, and that's something that's still very much in mind, but we want that side of things to grow naturally with our existing business. Selling wonderful cars is still the bedrock of what we do, and that will never change, but I can

promise that some exciting developments are in the pipeline... watch this space."

Speaking as someone who always enjoyed the intimate feel of the previous site – not to mention the automotive treasures it contained – the idea of larger premises could have been mildly unsettling, but we needn't have worried. This is Hexagon Classics on a bigger, better scale and that's something to be savoured. We wonder whether there's any room in the **Total 911** budget for some fine art... **911**



4

COUNTRY ADVENTURE

Sept 20 - Oct 2, 2018

ALL INCLUSIVE

\$11,995 Per Person, Dbl Occ



- * Drive the all new Porsche 911 on the Autobahn
- * Explore Germany, Austria, Switzerland & Italy
- * Enjoy luxurious hotels, gourmet food & fine wine
- * Go behind the scenes with Porsche in Stuttgart
- * Drive 3 of Switzerland's most famous alpine roads
- * Luggage truck included to transport your luggage
- * Pre-programmed navigation for freedom & flexibility
- * All airport transfers, taxes and gratuities included




AUTOBAHN ADVENTURES
Luxury European Driving Tours



THE LEADING HOTELS
OF THE WORLD®

702.997.7675 | autobahnadventures.com

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 2018 Q1 will be January. The review for 2017 Q3 was September.



Ratings

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



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	130hp @ 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

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	160hp @ 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

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	180hp @ 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	125hp @ 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



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	130hp @ 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

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	230hp @ 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/V15 R 9x15-inch; 235/50/V15

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	300hp @ 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/V16 R 8x16-inch; 225/50/V16

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	180/188/204hp @ 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/V15 R 7x15-inch; 215/60/V15

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	158
Engine capacity	2,994cc
Compression ratio	10.3:1
Maximum power	255hp @ 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/V16 R 8x16-inch; 225/50/V16

(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	130hp @ 6,200rpm
Maximum torque	173Nm @ 4,600rpm
0-62mph	8.4sec
Top speed	132mph
Length	4.163mm
Width	1.610mm
Weight	1,080kg
Wheels & tyres	F 5.5x15-inch; 185HR R 5.5x15-inch; 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	110hp @ 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	140hp @ 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	170hp @ 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	2,195cc
Compression ratio	9.1:1
Maximum power	155hp @ 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	165hp @ 6,200rpm
Maximum torque	206Nm @ 4,200rpm
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	130hp @ 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	190hp @ 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	210hp @ 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	165hp @ 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	173hp @ 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	210hp @ 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	197hp @ 6,000rpm
Maximum torque	255Nm @ 4,200rpm
0-62mph	6.3sec
Top speed	145mph
Length	4.291mm
Width	1.610mm
Weight	1,093kg
Wheels & tyres	F 6x15-inch; 185/70/R15 R 7x15-inch; 215/60/R15



(I & J series) ★★★★★

930 3.0 1975-77

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

Production numbers	2,850
Issue featured	157
Engine capacity	2,994cc
Compression ratio	6.5:1
Maximum power	260hp @ 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 6x15-inch; 185/70/R15 R 6x15-inch; 215/60/R15



(I & J series) ★★★★★

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

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

(I & J series) ★★★★★

Carrera 3.2 1984-89



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

Production numbers	70,044
Issue featured	148
Engine capacity	3,164cc
Compression ratio	10.3:1
Maximum power	231hp @ 5,900rpm
Maximum torque	284Nm @ 4,800rpm
0-62mph	5.6sec
Top speed	152mph
Length	4.291mm
Width	1.775mm
Weight	1,210kg
Wheels & tyres	F 7x16-inch; 195/65/VR15 R 8x15-inch; 215/60/VR15 (16" for '89)

(I & J series) ★★★★★

930 SE 1986-89



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

Production numbers	50 (UK only)
Issue featured	146
Engine capacity	3,299cc
Compression ratio	7.0:1
Maximum power	330hp @ 5,500rpm
Maximum torque	432Nm @ 4,000rpm
0-62mph	4.6sec
Top speed	173mph
Length	4.291mm
Width	1.840mm
Weight	1,335kg
Wheels & tyres	F 7x16-inch; 205/55/VR16 R 9x16-inch; 245/45/VR16



(I & J series) ★★★★★

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	450hp @ 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; 235/45/2R17 R 9x17-inch; 255/40/2R17

(I & J series) ★★★★★

Speedster 1989



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

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



SERVICING · REPAIRS · RESTORATIONS · BACKDATING · TRACK/RACE

Independent Porsche specialists providing bespoke builds on classic Porsche's.

Established over 20 years, catering for all tastes and budgets.

All 911 models catered for.



Unit 58, Weights Lane, Redditch B97 6RG

Tel 01527 591992 / 0845 621 1911 | www.pro-9.co.uk

email pro-9@pro-9.co.uk | Pro9Porsche | Pro9Porsche



+44 (0)1296 663 824
www.rpmtechnik.co.uk
 Tring, Hertfordshire, UK

SALES | SERVICE | TRACK | RESTORATION



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	330hp @ 5,500rpm
Maximum torque	432Nm @ 4,000rpm
0-62mph	4.6sec
Top speed	173mph
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 upgraded and LSD standard.

Production numbers	340
Issue featured	126
Engine capacity	3,164cc
Compression ratio	10.3:1
Maximum power	231hp @ 5,500rpm
Maximum torque	284Nm @ 4,800rpm
0-62mph	5.9sec
Top speed	152mph
Length	4,291mm
Width	1,650mm
Weight	1,160kg
Wheels & tyres	
F	6x16-inch; 205/55/VR16
R	7x16-inch; 225/55/VR16

964 Turbo S 1992-93



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

Production numbers	81
Issue featured	108
Engine capacity	3,299cc
Compression ratio	70:1
Maximum power	381hp @ 6,000rpm
Maximum torque	490Nm @ 4,800rpm
0-62mph	4.6sec
Top speed	180mph
Length	4,250mm
Width	1,775mm
Weight	1,290kg
Wheels & tyres	
F	8x18-inch; 225/40/ZR18
R	10x18-inch; 265/35/ZR18



964 3.8 RS 1993

Identifiable by lightweight Turbo bodyside, 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	300hp @ 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 bodyside, 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	285hp @ 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	300hp @ 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	300hp @ 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	360hp @ 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	420hp @ 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	250hp @ 6,100rpm
Maximum torque	310Nm @ 4,800rpm
0-62mph	5.7sec
Top speed	162mph
Length	4,250mm
Width	1,652mm
Weight	1,450kg
Wheels & tyres	
F	6x16-inch; 205/55/ZR16
R	8x16-inch; 225/50/ZR16

★★★★★
964 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	250hp @ 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	6x16-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	70:1
Maximum power	320hp @ 5,750rpm
Maximum torque	450Nm @ 4,500rpm
0-62mph	4.5sec
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	265hp @ 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



★★★★★
964 RS 1991-92

120kg saved by deleting 'luxuries' and fitting magnesium CP 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	260hp @ 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	250hp @ 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 calipers. Suspension lowered by 20mm.

Production numbers	1,437
Issue featured	120
Engine capacity	3,600cc
Compression ratio	11.3:1
Maximum power	360hp @ 5,500rpm
Maximum torque	520Nm @ 4,200rpm
0-62mph	4.8sec
Top speed	174mph
Length	4,250mm
Width	1,775mm
Weight	1,470kg
Wheels & tyres	
F	8x18-inch; 225/55/ZR18
R	10x18-inch; 265/35/ZR18

★★★★★
964 Anniversary 1993-94



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

Production numbers	911
Issue featured	112
Engine capacity	3,600cc
Compression ratio	11.3:1
Maximum power	250hp @ 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	157
Engine capacity	3,600cc
Compression ratio	11.3:1
Maximum power	250hp @ 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	272hp @ 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	272hp @ 6,000rpm
Maximum torque	330Nm @ 4,600rpm
0-62mph	5.5sec
Top speed	166mph
Length	4,245mm
Width	1,735mm
Weight	1,420kg
Wheels & tyres	
F	7x16-inch; 205/55/ZR16
R	9x16-inch; 245/45/ZR16

★★★★★
993 GT2 1995-96



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

Production numbers	173
Issue featured	131
Engine capacity	3,600cc
Compression ratio	80:1
Maximum power	430hp @ 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	8x18-inch; 235/40/ZR18
R	11x18-inch; 285/35/ZR18

★★★★★
993 Turbo 1996-98



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

Production numbers	5,937
Issue featured	147
Engine capacity	3,600cc
Compression ratio	80:1
Maximum power	408hp @ 5,750rpm
Maximum torque	540Nm @ 4,500rpm
0-62mph	4.3sec
Top speed	180mph
Length	4,245mm
Width	1,795mm
Weight	1,500kg
Wheels & tyres	
F	8x18-inch; 225/40/ZR18
R	10x18-inch; 285/30/ZR18



★★★★★
993 Carrera S 1997-98

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

Production numbers	3,714
Issue featured	118
Engine capacity	3,600cc
Compression ratio	11.3:1
Maximum power	285hp @ 6,100rpm
Maximum torque	340Nm @ 5,250rpm
0-62mph	4.1sec
Top speed	168mph
Length	4,245mm
Width	1,795mm
Weight	1,450kg
Wheels & tyres	
F	8x18-inch; 225/40/ZR18
R	10x18-inch; 285/30/ZR18

★★★★★
993 Turbo S 1998



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

Production numbers	345
Issue featured	115
Engine capacity	3,600cc
Compression ratio	80:1
Maximum power	450hp @ 5,750rpm
Maximum torque	585Nm @ 4,500rpm
0-62mph	4.1sec
Top speed	186mph
Length	4,245mm
Width	1,795mm
Weight	1,583kg
Wheels & tyres	
F	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	300hp @ 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	7x17-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	320hp @ 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	94:1
Maximum power	462hp @ 5,700rpm
Maximum torque	620Nm @ 3,500-4,500rpm
0-62mph	4.1sec
Top speed	196mph
Length	4,450mm
Width	1,770mm
Weight	1,440kg
Wheels & tyres	
F	8x18-inch; 235/40/ZR18
R	12x18-inch; 315/30/ZR18

★★★★★
Gen2 996 C2 2002-04



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

Production numbers	29,389
Issue featured	136
Engine capacity	3,596cc
Compression ratio	11.3:1
Maximum power	320hp @ 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	320hp @ 6,800rpm

Sales debate

Why aren't Cabriolets as valuable as Coupes or Targas?



If you want open-top 911 motoring, a 911 Cabriolet is your answer. But why isn't the model revered in the marketplace?

It took Porsche some 19 years to develop a 911 that truly offered fresh-air motoring. Although we know the company tested a 901 Cabriolet prototype from the car's inception in 1963, issues regarding safety and chassis rigidity put a soft-top 911 to bed, the 911 Targa subsequently offered by way of compromise instead.

By 1983 though, a 911 Cabriolet was deemed possible, the first models of which were assigned to the last of the SC production year. From that moment onwards, there has always been a Cabriolet option in the 911 range alongside the Targa (which changed from a removable hood panel to a retracting glass roof for 993, 996 and 997 generations), plus, of course, the Coupe.

Especially when it comes to the classic models, there's surely no better way to hear that willowing air-cooled flat six than a Cabriolet from a driver's point of view, while the relatively low build numbers of Cabriolets compared to Coupe and Targa models should in theory hold sway with collectors. Yet the reality is somewhat different: browse the classic marketplace and you'll find that, in general, Cabriolet 911s just don't command the same values as the 911's other aforementioned body styles. So why is this?

Paul Stephens, proprietor at the eponymous independent Porsche specialists based in Essex, UK, believes the Cabriolet was always at odds to the purpose of the 911. "A Porsche 911 was originally conceived as a driver's car in Coupe form, with rear-wheel-drive, a manual gearbox and a design that is still instantly recognisable today. An equally iconic open-top design followed shortly after in the form of the Targa, which, in line with the Coupe, still looks distinctive today. The 911 Cabriolet was only put into production some 20-years later to satisfy a niche in the market that Porsche hadn't yet captured. For me, the styling always looks a little fussy compared to the Coupe, or even the Targa for that matter. Although it provides open-top motoring, it tends to be avoided by the 911 purist because in their eyes, it isn't an iconic design like the Coupe or Targa, hence earning the reputation as the runt of the litter," he says.

Autofarm's Josh Sadler agrees the Cabriolet isn't rated as highly by purists, and offers further insight as to why the Cabriolet has its drawbacks: "Firstly, they lack the rigidity of the Coupe, and are more likely to be prone to wind and leaks. They are a little less refined in that respect as a driver's car. In terms of values I suppose there are some that don't perceive a Cabriolet as pure or as attractive as a Coupe, and they aren't the best basis for a race car – although several people have tried! Surprisingly they can be more practical in some senses though – there's more headroom in the back of a Cabriolet with the roof stowed!"



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	381hp @ 7,400rpm
Maximum torque	385Nm @ 5,000rpm
0-62mph	4.5sec
Top speed	190mph
Length	4,435mm
Width	1,770mm
Weight	1,380kg
Wheels & tyres	
F	8.5x18-inch; 235/40/R18
R	11x18-inch; 295/30/R18



Production numbers	682
Issue featured	156
Engine capacity	3,600cc
Compression ratio	11.7:1
Maximum power	381hp @ 7,400rpm
Maximum torque	385Nm @ 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



Production numbers	1,563
Issue featured	132
Engine capacity	3,600cc
Compression ratio	9.4:1
Maximum power	450hp @ 5,700rpm
Maximum torque	620Nm @ 3,500rpm
0-62mph	4.2sec
Top speed	191mph
Length	4,291mm
Width	1,830mm
Weight	1,590kg
Wheels & tyres	
F	8x18-inch; 235/40/R18
R	11x18-inch; 295/30/R18



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

Production numbers	8,533
Issue featured	3
Engine capacity	3,596cc
Compression ratio	11.3:1
Maximum power	325hp @ 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; 235/35/R18
R	11x18-inch; 295/30/R18



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	355hp @ 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



Production numbers	19,201
Issue featured	159
Engine capacity	3,600cc
Compression ratio	9.8:1
Maximum power	480hp @ 6,000rpm
Maximum torque	620Nm @ 1,950rpm
0-62mph	5.000rpm
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

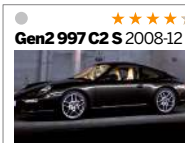


Essentially a 997 Turbo but with rear-wheel drive only. Had a more track-orientated suspension and brake setup, with GT3-style interior and extra power.

Production numbers	1,242
Issue featured	127
Engine capacity	3,600cc
Compression ratio	9.0:1
Maximum power	530hp @ 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	8x19-inch; 235/35/ZR19
R	12x19-inch; 325/30/ZR19



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



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

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



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



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



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

The Finest Covers for Your Porsche



Custom made and ready to ship covers for all Porsche models

- Indoor, UltraSoft Stretch, from £99
- Indoor Custom made, from £145
- Outdoor breathable 4 layer fleece lined, from £112
- Outdoor Custom Waterproof, from £295
- Waterproof & Breathable covers, from £175

CarCoverShop

Online database for the perfect cover at
www.carcovershop.co.uk Tel: 01780 749449

ADVERTISE IN TOTAL 911 TODAY!

Want to advertise in the renowned first choice for everything 911?

Call today on **01225 687463**.

Find out more about advertising with Future on www.futurepic.com.



Total
911



★ ★ ★ ★ ★
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	325hp @ 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	
R10x18-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	355hp @ 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	
R11x19-inch; 295/30/R19	



★ ★ ★ ★ ★
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	415hp @ 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 bodyshell of the Carrera S. 20kg of weight saved from GT3 thanks to carbon engine cover and rear wing, and plastic rear window.

Production numbers	1,106
Issue featured	156
Engine capacity	3,600cc
Compression ratio	12.0:1
Maximum power	415hp @ 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 8x19-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 @ 4,200rpm
0-62mph	4.6sec
Top speed	187mph
Length	4,435mm
Width	1,852mm
Weight	1,425kg
Wheels & tyres	
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	

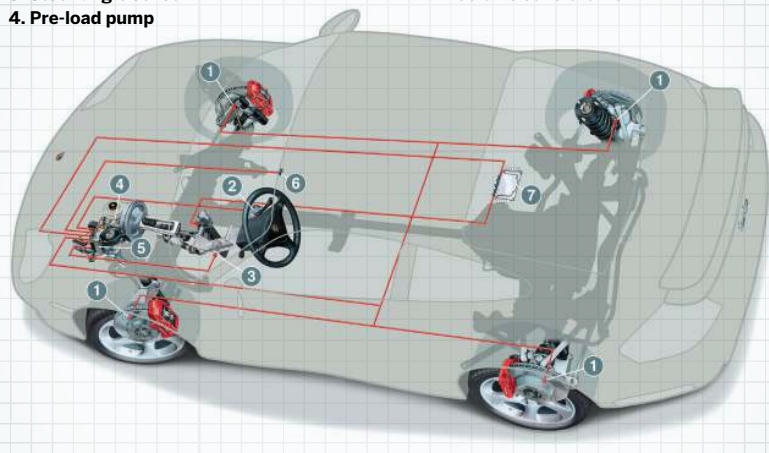
Technology explained

004 PORSCHE STABILITY MANAGEMENT

Total 911 explains how the PSM system keeps your Porsche 911 pointing in the right direction, no matter what you throw at it

1. Wheel-speed sensor
2. Integrated yaw-velocity and transversal-acceleration sensor
3. Steer-angle sensor
4. Pre-load pump

5. Hydraulic aggregate PSM 5.7 with pressure sensor and control unit
6. PSM switch
7. Motronic control unit



With the unveiling of the 996 Carrera 4 in 1998, Porsche introduced PSM, an electronic stability control system aimed at making sure your 911 headed in the right direction even when you overstepped the mark. Since becoming a universally adopted standard feature in 2003, PSM has been steadily developing, resulting in the system we now experience in the latest 991s.

Rather than a single system, PSM is actually an umbrella term for a range of electronic controls, all working together to ensure maximum stability. Myriad sensors are monitored, with wheel speed measured courtesy of the ABS sensors. Engine speed, throttle position, lateral acceleration, yaw (the car spinning around a central axis) and steering wheel position measurements are also recorded, enabling the PSM system to calculate the actual direction of travel at all times. From this data, the PSM system can undertake preventative action should the car start understeering or oversteering. If the front end starts to slide, the PSM light will start to flash and the inside rear wheel is braked automatically to help the car turn tighter.

Conversely, if the rear end steps out, the outside front wheel is selectively braked to provide rear end stability. In Sport Plus mode, the PSM threshold is increased, allowing a greater slip angle to be achieved. PSM also makes use of an Automatic Brake Differential (ABD) to improve traction. This brakes the spinning wheel if traction is lost, transferring power to the wheel with more grip. Traction can also be controlled via a standard traction control system, where the engine's ignition is reduced to lower the power output momentarily. On PDK models, the PSM system can also influence gear changes to maintain stability.

The ABS system is also controlled under the PSM umbrella and remains active even when PSM is turned off via the centre console button (as does the ABD). When turned off, the PSM controls will automatically re-engage if one of the front wheels requires ABS assistance (in Sport Plus mode, both front wheels require ABS assistance before PSM is re-engaged). This ensures that, even during exuberant driving, the PSM is also primed to keep you out of trouble.



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 12x20-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	3.3sec
Top speed	193mph
Length	4,545mm
Width	1,880mm
Weight	1,420kg
Wheels & tyres	F 9.5x20-inch; 265/35/ZR20 R 12.5x21-inch; 325/30/ZR21

991.2 Carrera 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; 245/35/ZR19 R 11x19-inch; 295/30/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



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



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

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



997 Turbo S 2011-13
A standard 997 Turbo but more power and higher level of standard equipment including PCCB, centre-lock wheels, crested sports seats and Sport Chrono Plus.

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



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

Production numbers	Unknown
Issue featured	137
Engine capacity	3,436cc
Compression ratio	12.5:1
Maximum power	350hp @ 7,400rpm
Maximum torque	390Nm @ 5,600rpm
0-62mph	4.8sec
Top speed	179.6mph
Length	4,491mm
Width	1,808mm
Weight	1,380kg
Wheels & tyres	F 8.5x19-inch; 235/40/19
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; 245/35/20
R	11x20-inch; 295/30/20



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	4,454mm
Width	1,852mm
Weight	1,430kg
Wheels & tyres	F 9x20-inch; 245/35/20
R	12x20-inch; 305/30/20



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 8.5x19-inch; 245/35/20
R	11x20-inch; 305/30/20



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

Production numbers	Unknown
Issue featured	115
Engine capacity	3,800cc
Compression ratio	9.8:1
Maximum power	560hp @ 6,500-6,750rpm
Maximum torque	700Nm @ 2,100-4,250rpm
0-62mph	3.1sec
Top speed	197mph
Length	4,506mm
Width	1,880mm
Weight	1,605kg
Wheels & tyres	F 8.5x20-inch; 245/35/20
R	11x20-inch; 305/30/20



991 Anniversary 2013-14
Exuberantly styled Carrera S with wide body and generous spec. Many styling cues inside and out taken from original 901. Powerkit only came as standard spec in US.

Production numbers	1,963
Issue featured	112
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	400hp @ 7,400rpm
Maximum torque	440Nm @ 5,600rpm
0-62mph	4.5sec
Top speed	188mph
Length	4,491mm
Width	1,852mm
Weight	1,420kg
Wheels & tyres	F 9x20-inch; 245/35/20
R	11.5x20-inch; 305/30/20



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; 245/35/20
R	11.5x20-inch; 305/30/20



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; 245/35/20
R	11.5x20-inch; 305/30/20



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; 245/35/20
R	11.5x20-inch; 305/30/20



991.2 Carrera 4 2016-
New 9A2 turbocharged engine fused with all-wheel-drive running gear, now electro-hydraulically controlled. Distinguishable by wider body and full-width rear brake light.

Production numbers	In production
Issue featured	133
Engine capacity	2,981cc
Compression ratio	10.0:1
Maximum power	370hp @ 6,500rpm
Maximum torque	450Nm @ 1,700-5,000rpm
0-62mph	4.1sec
Top speed	181mph
Length	4,499mm
Width	1,852mm
Weight	1,480kg
Wheels & tyres	F 8.5x19-inch; 235/40/19
R	11.5x19-inch; 295/35/19



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; 245/35/20
R	11.5x20-inch; 305/30/20



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; 245/35/20
R	11.5x20-inch; 305/30/20



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; 245/35/20
R	11.5x20-inch; 305/30/20



As 991.2 Carrera GTS but with PTM four-wheel drive electrically controlling drive between both axles (rear always driven). Red connecting strip on rear.

Production numbers	In production
Issue featured	151
Engine capacity	2,981cc
Compression ratio	10.0:1
Maximum power	450hp @ 6,500rpm
Maximum torque	550Nm @ 2,150-5,000rpm
0-62mph	3.8sec
Top speed	193mph
Length	4,528mm
Width	1,852mm
Weight	1,515kg
Wheels & tyres	F 9x20-inch; 245/35/20
R	12x20-inch; 305/30/20



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	153
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; 245/35/20
R	12x20-inch; 305/30/20



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

Production numbers	Not specified
Issue featured	160
Engine capacity	3,800cc
Compression ratio	9.0:1
Maximum power	700hp @ 7,000rpm
Maximum torque	750Nm @ 2,500-4,500rpm
0-62mph	2.8sec
Top speed	211mph
Length	4,549mm
Width	1,880mm
Weight	1,470kg
Wheels & tyres	F 9.5x20-inch; 265/35/20
R	12.5x21-inch; 325/30/21



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; 245/35/20
R	11.5x20-inch; 305/30/20



991 Carrera T
Purist take on the 991.2 Carrera with 20kg of weight saved and regearing of 7-speed manual gearbox. Same 370hp engine as Carrera, PDK gearbox optional.

Production numbers	limited
Issue featured	160
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	183mph
Length	4,499mm
Width	1,808mm
Weight	1,410kg
Wheels & tyres	F 8.5x19-inch; 235/40/19
R	11.5x19-inch; 295/35/19

CHARLES IVEY

SPECIALIST CARS LTD

*In London for over 45 years
and now also in Surbiton*



160 Hurlingham Road
Fulham, London SW6 3NG



Ivey House, Hollyfield Road
Surbiton, Surrey KT5 9AL

info@charlesivey.com **020 7731 3612** www.charlesivey.com

WORRIED ABOUT EXPENSIVE PORSCHE REPAIR BILLS?

15 years
ONLINE

30 DAYS
MONEY BACK
GUARANTEE

95%
POSITIVE
FEEDBACK

TRIPLE
AWARD
WINNING

Auto
EXPRESS
RECOMMENDED

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

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

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

Quentin Willson
Designed by **Quentin Willson**



QUENTIN WILLSON'S VIDEO GUIDE

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

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

Terms and conditions apply. Accurate at the time of printing.



Get a Quote Online
warrantywise.co.uk



Call us on Freephone
0800 678 1675



Warrantywise

Simply the Best in the Business



Porsche 911/934 Tribute

- 934 Jagermeister Tribute
- Jagermeister Orange Livery
- Low Mileage

Call us on 01653 697722 **£POA**



Porsche 911 2.7 RS RHD

- Lightweight
- Very Famous
- Incredible History

Call us on 01653 697722 **£POA**



Porsche 964 Turbo

- In Stock Now
- Marine Blue
- High Spec

Call us on 01653 697722 **£POA**



Porsche 993 C4S

- In Stock Now
- Very Rare Car
- Arctic Silver

Call us on 01653 697722 **£POA**



Porsche 911 2.4T

- In Stock Now
- Slate Grey
- Full Nut & Bolt Restoration

Call us on 01653 697722 **£POA**



Porsche 997 Turbo

- Tiptronic
- Midnight Blue
- Low Mileage

Call us on 01653 697722 **£POA**



Porsche 993 C2

- In Stock Now
- Arena Red
- Low Mileage

Call us on 01653 697722 **£POA**



Porsche 911 2.7S

- In Stock Now
- Summer Yellow
- Very Low Mileage

Call us on 01653 697722 **£POA**



Porsche 993 C4 Cabriolet

- In Stock Now
- Guards Red
- Cabriolet

Call us on 01653 697722 **£POA**



Porsche 993 Cabriolet

- In Stock Now
- Arctic Silver
- Low Mileage

Call us on 01653 697722 **£POA**



Porsche 911E 2.0 RHD

- In Stock Now
- Right Hand Drive
- Tangerine

Call us on 01653 697722 **£POA**



Porsche 993 RSR

- In Stock Now
- Cup Homage
- Signal Orange

Call us on 01653 697722 **£POA**



Porsche 964 C4 Cabriolet

- In Stock Now
- Basalt Black
- Very Low Mileage

Call us on 01653 697722 **£POA**



Porsche 928 GTS

- In Stock Now
- Amazon Green
- Tiptronic

Call us on 01653 697722 **£POA**



Porsche 964 Turbo

- In Stock Now
- GP White
- Low Mileage

Call us on 01653 697722 **£POA**

WWW.SPECIALISTCARSLTD.CO.UK





HEXAGON CLASSICS



PORSCHE 911 3.3 TURBO CABRIOLET, 1989
Jet Black with Linen Leather, piped black, G50 gearbox
30,250 miles only



PORSCHE 911 3.2 CARRERA SPORT TARGA, 1986
Guards Red with Black Porsche logo interior
34,200 miles only



PORSCHE 930 TURBO COUPE, 1987
Grand Prix White with Maritime Blue Leather, piped white
48,450 miles only



PORSCHE 997 CARRERA SPORT CLASSIC, 2010
Sport Classic Grey with Espresso Nature interior
Just 22 miles only



PORSCHE 928 S4 GT 5.0 MANUAL, 1989
Baltic Blue metallic with Linen & Marine Blue Leather
43,300 miles only



PORSCHE 997 CARRERA 4 GTS COUPE, MANUAL, 2011
Meteor Grey metallic with Black Full Leather
7,670 miles only

Porsche sales preparation and restoration by factory-trained technicians

Over 100 cars on display at our London showroom

82-92 Great North Road London N2 0NL. Main switchboard: 020 8348 5151

● Please visit www.hexagonclassics.com to find out more ●

HEXAGON CLASSICS
since 1963

We are actively seeking similar cars to purchase
- contact Peter Smith +44 (0)7900 244744

For Sales call Jonathan Franklin 07522 911911
or Jonathan Ostroff 07801 629270

HENDON WAY MOTORS



2010 PORSCHE 997 GT3 RS 4L

FOR COLLECTORS OF MODERN ART



PORSCHE 993 C2 TARGA-TIPTRONIC - 1996



PORSCHE 991 C2S CABRIOLET - 15K MILES



PORSCHE 997 GEN II GT3 RS 4.0 - 2011



PORSCHE 964 CARRERA 4 COUPE - 1989

See all of our cars at www.hendonwaymotors.com

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



Porsche Club
Great Britain



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

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

Porsche Club GB benefits

Porsche Certificate of Authenticity
High quality monthly magazine
Comprehensive events calendar
Club insurance scheme
Members' discounts

Regions & Registers
Race Championship
Valuation service
Factory visits
Trackdays

Join Us

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

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



[porscheclubgb](https://www.porscheclubgb.com)



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

Patron: Dr Wolfgang Porsche



 911 RENNSPORT



Perfection

E: PAUL@911RENNSPORT.CO.UK T: 01602 651 337 M: 07501 973 911 (PAUL)
COTSWOLD BUSINESS VILLAGE, MORETON-IN-MARSH, GLOUCESTERSHIRE, GL56 0JQ

911RENNSPORT.CO.UK

**PARAGON**

The Natural Choice for Porsche

01825 830424

**911 Carrera RS (964)**

Maritime Blue • Tri-Tone Leather Bucket Seats • Manual Gearbox • 17" Magnesium Cup Wheels • 93,753 km (58,595 miles) • 1992 (J)

£209,995**911 GT2 (996)**

Polar Silver • Black Leather Sport Seats Manual Gearbox • Porsche Ceramic Composite Brakes • 18" GT2 Wheels 21,725 miles • 2003 (03)

£149,995**911 E 2.2**

Silver Metallic • Black Leatherette Seats Manual Gearbox • Matching Numbers Professional Restoration • 14" Fuchs Wheels • 1971 (J)

£129,995**911 Turbo (997 GEN II)**

Carrera White • Black Leather Adaptive Sport Seats • PDK Gearbox • Ceramic Composite Brakes • Sport Chrono Pack Plus • 19,312 miles • 2010 (10)

£84,995**911 Turbo (997)**

Basalt Black • Black Leather Adaptive Sport Seats • Tiptronic S Gearbox • Sport Chrono Pack Plus • Ceramic Composite Brakes • 40,396 miles • 2008 (08)

£69,995**911 Turbo (997 GEN 1.5)**

Basalt Black • Black Leather Adaptive Sport Seats • Touchscreen Satellite Navigation • Sport Chrono Pack Plus 36,089 miles • 2008 (58)

£67,995**911 Turbo S (996)**

Seal Grey • Black Leather Seats • Manual Gearbox • Satellite Navigation • Porsche Ceramic Composite Brakes • 63,721 miles • 2004 (54)

£64,995**911 Carrera Sport Targa**

Grand Prix White • Black Leather Sport Seats • Manual Gearbox • 16" Fuchs Wheels • Porsche Certificate of Authenticity • 89,689 miles • 1988 (F)

£64,995**911 SC**

Guards Red • Tan Pascha Seats • Manual Gearbox • 15" Fuchs Wheels • Porsche Certificate of Authenticity • Electric Sunroof • 69,879 miles • 1982 (X)

£64,995**911 Carrera S (991)**

Basalt Black • Black Leather Sport Seats PDK Gearbox • 20" Carrera S III Wheels Sports Exhaust Sport Chrono Pack with Sport Plus • 55,178 miles • 2013 (13)

£62,995**911 Turbo (996)**

Basalt Black • Black Leather Seats Tiptronic S Gearbox • Satellite Navigation 18" Turbo II Wheels • 55,346 miles • 2003 (53)

£54,995**911 Carrera 4 S Targa (997)**

Carrera White • Black Leather Sport Seats • Manual Gearbox • Satellite Navigation • 19" Turbo Wheels • 54,139 miles • 2007 (57)

£39,995

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

See more of our current stock at paragongb.com

MAKELLOS CLASSICS
THE PORSCHE SPECIALIST

FULL-SERVICE PORSCHE SHOP FOR
ALL MODELS AND YEARS



THE GOLD STANDARD OF PORSCHEs

BUY, SELL, OR RESTORE YOUR CLASSIC BACK
INTO A TIMELESS MASTERPIECE

SERVICE // SALES // RESTORATION

225 Market Place, Suite B
Escondido CA 92029
Phone: (760) 300-4037
Hours: 7am - 4pm



AUTOTECHNIK
PORSCHE SPECIALISTS

ORDER ONLINE
www.allzim.com

PARTS FOR ALL PORSCHEs • LOW PRICES • FAST SHIPPING



1804 RELIANCE PKWY. BEDFORD, TX 76021 USA



FedEx UNITED STATES
POSTAL SERVICE

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

EVERY PART FOR every PORSCHE

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

Visit our Online Catalogue at
www.design911.com

E-mail us on
sales@design911.com

DESIGN 911 Centre for Porsche

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



WAYS TO BUY



IN PERSON



PHONE



MOBILE SHOP



WWW



E-MAIL

5% OFF

use online code
TOTAL9119
at checkout

DESIGN911
CLASSIC CAR CENTRE

Telephone:
+44 (0) 20 8500 8811



Porsche 911E 1970 Coupe 2.2L
Manual Gearbox, LHD, Tangerine
Orange colour code 2310.



Porsche 911SC 1983 Cabrio 3.0
Manual Gearbox, LHD, Grand Prix
White, FULL ground up restoration.



Porsche 930 Turbo Carrera 3.0
1977, Manual Gearbox, LHD,
Sahara Desert with Cork leather
interior.



Porsche 993 Carrera 2S Coupe
3.6L 1997, Tiptronic, LHD, Silver
with Black leather interior.



Porsche 965 Turbo 3.3L 1991
Coupe, Manual Gearbox, LHD,
Metallic Black with Matador Red
leather interior.

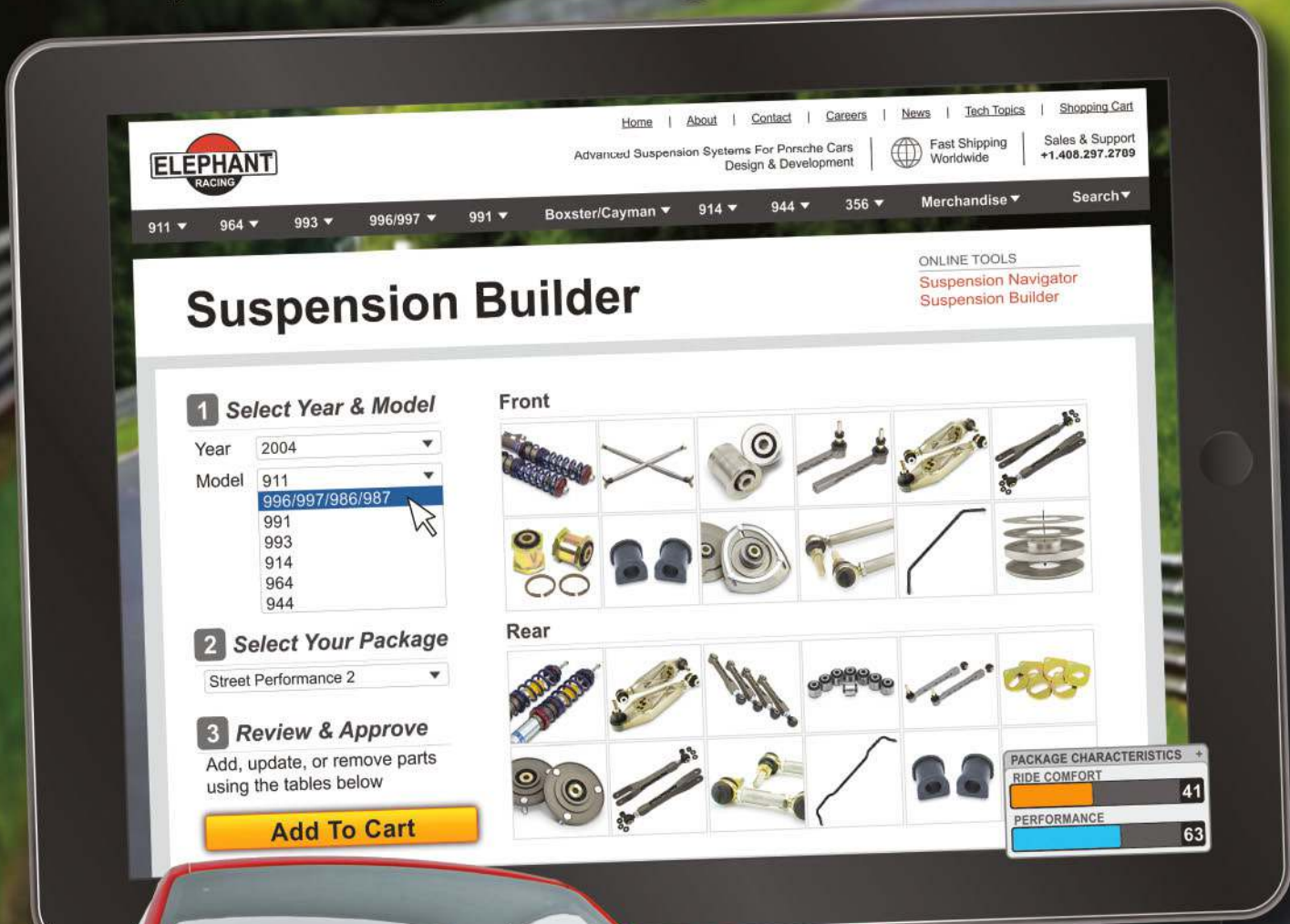
SEE OUR WEBSITE FOR A FULL LIST: WWW.DESIGN911.COM/CARS

Dansk
Official UK Distributor

51 TALLON ROAD • BRENTWOOD • ESSEX • CM13 1TG

Complete Suspension Packages

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



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



Happy Holidays

15%

15% OFF ALL RENNLINER PRODUCTS
DECEMBER 1 THROUGH 25



RENNLINE.COM

USE CODE 1225

ONLINE ONLY



ENGINE REBUILDS - ALL MODELS
GENERAL REPAIRS & SERVICING



GEARBOX REBUILDS
ALL MODELS



AIR CONDITIONING



DISC RE-FACING



TYRE SUPPLY & FITTING
WHEEL ALIGNMENT



JIG REPAIRS



RESTORATION & RESPRAYS



DAMAGE REPAIR INCLUDING
FOR ALL INSURANCE COMPANIES



WHEEL BALANCING,
WHEEL STRAIGHTENING &
RE-FURBISHMENT



TORQUE TUBE OVERHAUL
924, 944, 968, 928

RGA

LONDON'S MAJOR PORSCHE SPECIALIST

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

EMAIL BOB@RGAPORSCHE.CO.UK

ALL WORK TO THE HIGHEST STANDARD AND CARRIED OUT IN HOUSE
MON-FRI 7AM-7PM, SAT 9AM-6PM, SUN - CALL
TEL: 0207 793 1447 - ASK FOR BOB FOR BOOKING ADVICE

TARETT

ENGINEERING
Competition Suspension Components

NEW!!! 981 & 991
SUSPENSION COMPONENTS



Swaybar and Drop Link Kits

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



Monoballs and Camber Plates

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



Control Arms

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



More 981 & 991 Products!

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



WWW.TARETT.COM

(858) 674-5573

SALES@TARETT.COM



DECALS NEEDED?

PORSCHE RESTORATION DECALS, STICKERS, WATER TRANSFERS AND PLATES. THE BIGGEST COLLECTION IN THE WORLD. 959, 911, 912, 356, CARRERA GT... ANYTHING YOU NEED!

WWW.CAR-BONE.PL/SHOP



New EBS website means...



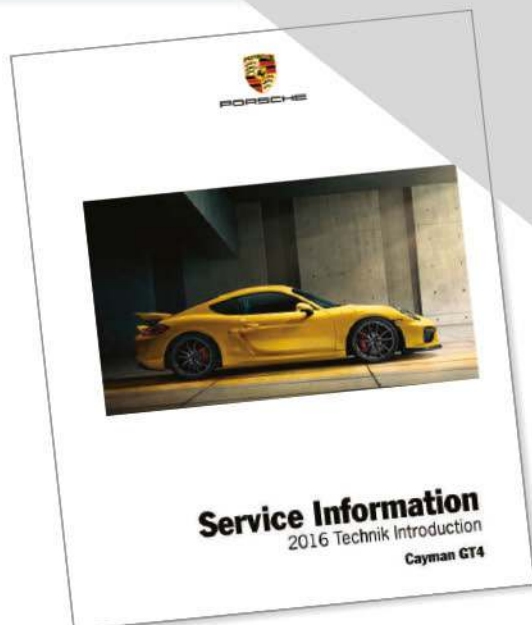
NEW Products

LOWER Prices

FREE Shipping

NO Sales Tax

2-Year Warranty



**Join Team EBS Racing
at
www.ebsracing.com**

Dealers and customers:
Subscribe to our newsletter to
see new product releases, tech
info, videos, photos and more.
Signing up is absolutely FREE!

Enter Your Contact Info

Your First Name...

Your Email Address...

SUBSCRIBE HERE

This subscribes you to our
newsletter

Join Team EBS Racing

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

Sign up at www.ebsracing.com.



EBSracing.com

email **ebsracing@aol.com**

toll-free **800-462-3774**

international **775-673-1300**

international fax **775-673-2088**

4068 S. McCarran Blvd. | Unit B | Reno, Nevada 89502



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



www.brauntonengineering.co.uk
Devon Porsche Tel: 01271 814144



ADVERTISE IN TOTAL 911 TODAY!

Want to advertise in the renowned first choice for everything 911?

Call today on **01225 687463**.

Find out more about advertising with Future on www.futureplc.com.



US. PAT. 8,992,089 B2 US. PAT. 9,416,697 B2

THE IMS SOLUTION IS NOW PROTECTED
BY TWO US PATENTS!



WHAT DO YOU KNOW ABOUT IMS BEARINGS?

- FACT 1** The M96 and M97 Engine is wet sump – the IMS is submerged in oil.
- FACT 2** Ceramic hybrid bearings only need 1cc of oil per minute.
- FACT 3** The dual row bearings used in the Single Row Pro and Classic Dual IMS Retrofit have load ratings equal to similarly sized roller bearings.
- FACT 4** The IMS Solution, US PATENT 8,992,089 B2, is the only permanent solution that backdates your IMS to work like in an aircooled flat 6 engine.
- FACT 5** With over 20,000 installations since 2008, the IMS Retrofit and Solution are trusted worldwide as the first and best.

EXCLUSIVE DISTRIBUTOR:

FAST FORWARD 
automotive

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



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



PRECISION
PERFORMANCE
SINCE 2002



TAKE YOUR PORSCHE TO THE NEXT LEVEL

Enter a new dimension with the Akrapovič Porsche 911 GT3 (991) Evolution Line. Innovative design, improved performance, and a truly captivating sound reflect Akrapovič's uncompromising quality and provide a superb driving experience. Such a small change, yet such a huge difference – that's the power of Akrapovič exquisite craftsmanship.



Porsche 911 GT3 (991) / Evolution Line

+ 10.0 kW / 8000 rpm, + 27.3 Nm / 3850 rpm, - 14.1 kg (- 36.2 %)

PERON
ENGINEERING PERFECTION

0845 68 09 342, info@peron-automotive.co.uk
www.peron-automotive.co.uk

AKRAPOVIČ



HARTECH RACE ENGINES WIN 4 TOP AWARDS 2017



PCGB C1 & C2

CHAMPIONSHIPS

& TEAM AWARD & BRSCC CA BOXSTER

CHAMPIONSHIP WITH 32 WINS, 12 PODIUMS & 100% RELIABILITY

T: 01204 302809

E: auto@hartech.org

www.hartech.org

NORTHWAY PORSCHE LIMITED

INDEPENDENT PORSCHE SPECIALISTS

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



*Repairing and servicing of Porsches
for over 20 years*

*USED PORSCHEs IN STOCK AND WANTED FOR
OUTRIGHT PURCHASE*

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



Nine Excellence

Porsche Independent Specialists



Servicing

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

Performance

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

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

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

HILLCREST SPECIALIST CARS

SPECIALIST IN PORSCHE



Service, Repair and Sales by factory-trained technicians



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

PORSCHE RELATED CHERISHED REGISTRATION NUMBERS

911ADS
REG 911E
S911 LER
POR 997T
POR 911K
1974 RS
918 MHH
993 POR
993 RUF
X993 POR
VNZ 911
964 MC

964 GC
RSR 911K
RSR 911T
RUF 911T
911 SCR
911 TYR
911 FEG
911 MSD
911 SHE
CAR232A
930 FF
XXX 911C

991 PD
911 RWS
B911 RSR
A993 XXX
P993 POR
D911 POR
911 HDL
911 WVS
996 POR
TON 997X
911VE

All on retention certificates for immediate transfer
Ideal Xmas present for the discerning Porsche owner

TEL: 07730 007 694

EMAIL: erha300@aol.com

SHOP BY MODEL

911 964 993 996 997 991 924 944 968 928 BOXSTER CAYMAN CAYENNE MACAN PANAMERA CLASSICS

WORLD LEADERS IN PARTS DIRECT PROVIDING O.E.M. SUPPLIED PARTS WHERE APPLICABLE AND BRANDED AFTERMARKET PRODUCTS

SHOP PARTS & ACCESSORIES

Latest Products
Accessories
Body & Trim Parts
Books & DVDs
Car Care & Tools
Clothing & Shoes
Gift Ideas
Interior Trim Parts
Luggage & Bags
Mechanical Parts
Motorsport Parts
Our Brands
Performance Parts
Seats & Belts
Steering Wheels
Wheels & Accessories



BODY PARTS & STYLING



CLUTCH & TRANSMISSION



SERVICE ITEMS



BRAKE KITS & COMPONENTS



LIGHTS & LAMPS



MECHANICAL PARTS

SECURE SHOPPING

EuroCup GT
PERFORMANCE & STYLE

SHOP NOW

MARTINI
RACING

SHOP NOW



BILSTEIN

SHOP NOW



adidas

SHOP NOW



TURBOSMART

SHOP NOW

SHOP BY BRAND



EuroCupGT.com

PERFORMANCE & STYLING

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



EuroCupGT Product Showcase



DISTRIBUTORS /TUNING AGENTS

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

WEBSITE & CONTACT

www.eurocupgt.com
enquiries@eurocupgt.com

Specialist Car Insurance

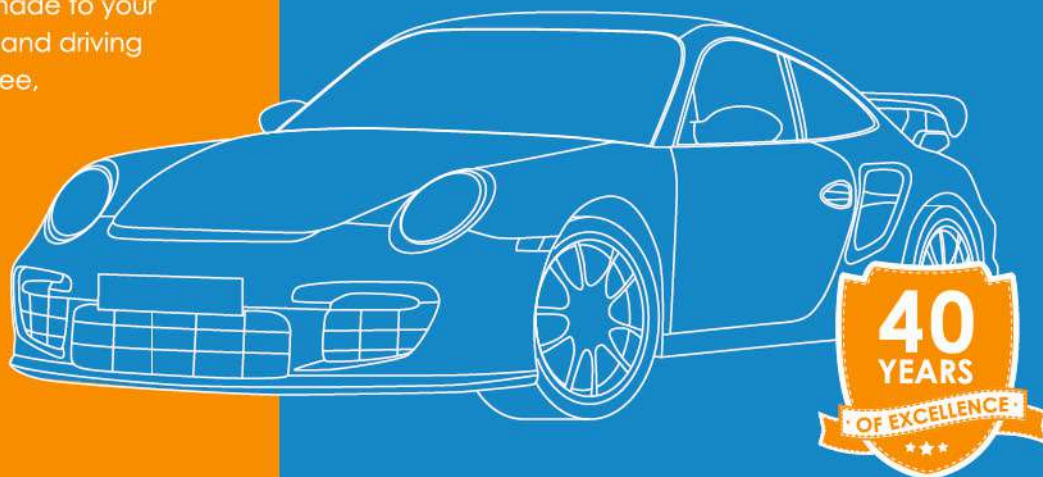
Adrian Flux know how much you love your 911, that's why we are dedicated to finding you a policy, tailor-made to your own personal requirements and driving history. Call us today for a free, no obligation quote.



0800 085 5000
adrianflux.co.uk

Authorised and regulated by the Financial Conduct Authority

YOUR PRIDE AND JOY



Benefits available can include:

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

"The Best Classic Car Insurance"

RICHARD, HANTS - JAN 2016

YOUR CLASSIC CAR INSURANCE POLICY INCLUDES:

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

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



Carole Nash, a name you can trust
0800 144 4677

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

CN
CAROLE NASH
The care it deserves

96% reevoo of customers would recommend Carole Nash
Based on reviews from July 2013 - December 2015

Opening hours in the UK: Mon-Fri 9am-7pm, Sat 9am-5pm. ¹Based on an average customer, saving 41% when compared to buying three separate Carole Nash policies. Average customer = 57 year old male with full 10 years plus NCB, driving a 1965 MG B, 1973 MG B and 1972 MG Midget. Previous multi-classic car savings from 7.2.2014 until 11.5.2015 were 28%. Up to 41% savings available from 11.5.2015. ²Terms and conditions apply - [cherished.carolenash.com/terms-and-conditions.aspx](https://www.cherished.carolenash.com/terms-and-conditions.aspx) ³Terms and conditions apply - call for details Carole Nash Insurance Consultants Ltd is authorised and regulated by the Financial Conduct Authority, firm reference no. 307243. Carole Nash is a trading style of Carole Nash Insurance Consultants Ltd, registered in England and Wales no. 2600841.

NEXT ISSUE

Issue **161** in shops and available for download from **27 December**

996 GT3 RS

Only 682 models were made of this guaranteed future classic. Get in the best example with our buyers guide before the boom in prices!



991 TARGA V CABRIOLET

Which is the best new open-topped 911, and what are the key differences?



KREMER 935

We get in the hotseat of one of the most brutal competition 911s ever made



GHOST OUTLAW

The full story of an outlaw-inspired 3.2 and its owner's spiritual journey in building it

911 DESIGN ICONS THE FUCHS WHEEL

It's one of the most recognisable designs ever fitted to a car, and has a history going back more than 50 years. Total 911 pays homage to the Fuchs wheel

A part from the 911's basic outline there's surely no other component that so instantly defines our favourite sports car. It's fair to say that few wheel designs have reached iconic status – the 'Minilite' being one, perhaps – but the Fuchs alloy rim thoroughly deserves such consideration and, like many things emanating from Zuffenhausen, it was all about improving performance of the Porsche 911.

A sure-fire way to better handling is reducing unsprung weight, and that's where lighter wheels come in. Porsche knew this of course, spending considerable time and money on developing a cast magnesium rim with specialist, VDM. It didn't work, so next stop was the company of Otto Fuchs, who were already supplying wheels for military vehicles.

Heinrich Klie and his team are credited with the initial design, one refined before entering production. Featuring a forged aluminium centre and rolled aluminium rim, the classic 'five-leaf' design made its debut on the 1966 911S. While it was notably more expensive than the steel wheels employed up to then (and complex to make, with a reputed 58-step production process) it saved a couple of kilos at each corner, and that was all that mattered. That original wheel

was just 4.5-inches wide, but as sizes grew – they'd measure around twice that by the time production ended – the relative weight saving increased, bringing ever greater benefits.

Never one to stand still, Porsche pressed on with development of other designs, including the ATS 'cookie-cutter' and the 'telephone dial' rim that became standard fitment for the 964s. However, the Fuchs remained an option, and it was the one that everyone wanted. In fact, such was the demand that by 1988 it had once again become the standard wheel for the 3.2 Carrera – offered in 15- and 16-inch

sizes – and would remain that way until production ended in 1989. It would surely have been a natural progression to refine the design and retain it

“The classic ‘five-leaf’ design made its debut on the 1966 911S”

for the succeeding 964 – only there was a problem. The Fuchs rim wasn't suitable for a car that was launched with driven front wheels and anti-lock brakes, the offset of the legendary design at odds with the geometry required for the new model. The resulting effect on stability would have affected the ABS operation, so a new design was needed, but it looked like time had been called after more than twenty years of adorning the Neunelfer. Fans were in luck, though, as it was reinterpreted for both the 997 Sport Classic and 991 50 Jahre edition. Like we said, an icon. **911**



Beverly Hills Car Club

Specialized dealer of classic European & American cars



1997 Porsche 993 Cabriolet-stock-08892

This stunning 1997 Porsche 993 Cabriolet with 60,058 on the odometer is shown here in arena red with tan interior. Clean Carfax. It comes equipped with a manual transmission, air conditioning, power windows, power steering, power seats, solid wheels, power soft top and includes the jack, spare tire and air compressor. A very presentable weekend driver that is mechanically sound.

For \$46,500



1967 Porsche 911-stock-08824

The 1967 Porsche 911 featured here is available in red with a black interior. It is equipped and upgraded with a 911T engine with a manual transmission, dual Weber carburetors and comes with Fuchs wheels. This is a very presentable car with endless possibilities. Don't miss this opportunity to climb into an early 911 ownership at a great price.

For \$39,500



1971 Porsche 911T Targa-stock-08441

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

For \$36,500



1987 Porsche Carrera Cabriolet-stock-08898

The 1987 Porsche Carrera Cabriolet shown here with matching numbers is available in its original color code #908 Grand Prix White with brown interior. It comes equipped with a manual transmission, air conditioning, power windows, soft top and includes the spare tire, jack and tool kit. The Carrera is a very desirable G50 Cabriolet which could use some light cosmetics. Mechanically sound.

For \$33,500



1984 Porsche 930-stock-08480

The featured 1984 Porsche 930 shown here is available with matching numbers and has a Certificate of Authenticity and \$9,857 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.

For \$64,500



1977 Porsche 911S-stock-08827

This 1977 Porsche 911S Coupe with matching numbers is shown here in chocolate brown with tan interior. It comes equipped with a manual transmission, air conditioning, sunroof, Fuchs wheels and includes the spare tire. Mechanically sound.

For \$24,750



1981 Porsche 911SC Targa-stock-08891

The 1981 Porsche 911SC Targa shown here with matching numbers is available in burgundy with tan interior. It comes equipped with a manual transmission with 3.0-liter engine, air conditioning, Fuchs wheels and includes the spare tire, tool kit and jack. An excellent weekend driver that could use some light cosmetics and is mechanically sound.

For \$39,500



1980 Porsche 911SC-stock-08843

The 1980 Porsche 911SC featured here in beige with grey interior comes equipped with a 2.7 liter with a manual transmission, power windows, Fuchs wheels, sunroof and includes the spare tire. The Porsche has lots of potential and could use some light cosmetics. It has had the same owner since 1993.

For \$19,950



1989 Porsche Carrera Coupe-stock-08055

The featured 1989 Porsche Carrera Coupe with matching numbers is available in its original special order color code #378 Baltic blue metallic with tan interior. It comes equipped with a manual transmission, air conditioning, power windows, power seats, sunroof, MOMO steering wheel and includes the original owner's handbook, jack and spare tire. Excellent original car in a desirable color combination. Mechanically sound.

For \$32,500



1984 Porsche Carrera Cabriolet-stock-08834

This vibrant 1984 Porsche Carrera Cabriolet with matching numbers and 73,664 on the odometer is shown here in its original color code #910 ruby red metallic with tan interior. Gorgeous color combination. Clean Carfax. It comes equipped with a manual transmission with a 3.2-liter engine, air conditioning, power windows, Fuchs wheels, soft top and includes the spare tire, jack and tool kit. A very clean and presentable weekend driver that is mechanically sound.

For \$39,500



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.

For \$54,500



1989 Porsche Carrera Targa-stock-08318

The featured 1989 Porsche Carrera Targa shown here with matching numbers and 87,538 on the odometer is available in a grey metallic with light grey interior color combination. It has had lots of upgrades and comes equipped with a 5 speed G50 transmission, 3102 superchargers, new intercooler, cold air intake, high pressure fuel pump, high performance fuel lines, 2 piece upgraded turbo rims, air conditioning, power windows, MOMO steering wheel and 930 exhaust. It also includes \$13,000 in recent service records which have been completed within the last year. This is an extremely presentable car and incredible value. Mechanically sound.

For \$39,500



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.

For \$44,500

Looking for classic or luxury sports cars?

• We buy and pick up from any USA location • Worldwide shipping



Please check our website as we have cars being delivered daily

Alex Manos, BEVERLY HILLS CAR CLUB 4576 1/2 Worth St., Los Angeles, CA 90063
T: +1 (310) 975-0272 <http://www.BeverlyHillsCarClub.com> E: sales@beverlyhillscarclub.com



Nobody Does Classic Porsche Like Us

We specialize in low mileage, limited number cars with a proven history
– with a particular focus on 911, 928, 993, 964 and 997 Gen II variants.
Porsche sales preparation and restoration by factory-trained technicians

Over 100 cars on display at our London showroom including over 40 Porsche models.

● Please visit www.hexagonclassics.com to find out more ●

HEXAGON CLASSICS
since 1963

82-92 Great North Road London N2 0NL.
Main switchboard: 020 8348 5151

For Sales call Jonathan Franklin 07522 911911
or Jonathan Ostroff 07801 629270