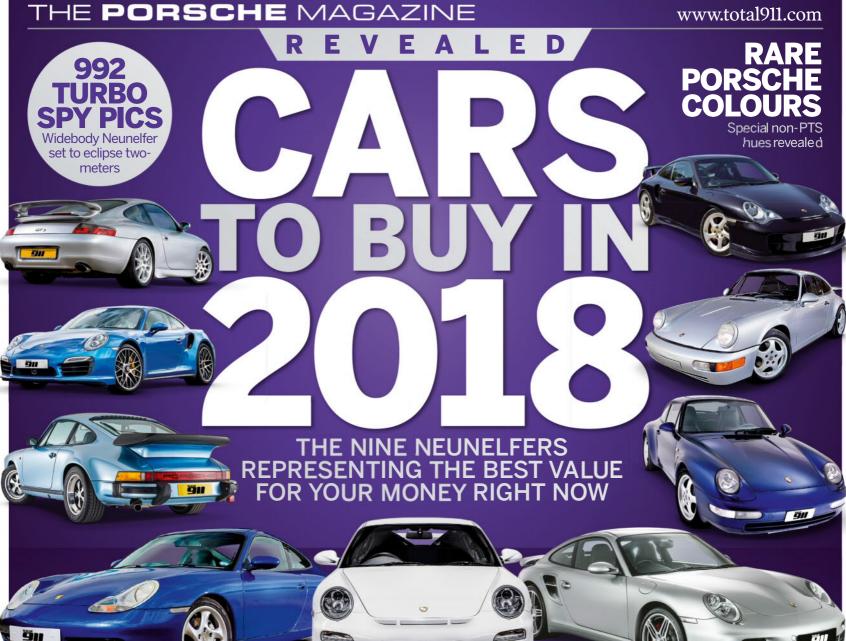


991 CARRERA VS **IEW CARRERA T**

Head-to-head test on fast roads



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93: TARGA

A radical new look, but was it any good?



- Manual 997.2 Turbo or PDK 997 Turbo S?
- Dan Gurney remembered
- Design icons: 964 active rear wing
- Real-world 911 owner reports









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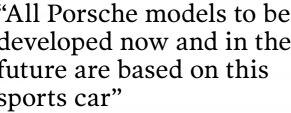
he month began with a spectacular ceremony on Porscheplatz as CEO Oliver Blume addressed a packed audience to start a year of 70th birthday celebrations for Porsche. The company plans to take its celebrations around the globe in 2018, in keeping with its truly worldwide reach: you can expect particular fanfare at Goodwood's Festival of Speed in the UK in June and Rennsport Reunion in the US in September.

It's no secret that Porsche nowadays identifies as more of a volume manufacturer than ever before, so where does the 911 fit in at Porsche going forward? Thankfully Herr Blume addressed this directly: "Although the 911 has been consistently developed in the intervening decades and enhanced many times over with new, innovative technologies, no other vehicle has managed

"All Porsche models to be developed now and in the future are based on this sports car"

to retain its original essence in the same way as the 911", he said, underlining its historical importance before continuing, "All Porsche models to be developed now and in the future are based on this sports car. As the centrepiece of the brand, the 911 has become the sports car of dreams, winning the collective heart of enthusiasts all over the world." It seems no matter where Porsche heads in future, our beloved 911 will forever be leading the charge.

This issue you'll notice we've a feature dedicated to rare (but non-PTS) Porsche colours. The names of the colours in our pictures have deliberately been left out - if you can name them all, email me with your answers, and the first three readers with a 100 per cent check-out will receive something equally special in the post from me. Answers will be revealed next issue.













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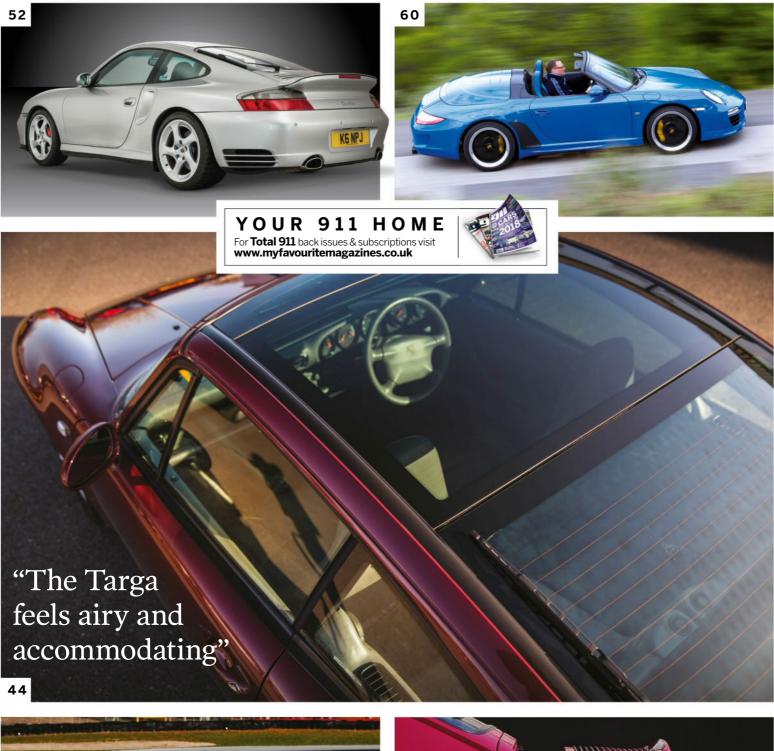
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Know your backdate from your outlaw from your Singer with our guide to custom 911s









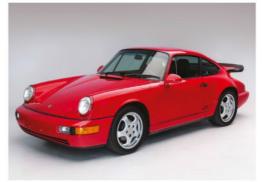




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Latest news, key dates, star products & race results from the world of Porsche







Mixed results for classic and collectable Porsche at Scottsdale

Stuttgart cars get the year off to a shaky start at auctions in Phoenix, Arizona

Used Porsche cars returned a mixed showing at the first auctions of 2018 in Scottsdale, with collectors now holding out for only the very rarest of examples. A clear case in point was lot 144 in the Gooding & Co sale, where a 2,600-mile 997.2 GT3 RS offered with no recorded track time sold for \$198,000, some way below its \$225,000 lower estimate. Porsche produced around 1,500 examples of the 997.2 GT3 RS worldwide between 2010 and 2011.

However, the Porsche sale of the weekend also took place at Gooding & Co's auction as a two-owner, 1973 2.4-litre Targa in Kelly green smashed its \$260,000 upper estimate, the hammer eventually falling at \$313,000. The car had covered just 3,400 miles. Other Porsche highlights from Gooding & Co included a 15,000-mile 993 Carrera 4S selling for \$132,000, and a sympathetically restored 1970 2.2-litre 911S which realised \$209,000.

Scores of 911 sales fell short of their lower estimates, including a 1967 SWB 911S (sold for \$209,000 with a lower estimate of \$250,000) and a 1989 Speedster, which realised \$192,000 (against a \$225,000 lower estimate). Interestingly though, Scottsdale proved a happy hunting ground for the 964 RS America, with two examples selling for \$88,000 and \$117,000. This ensured a marked rise for the US-only special, of which just 701 examples were built.

Ultimate book for 911R fans arrives

T.A.G Motorbooks has revealed the latest addition to its line of impressive publications dedicated to 911 models with the release of 911R. Printed over 384 glorious pages, 911R documents everything you needed to know about both the 1967 and 2017 R models. Priced from €387.00, the book is available in limited quantities in English or German. For more information visit tag-motorbooks.com.



Flat 6 Love Affair

Bart Kuykens' third instalment of breathtaking black-and-white photo art dedicated to the Porsche 911 is out now. Evocatively capturing the unique affinity selected enthusiasts enjoy with their 911, subjects in volume 3 include Hanz Mezger and Norbert Singer, to name but a few. Priced at €150.00, the book is limited to 911 copies (all numbered and signed) and available at barthuykens com





Busiest ever programme revealed for Club's 20,000 UK members

Porsche Club GB has released a comprehensive track day calendar for 2018. The Club has successfully run its track day programme for over 20 years, and a recent surge in popularity has seen the Club expand its schedule. Running from May through to November, the programme will see the Club visit

all four corners of the UK, including Goodwood in the south, Snetterton in the east, Anglesey in Wales and Knockhill in Scotland. All Porsche Club GB track days are classified as 'noisy' days with a maximum static noise level at 105Db apart from Brands Hatch, which will have a limit of 102Db, and

will therefore not be suitable for GT3s. Prices start from £140 for an evening session at Brands Hatch to £420 for a full day at both Goodwood and the Silverstone GP circuit. For more information on Porsche Club GB's 2018 track day calendar call +44 (0) 1608 652917 or visit porscheclubgb.com.

What's on in 2018

- Sebring 12 Hours
 March 14-17
 GTLM & GTD
 classes return to
 IMSA action after
 Daytona
- Geneva Motor Show 8-18 March First public showing of the new 991.2 GT3 RS in Switzerland
- Amelia Island
 Concours
 9-11 March
 Stellar event
 featuring notable
 car auctions returns
 to Florida
- Porsche Travel
 Experience:
 Tuscany
 5-11 April
 Seven-night wine
 tasting tour along
- FIA Spa 6 Hour 3-5 May First race of ne WEC 2018/19 'super season'



Dan Gurney 1931-2018

Decorated former Porsche racer passes away aged 86

Porsche is mourning the death of American racing driver Dan Gurney. Responsible for delivering the Swabian manufacturer's only Formula One victory, Gurney triumphed in the 1962 French Grand Prix in Rouen in an eight-cylinder Porsche 804, one of many successful races for Porsche in the 1961-62 season. Gurney later became the first of only three racing

drivers ever to claim victory in Formula One, IndyCar and NASCAR disciplines before his 'Gurney flap' invention changed the science of sports-car aerodynamics forever. Gurney passed away on 14 January in Newport Beach, California, and is survived by wife Evi – a former employee at Porsche Racing – and their six children. Gurney's full obituary can be found on page 66.



Frank Jung new head of Porsche Archive

New manager of company archives succeeds Dieter Landenberger

Porsche has revealed a new manager to look after its extensive company archives. Fittingly, Frank Jung – succeeding Dieter Landenberger, who moved to Volkswagen AG in 2017 – has enjoyed a close relationship with Porsche throughout his entire life to date. Jung's family founded Stuttgarter Karosseriewerk Reutter & Co, the former coach

builders of the Porsche 356, and latterly patrons of the Recaro sports seat.

The 40-year-old has left a role as head of its tradition division to accept his new role with Porsche, which will see him responsible for driving the digitisation of the company archives. **Total 911** looks forward to working with Herr Jung going forwards.

Porsche 992 Turbo breaks cover

Prototype reveals key developments to incoming 992 Turbo, due for launch in 2019

Total 911's spies have captured a 992 Turbo prototype in testing, showing for the first time its key visual cues over the rest of the incoming 992 range. Regular readers will note previous mules seen in public have been based on the current 991 car with tacked-on fenders, however, this latest sighting heralds a major development in pre-production of the car.

As you can see, the prototype in our pictures features a slightly different front end with a much shallower PU than the current 991. The car sports even wider fenders, taking the 911 to more than two meters in width for the first time, with squared-off quad exhausts and a revised rear wing profile. Side air intakes feeding air to the intercoolers remain, though their shape has been disguised under a camouflage wrap deployed by Porsche. The car's rear light design appears very much in line with those seen on Carrera-based 992 mules. Power will once again come from a twin-turbocharged flat six, with an expected maximum power output of around 600hp.

The new-generation Porsche 992 Carrera is set to be formally revealed at the Paris motorshow in October, with its bigger, faster Turbo brother tipped for launch in the first quarter of 2019.











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





Best RSR 6th at Daytona

Porsche battles back after two heavy collisions in opening 2018 IMSA race

Porsche missed out on the chance to crown its anniversary race at Daytona with a GTLM class win after two heavy shunts left the best-placed 911 RSR down in 6th place.

After both the #911 and #912 cars locked out the second grid row in qualifying, the #911 car of Patrick Pilet, Nick Tandy and Frédéric Makowiecki lead the race after six hours, Weissach benefitting from a brave tactical decision to not swap slicks for wet tyres during a brief downpour in Florida. With Pilet at the wheel, Porsche only relinquished the lead when pitting in for a driver swap, with Tandy taking over driving duties from the Frenchman. However, the Briton suffered an unfortunate, high-speed shunt going into Bus Stop in the eighth hour, sliding at high speed

over the wet grass before slamming into the tyre barrier. The car was dragged to the pits and put out of action for 20 minutes while the Porsche North America team fixed its RSR, which re-entered the field some 13 laps down on its rivals.

Fate would deal Tandy a cruel double blow in the race, his #911 car sliding off again in the same location during the nighttime segment of the 24-hour epic. The second slide proved largely inconsequential in the race, however, as so much time had already been lost from the earlier shunt that any real hopes of taking a class win had long since diminished.

The #911 car ended up in 8th, two places below the #912 sister car of Earl Bamber. Laurens

Vanthoor and Gianmaria Bruni, which had a much quieter race by comparison. "We gained a lot of positive experiences in preparing for the race and at the start, also in terms of the performance of our 911 RSR. Unfortunately we weren't able to implement this over the entire race distance. The result is disappointing. We had bad luck with the two impacts which cost us a lot of time. As a result, the faster car fell far behind. That was not our race," said Frank-Steffen Walliser after the spectacle, which marked 50 years since the manufacturer's maiden win at the long-distance classic in Florida. The Porsche GT team now heads to Sebring for a 12-hour race in the second round of the IMSA season on 17 March.



Porsche in special Le Mans Classic race

70 classics will take to La Sarthe for 55-minute duel

Porsche has announced plans for a special race exclusively reserved for its own historic racing cars at Le Mans Classic from 6-8 July. 70 Weissach-bred race cars will take part to mark seven decades of the Porsche brand. The race will take place on the Saturday of the three-day event, with two qualifying sessions taking place the day before.

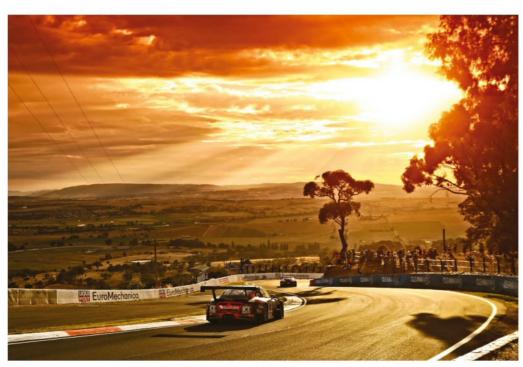
This means the single-make 'Porsche race' will feature all manner of racing cars from throughout its unrivalled history on the track, from early 1950's 356s through 2.8RSRs to those heavily clad in success at Larthe such as the 956 and GT1. Tickets for the ninth Le Mans classic are currently on sale from lemansclassic.com.



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





The long trip down to Bathurst

The Bathurst 12-Hours is one of Ben's highlights of the racing season – but arriving in good shape is as challenging as the on-track competition itself...

wing to publication schedules, I'm writing this before the Bathurst 12 Hours knowing that you'll be reading it well aware of whatever fate had in store for the Grove Racing team at Mount Panorama.

Without a race to comment on, but a lengthy trip Down Under still ahead of me, I thought I'd take time out to lift the lid on the life of an international race driver. I'm not denying that there are worse jobs to have, and I actually love travelling and discovering new places, but at my height, and with the knowledge that I have to keep myself in the right shape to do my job, there are some downsides (see picture above right!).

Bathurst is coming at just the right time to break up some of the monotony between the end of last season and the belated start to the 2018-19 FIA World Endurance Championship, which doesn't get underway until Spa in early May. It would be the same if I was racing in Dubai, Bahrain, Abu Dhabi or Daytona, but all have one more thing in common - the need to sit on a plane for several hours.

Going to Australia is something I have done many times, especially as I spent a few seasons racing out there before returning to chase a future in sports cars, but it is not the most comfortable trip. Contrary to popular belief, race drivers don't all fly business class. I've had to fold my spaghetti legs into an economy class space more than once and it can be a painful experience, particularly if the flight has no stopover. That said, this time around I am flying business class and the added luxury will be important given the job I have to do

As I have already said, I know I'm extremely lucky to be going to Australia in the first place, let alone to race a Porsche around one of the most spectacular circuits in the world, so improving how I get there is only a bonus.

The whole atmosphere of the Bathurst event is different to most of those in the WEC, which takes in a wide diversity of cultures - and thus provides different cultural challenges at almost every stop. The flight and accommodation options on offer can vary wildly between venues, and teams and drivers have to rein in their expectations and cut their financial cloth accordingly.

For this race at least, though, I'll be spoilt, as I'll be stopping in a nice hotel in Sydney for one night before heading to Mount Panorama, joining

up with my young team mate Brenton Grove and hanging out with a couple of successful endurance veterans in Earl Bamber and Kévin Estre along the way. It won't be a 'boys on tour' thing, though, as we'll be trying to chill during the heat of the day before abstaining from the attraction of bars and clubs after dark. We do have a job to

The fact that it takes so long to get Down Under does mean that I'll be making the most of the trip by taking in a cheeky five-day surf safari once the racing is done. That, at least, will make the ritual of keeping up my physical preparation a little more varied. Race weekends don't often lend themselves to maintaining tip-top condition other than the work out you get behind the wheel, although I do try to 'run the track' at most events. Australian cuisine isn't the same threat to tender race driver constitutions either so, fingers crossed, the trip will pass without too much incident.

For now, though, I've just got to remember my passport and make sure I pack the right racing kit - there would be nothing worse than turning up without my crash helmet or properly fitting boots - and then hope that I don't exceed the baggage allowance (even for business class).

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



too different: one is focused on all-out power, while the other showcases pure style par excellence. Also, their customers are very different as a result: somebody who desires a Singer won't really be interested in a car built by Ruf, and vice versa. Undoubtedly Ruf is very prestigious and a legendary marque (knowing Ruf very well, they would certainly be my preference) but on the contrary I have a great deal of respect for Singer and Rob Dickinson for his accomplishments in the recent past - mostly with his 'attention to detail'.

Oliver Solheim

All this talk of not being able to compare the two cars just makes us want to organise a mega group test! While we think you're right in that Singer and Ruf each appeal to a slightly different niche within the motoring community, they are offered at similar price points. There is also huge overlap in their respective efforts to deliver insatiable performance alongside the finest standards of fit and finish - particularly their respective later cars. Either way, both concerns showcase the Porsche 911 in perhaps its greatest and most fascinating light.



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 3rd Edition** bookazine, worth £9.99!



Modified 996 C4S

Dear Sir.

I enjoyed your recent Living the Legend article about your C4S. It's about time the 996 is getting the recognition it deserves. I own a 2005 996 C4S Cabriolet that I purchased in 2007. It has been a work in progress. I thought you might be interested in the modifications I have done over the last ten years. Aerodynamics include a Porsche Tequipment front splitter, GT3 front bumper grill and an RS rear spoiler. It sits on H&R springs and sway bars with Bilstein sport shocks, a Rennline bump steer kit and Agency Power adjustable front sway bar links, plus Rennline monoball bushings, Rennline adjustable rear control arms, Agency Power adjustable toe links, Agency Power rear sway bar links, and lower A-arm solid-thrust bushings. I've also fitted a Max Speed motorsport carbon-fibre front strut brace. As for brakes, it has front and rear brake cooling ducts from the GT department, stainless steel brake lines, plus high-performance brake fluid.



There are lots of modifications to the engine and suspension, and if you believe the claimed horsepower gains for the various modifications it should have approximately 400hp (I live in a small town in Oregon so I don't have access to a dyno). The only thing I want to add is a big brake system. The C4S is simply a tremendous car. It puts a smile on my face every time I get behind the wheel!

Steve Rogers

Great to see you've enjoyed your Carrera 4S for many years now, Steve. The saying is true, there's a 911 out there for everybody, such is the unique nature of the car and the many iterations of it. That you've built a car that appeals to you is a credit to yourself – great to note, incidentally, you've managed to extract 400hp from that flat six with no problems. Other people aren't so brave with the M96 engine.



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 2016 991 Carrera 4 GTS; it's a Carmine red model bought new in the last quarter of 2015. I have two questions for you: first, do you recommend I do a ceramic coating? Secondly, from where can I purchase a front leather bra to use on long trips to avoid stone chips?

Michael Kamsky, via email

Scott's answer: "While I don't have any experience with ceramic coatings, I can recommend Paint Protection Film (PPF), which is applied to the paint either for the complete car or just to the vulnerable areas at the front. I have seen a number of customer cars with this applied and it really does look great. In most cases the film is invisible to the naked eye and it offers great protection to the paintwork.

I also don't know about leather bonnet bras. I haven't seen one personally on a 911 since the 3.2 Carrera! There may be companies which make them, but not to my knowledge. Be sure to remove it regularly, as condensation can build and it can end up doing more harm than good

C2 GTS v Carrera T

Dear Sir,

The recent road trip in the new Carrera T was fascinating. I've not got deep enough pockets for an R and my golf swing isn't good enough to impress my [OPC's] dealer principle, so there was never a real chance of securing a GT3 Touring either. I was going to order a C2 GTS manual Coupe, but this Carrera T also appeals. You mentioned the GTS remains your pick of the current Carrera range, but why is that? There's a deposit on the line for either car here! Regards,

Jack Murdon

Great question, Jack. For us the chassis of the GTS is a better all-rounder: it's just as

engaging on the road (yet its wider, larger track yields a more direct drive and better cornering power) and is suitably equipped for track use. The Carrera T meanwhile is primarily a road car thanks to its short final drive ratio and entry-level brakes, not to mention an 80hp engine deficit, all of which will be particularly apparent on a fast, open track, Sure, the T's manual gear shift has been positively revised, but the difference is incremental over a C2 GTS. The GTS arguably has a better, more desirable spec, too, and don't forget you can delete rear seats in the GTS as a no-cost option. That's a pretty good deal for what is financially an additional 10 per cent outlay, approximately. Let us know which you go for!





What to buy in 2018?

As you'll know, the financial market is a turbulent place in which to do business at present, particularly amid the uncertainty around Brexit. There is evidence this 'no confidence' has trickled into the Porsche market, particularly with used examples. I wonder, therefore, if you can recommend any specific models us enthusiasts should be casting our eye over which you think could do well moving forward?

David Bundy

While there is a degree of financial uncertainty surrounding Britain at present, this hasn't and won't - unduly affect the prestige vehicles market. Prices remain stable for all models of 911 and, speaking with our specialist partners, the expectation is that it will stay that way and that a process of natural correction will continue after the market explosion in 2014-15. Your query regarding which models to buy is timely (watch this space) but you should know the best cars will be the ones you drive, David, regardless of their current or potential value.

63 not out

Porsche nut than I am, I'm still working towards my first 911 (not long now!). Having read the recent article about the British Legends Edition cars, I'm particularly interested in Richard Attwood and his car. I know Richard, having been involved in two Porsche driving days with him at the Porsche Driving Centre at Silverstone over the last couple of years. My wife and I travel every 18 months or so to the UK to visit her family. Richard was telling me all about his car, Nick Tandy's car and Derek's car while driving on the GT Experience day. Anyway, I've been a keen subscriber since issue 99 and have two shelves of Total 911 magazine at home - please see attached!

Eric, Australia

Superb to see you're such a loyal subscriber, Eric! We hope your collection of Total 911



issues continues to grow as the months go by. We love your comments regarding the British Legends Edition cars, too. We know Richard is very pleased to have a car built in his honour (absolutely deserved, of course) and we personally believe his is the best colour combo - only our opinion, of course!



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Total 911 presents the nine best-value Neunelfers you should buy this year

Written by Joe Williams & Lee Sibley Photography by Total 911

he used Porsche market has been on a hell of a ride, hasn't it? Shortly after the company's beloved 911 reached half a century of existence in 2013, prices began shifting dramatically upwards. It began with the halo 2.7RS, which surged massively from £300,000 to almost £1 million in a matter of months. A domino effect ensued, with other classic Rennsports shooting up first, filtering down to any model which had a flat six cooled by air. Before long, pretty well every 911 across the board had enjoyed some degree of

market appreciation, some more steeply than others. All manner of models were put up for sale at big numbers, and many didn't hang around for long.

However, for 2018, things are a little different. After the blanket boom in values of the previous four to five years, the market has slowed considerably. Certainly, the days of making a quick buck on a classic or modern-classic 911 appear to have gone. "We're now seeing a natural adjustment in prices, and correctly priced cars are still selling easily," says Paul Stephens, owner of the eponymous Essex-based Porsche specialist.

This is good news for the enthusiast, of course. Far removed from the frenetic pace at which deals were being done, today it's a buyer's market: you can now afford to take your time and do your due diligence on any potential acquisitions. Likewise, the softening in values means people are more encouraged to use these wonderful cars exactly as they were intended – by driving them.

So, there's plenty to be positive about in the 911 market right now. To prove it, **Total** 911 presents nine cars which you can buy now and drive, st fe in the knowledge its status as a future classic is assured...



996.1 CARRERA

Ah, the 996. No generation will likely ever divide Porschephiles quite like the company's first attempt at a water-cooled Neunelfer, whether it be down to its M96 engine or front-end aesthetics. You will have your own opinion here but like it or loathe it, the 996 is riding on the crest of a wave in popularity and has done for around two years now. While generally this revelation may not be news to you, what you may not have noticed is it's actually the early, first-generation cars that are currently garnering the most attention from buyers.

These narrow-bodied cars, svelte in appearance by today's standards, offer a level of performance that's usable on the public road – matched with an analogue experience not replicated in a base 911 since. The golden ticket for buyers is in fact the first model year of the 996: these MY1998 cars, identifiable by their amber indicator lenses (MY1999 switched to clear), are

commonly referred to as 'cable cars', as they are the last year of using a genuine cable throttle rather than fly by wire.

The 996 still stands alone as the most affordable 9ll and very likely will do for years to come, but prices have risen steadily since 2015 as more and more enthusiasts realise its great performance potential. As Jason Shepherd, sales executive at Paragon Porsche, confirms: "I think every 996 Carrera we've had in the past couple of years has been sold within three days of being for sale. Pristine, Al+ cars will continue their upward trend in values".

why you should buy Quite simply the best value for money 911 you're ever likely to buy.

WATCH OUT FOR Historically low prices means many are uncared for. Finding a good example will take time.

PRICE NOW £15,000+



"Like it or loathe it, the 996 is riding on the crest of a wave in popularity"



997.1 TURBO

"As a supercar you can use and take anywhere, one of these is the best place to put your money," says Jamie Tyler of Paragon Porsche. "They're a great mixture of new and 'old', and good news for the long term." Porsche's 997.1 is the last Turbo to utilise that famous Mezger engine (Gen2 cars switched to a DFI unit) and offers a far superior drive to the 996 before it - not to mention a huge leap forward in terms of interior quality. Paragon believe Genl.5 cars are the most desirable, these models boasting a much-needed update to the PCM navigation software. With 480hp on tap, the 997.1 is still ferociously fast by today's standards, and big power gains are achievable with relatively minor (and fully reversible) fettling.

"People need to reappraise the manual bias, though. For most people the better car [in terms of their lifestyle] is the Tiptronic – and it's less worrying to buy," says Jamie's Paragon colleague, Jason. While there's less to go wrong with a Tiptronic 'box, we've found the system particularly archaic compared to today's PDK systems, and the manual is rarer, too.

WHY YOU SHOULD BUY 0-62 in just 3.9 seconds.
WATCH OUT FOR Check the coolant pipes as the glue can fail.
PRICE NOW £50,000+















993 CARRERA

As the final generation of the quintessential air-cooled Neunelfer, the 993 Carrera's star will never fall. Perennially popular among Porschephiles, the 993 has recently been overshadowed in the appreciation stakes by the 964, despite the 993 boasting a far more polished drive thanks to the introduction of multilink rear suspension. "Long regarded as the pinnacle by many, this was and will always be the better car. The 993 is a very important piece of Porsche history," says Jason Shepherd.

What's more, the 993's reputation means these cars have rarely fallen into the wrong hands, so there are plenty of good examples out there. "They've never really dipped low enough in value to get purchased by individuals without the financial means of maintaining them properly," confirms RPM Technik's Darren Anderson.

Care should still be taken when inspecting a potential purchase though, as many won't have been restored as yet, despite the car having enjoyed classic status for some time. All our specialists agree a good 993 is a safe place to put your money.

WHY YOU SHOULD BUY The last bastion of the air-cooled Neunelfer. WATCH OUT FOR Corrosion, particularly at front/rear screens. PRICE NOW £50,000+







996.1 GT3

Put simply, the 996.1 GT3 is the start of a legend. As Porsche switched to water-cooling just before the start of the millennium, Weissach evolved its road-biased motorsports cars by offering a 911 GT3 for the first time, it a homologation requirement to allow Porsche to compete in the GT3 Class in International Sports Car Racing. As a result, the 996.1 GT3 showcased for the first time traits we now deem typical of the GT3 repertoire, such as a fixed rear wing, deletion of rear seats, a more focused chassis and a brilliantly direct steer - not to mention a motorsportderived flat six.

Needless to say, the 996.1 GT3 is a special car. Retaining its hallowed Mezger engine (doing away with that IMS bearing blighting the reputation of its Carrera cousins) with a lofty redline north of 8,000rpm, the first-generation 996 is also the only GT3 not to have a Rennsport variant sitting above it. On top of that, it's a rare bird – there are only 17 in right-hand drive currently in the UK – so whether you're in the

market for investment purposes or just bragging rights, this should be an early point of call.

However, do your research on the market first: "There are two submarkets within the GT3 sphere," says Hexagon's Jonathan Franklin. "There are lower-mileage cars which appeal to collectors, then there are the cars which have been used as they were designed. There is a minor gulf in prices between the two, so make sure you don't get caught out paying collector-grade money for a car that's racked up the miles on track."

WHY YOU SHOULD BUY The first of the 911 GT3 legend and the only example with no RS variant ahead of it.

watch out for Unscrupulous accident damage repair – these are track cars and their historically low residues means contact with tyre walls and subsequent bodge jobs aren't uncommon.

PRICE NOW £55,000+



997.2 GT3

While the 996.1 represents the first of the now-idolised GT3 lineage, Porsche's 997.2 arguably represents its sweet spot. Think passive rear axle, six-speed manual gearbox and glorious, mechanically assisted power steering all combining to create a scintillating driving experience, powered by a stonking flat six producing 435hp at a heady 7,900rpm. Few 91ls offer a more communicative, intoxicating drive outside of the Rennsport lineup, and the subsequent 991's bloated, tech-laden repertoire has

only served to further rose-tint the spectacles with which purists look at the last 997. As the 9ll marches towards even greater digital integration going forward, the 997.2 will only appear more classic, boosting its appeal among purists.

WHY YOU SHOULD BUY Sweet spot of the entire 911 GT3 story.
WATCH OUT FOR Crash damage, and ensure recall for MY2010 cars to fix rear hubs has been adhered to.
PRICE NOW £100,000+





991.1 TURBO S

Porsche's 9ll Turbo S is the ultimate can-do super grand tourer, offering ludicrous levels of performance in tandem with lavish comfort and class. A special-edition model typically launched at the end of the life cycle of its respective generation, for the 99l.l Zuffenhausen changed its tact, offering the Turbo S at the same time as its lesser Turbo sibling.

For a £22,000 premium over the Turbo, the S boasted an additional 40hp and a 40Nm torque boost, plus centre-lock wheels, Sport Chrono Pack, Porsche Ceramic Composite Brakes and Porsche Dynamic Chassis Control, which is active anti-roll bars to you and I. In short, the S featured a host of options that a wealthy Turbo buyer would likely spec on top anyway, so a step up to the S often made sound economic sense for customers. As a result, there are a lot of 991.1 Turbo Ss on the market, which has sent prices tumbling.

"You have to remember that these cars started at £140,000 when new, so they've already taken a whopping hit

in terms of current values," says RPM Technik's Greig Daly. Today you can expect to pay around £110,000 for a Coupe example with around 10,000 miles on the clock which, for a nearlynew 911 with 560hp on tap, represents superb value for money.

"It's a car you can just jump in, use every day and enjoy its huge power, while feeling safe in the knowledge it's pretty easy to drive," Greg continues. With the worst of that dreaded depreciation behind it, the 991.1 Turbo S is a great value modern supercar, with many still benefitting from Porsche Warranty at your nearest main dealer.

WHY YOU SHOULD BUY

Sensational modern-day performance in a car you can drive every day; lots of nice options included as standard.

WATCH OUT FOR Cars sold without warranty may not have passed Porsche's 111-point check, so have it inspected first.

PRICE NOW £110,000









911 SC

The SC's predicted rise has been on the cards for some time now. While its impact-bumper successor, the 3.2 Carrera, enjoyed a meteoric rise in values in 2014, with £10k examples trading hands for £50k almost overnight, many people have expected – even waited for, perhaps – the SC before it to follow suit. While prices have risen steadily (an average car available currently for around £30,000) the SC has so far failed to truly capture the imaginations of the wider Porsche

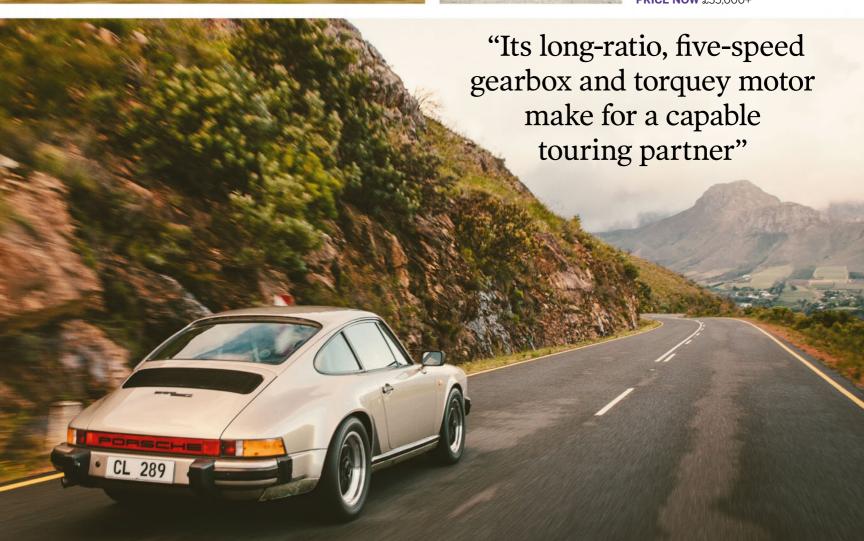


public. There is sound reasoning for this: the SC suffered a reduction in power over its Carrera 3.0 predecessor, which was only put right with later models from 1982 (look for side repeaters in the front wings).

That said, there are 10,000 less SCs in the world than the ubiquitous 3.2 Carrera, and while the SC does lack the sharpness or agility of say a 964, its long-ratio, five-speed gearbox and torquey motor make for a capable touring partner. It's the most accessible impact-bumper classic left to buy, and the SC's psychedelic colour palette – inside and out – identifies neatly with current tastes. This is a car that could still resonate with many who just maybe haven't experienced its charm first hand...yet.

WHY YOU SHOULD BUY Most accessible impact-bumper classic left to buy.

WATCH OUT FOR Rust... lots of it. PRICE NOW £35,000+



964 RS AMERICA

Marketed as a lightweight, limited edition of the regular 964 Carrera, the RSA was built by Porsche to appease US-based customers who were denied the company's bona fide 964 Rennsport due to crash test and emissions breaches. Narrow-bodied but with running gear from the 964 3.3 Turbo, the 964 RSA is identifiable thanks to its whaletail rear wing and came with just four options: a limited-slip differential, a cassette stereo, air conditioning and an electric-operated sunroof. In reality the 964 RSA is a basic-equipment 964 Carrera, but in an age where less is more – and with the 964 having enjoyed a spike in values over the last five years – the RSA has itself benefitted from a resurgence in popularity.

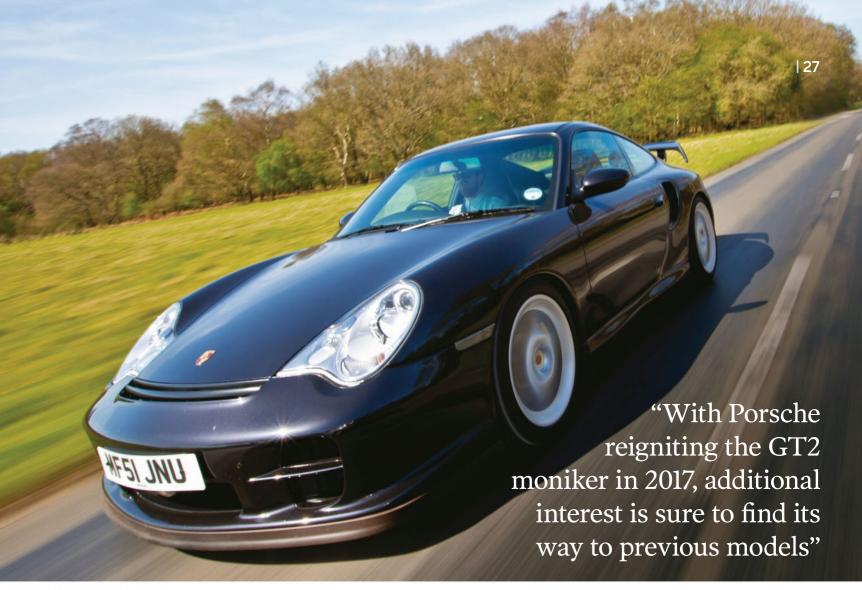
Collectors may like the fact just 701 examples were built, but pretty well all of them have been driven hard at track days and in competitive club events all over the States. Due diligence is definitely needed here, but if you're after a basic 964 that boasted limited production, look no further than the RS America.

WHY YOU SHOULD BUY Rare 964 equivalent of Porsche's 991.2 Carrera T.

WATCH OUT FOR Crash damage and poor repairs – these cars were used heavily on track. **PRICE NOW** \$80,000+











996 GT2

The 996 GT2 has been underrated for years in comparison to the 993 and 997: while the 993 is the original GT2 and perhaps the ultimate expression of the air-cooled 9ll on steroids, the 997 perfected a lot of the shortcomings blighting the 996-generation chassis. However, with Porsche reigniting the GT2 moniker in 2017, thanks to the arrival of its 991 GT2 RS, additional



interest is sure to find its way to previous models – and the 996 arguably represents best value for money right now. As Jason Shepherd tells us, "There have been many false starts with these cars. The finest, unmolested, non-crashed, UK versions of these cars are due a boost in following due to awareness of the GT2 moniker again amid growing clamour for simple, analogue cars."

However, great caution should be taken because a lightweight, 450hp car driven through the rear wheels only – with no driver aids – was always asking for trouble, and many cars duly found it. "There are so few really decent examples out there," Jason confirms, "so finding a good example may take some time."

WHY YOU SHOULD BUY Stomachchurning performance and very few driver aids...

WATCH OUT FOR Tuned examples may need a mechanical overhaul if not done properly.

PRICE NOW £110,000+



Porsche's new Carrera T can be had for a £7,000 premium over the base car – but how do the two compare? Total 911 pits them head to head to find out...

Written by **Kyle Fortune** Photography by **Alisdair Cusick**





ighter, more focused and simple. We like the sound of that here at **Total 91I**, particularly when it comes to cars. We first heard about the Carrera T some months ago and, frankly, we could barely contain our excitement. On first details it sounded exactly like the Carrera should be, even if the 'T' moniker seems a little bit contrived. The specification sounds more like a Clubsport, the T's Touring badge wrapped up in the contradictions of the car's lighter, more focused specification. Still, it fits with the Touring ethos of the GT3 at the other extreme, Porsche's naming strategy somewhat haphazard at present.

Nomenclature be damned, the Carrera T's specification makes for interesting reading. The changes, in typically Porsche fashion, are moderate in isolation, though add them up and they're convincing enough to make for a differing whole. Like the GTS above the S, the Carrera T is a box-ticking exercise in specification that enhances and improves, while at the same time cleverly adding a few unique elements that mark it out as distinct.

Porsche's message with it is 'less is more' and that it's all about the driving. Certainly its specification addresses concern in some quarters that the 9ll leans more towards the GT spectrum in 991.2 guise than ever before. Using the Carrera as its basis, the 3.0-litre turbocharged flat six develops the same 370hp as

the entry-level 91l. There's less weight, the quoted unladen weight being 1,425kg, Porsche saying that's 20kg less than a similarly specified Carrera.

There is some smoke and mirrors going on here though, the Carrera T's specification has the Miami blue car here listed at that 1,425kg, while the specification for the silver Carrera Coupe we've brought along to test against it reads 1,430kg. There's 5kg difference in it then, and even that's open to debate, as this Carrera T comes equipped with a PCM module. However, it does without rear seats, has the reduced sound deadening and the windows from the driver and passenger side out back are lightweight glass – this, like the rear seat and PCM delete, a no-cost option to have as standard.

The conventional door handles have gone, replaced by door straps that anyone of RS persuasion will appreciate. It is all enough to have people like us tied up in conversation about it for years, which is arguably the point. If Porsche is good at one thing, it's for providing its fans with a talking point. The nuances of the T's differences will be debated ad infinitum, helping create a legend, though I'll try here not to get too tangled up in them.

Sitting inside, it's impossible for me not to fail on that immediately. There's red paint in the gearknob pattern icon, the stick itself is shorter, and there are cloth centres (Sport-Tex if you must know) on the Sports Seats Plus. '9ll' is embroidered on the headrests, and there's a 360mm GT Sport steering wheel with Mode Switch for the standard Sport Chrono Package.

If you're missing the Sports Chrono clock on top of the dashboard, that's been binned thanks to weight optimisation. You can have it back for a few hundred quid but if, like me, you prefer your dashboard unadorned then don't bother. The Sport Chrono Pack retains the active engine mounts, while the Carrera T is the only sub-S Carrera that comes with the PASM Sport chassis, dropping it 10mm over the Carrera's standard PASM chassis. You can also add the option of rear-axle steering, again exclusive for a sub-S.

Spend an hour or two on the configurator as I have and you'll find all the slight differences. Specifying a standard Carrera as close as is possible to the specification of a standard Carrera T will see it surpass the Carrera T's price tag. Throw in the Carrera T's unique 'lightweight' bits and pieces and it all makes a bit more sense, the German-plated car weighing in at £89,994. That is a creep of £4,368 over its £85,576 list price – thank paint and a few other non-essential niceties like the Carrera T interior pack that adds contrasting silver stitching and door straps, but even then the closest I could get to the Carrera specification saw it rise to around £89,000 in comparison.

The silver Carrera here is close enough, being £84,891. Visually, externally it takes a keen-eyed



Porsche 911 Carrera

In			

Order no.	Model year	Vehicle	Prices*
991111	2018	911 Carrera	€ 77,891.00
981111	2010		
Individualisation			
Category	Order no.	Individual equipment	Prices*
Exterior Colour	J5	Miami Blue	£ 1,877.00
Interior Colour	TD	Sport-Tex leather interior in black	
Exterior	CWJ	PORSCHE' and model designation painted Porsche Exclusive Manufaktur	€ 279.00
		Chosen colour: Black	€ 141.00
	CAS	Model designation on doors in black Porsche Exclusive Manufaktur	N COLUMN 1970
	XAS	SportDesign front apron Porsche Exclusive Manufaktur	£ 1,676.0
	XAX	Rear lid air intake grilles painted. Porsche Exclusive Manufaktur	£ 413.0
	529	SportDesign exterior mirrors	€ 380.0
	xcs	SportDesign exterior mirror lower trims painted in Black (high-gloss) Porsche Exclusive Manufaktur	€ 203.0
Transmission / Chassis	487	7-speed manual transmission	€ 0.0
(Idigrossor) Crissor	658	Power steering Plus	€ 185.0
	QR5	Sport Chrono Package including mode switch	€ 1,271.0
	178	Sports exhaust system in black	€ 1,844.0
Wheels	433	20-inch Carrera S wheels	€ 1,010.0
Wheel Accessories	XDH	Wheels painted in satin platinum (complete) Porsche Exclusive Manufaktur	€ 716.0
Interior	858	GT - Sport steering in Leather	€ 194.0
N HELEN	P05	Sports seats Plus (4-way, electric)	£ 324.0
Interior Leather	XSC	Porsche Crest embossed on headrests Porsche Exclusive Manufaktur	£ 161.0

Total price

"including VAT - Please note the images displayed here may not be a complete and accurate representation of notes specification and so they should not be raised one. For further information on the appearance of colour, and ether contact your Porsche Centre.



money?
To find out if the Carrera T really does represent good value for money, we used Porsche's online configurator to build a base car as close to Carrera T specification as possible.
Some elements are simply not available: you cannot have the 20mm PASM Sport Chassis option that's standard on the T, nor can you have the mechanical locking differential. Then there are the door pulls, lightened rear glass and the option to remove the rear seat – or the lightened Sport Chrono pack, which does without the dash-top clock on the T. If you want Sport Chrono on a Carrera, you have to have it with the clock. The Carrera T's

the Sport Chassis, also isn't possible, so we've gone for the Exclusive front apron instead.
All in, that costs £88,565, making the T a no-brainer.



ABOVE Just like in the Carrera, a 7-speed manual 991.2 Carrera 2017 Model Year

991.2 Carrera T

2018

Engine 3,600cc

Capacity

Engine 3,600cc

ratio

Compression

 $450 \text{Nm} \ @ \ 1{,}700\text{-}5{,}000 \text{rpm} \quad \textbf{Maximum torque} \quad 450 \text{Nm} \ @ \ 1{,}700\text{-}5{,}000 \text{rpm}$ Seven-speed manual Transmission

Seven-speed manual

Suspension

Suspension

MacPherson struts; coil springs; dampers; anti-roll bar LSA Multi-link; coil sprigs;

MacPherson struts; coil springs; dampers; anti-roll bar **Front** LSA Multi-link; coil sprigs; Rear

anti-roll bar

anti-roll bar

Wheels & tyres 8.5x20-inch, 245/35 R20 11.5x20-inch 305/30/R20

Wheels & tyres 8.5x20-inch, 245/35 R20 11.5x20-inch 305/30/R20 **Front**

Dimensions

Length

Rear

Dimensions

Width Weight













"Surely the Carrera T is

more of a Clubsport, or

even a standard Carrera?

The Carrera here is

more suited to the

Touring badge, given its

more rounded nature"









spotter to notice the differences. 20-inch wheels are standard, while there's a painted-grey finish to the rear engine slats. Add some Carrera T badging in Agate grey and stripes along the flanks in the same colour, while the standard Sports Exhaust is tipped with black finishers. Sport equipment wing mirrors and a differing front lip spoiler also feature, the cumulative effect being relatively subtle.

It's winter, we've a few hours of light and no cleaning kit, so photographer Cusick and I make the executive decision for a down and dirty shoot.

If it's good enough for Porsche and its Carrera T brochure, then it's good enough for us. That, and it means more time driving, rather than messing around with freezing digits and dirty sponges. I've driven here in the Carrera, picking up the T from Porsche HQ in Reading and heading out to some familiar, enjoyable roads about 40 minutes away. All the

way down I've been musing just how sweet a package the standard Carrera is, my initial enthusiasm on hearing the T's specification slightly tempered when the full info came in regarding it. Will it be special, just different enough to justify its existence or is it a parts-bin deception to create some news? There's only one way to find out, and that's to drive it.

Let's get over the biggest difference first: the T here is left-hand drive. Driven back from the launch event in the south of France (as you may recall form Mr Sibley's first-drive excursion in issue 162), I'm sat on the wrong side today. Not that it matters. When it comes to shifting I'm genuinely ambidextrous, so the nuances here aren't because I'm using different hands, but because of the physical changes. That shorter shift lever has dropped in height enough to be seen, and the shift precision has moved up a notch because of that. It's quicker across its gate, more accurate, that shorter throw adding some sharpness to the seven-speed manual. No bad thing, the throw

in the standard Carrera isn't overly long, but jumping straight from the T into it does highlight it could be better. It's a mystery why Porsche doesn't fit the shorter stick on all manual cars.

If there's a disconnect in the 'box it's as you get further up the ratios. Even with the shorter shift in the T it's a sometimes-clumsy shift above fourth gear, coming down from a cruise in seventh often seeing you select fourth rather than sixth. Given the quality of Porsche's six-speed unit in the R, GT3 and its midengined line-up, the seven-speed manual here, while

> drastically improved from its original specification, remains an occasional frustration. You can of course have PDK if you want the ease it brings, but the T in particular lends itself to the manual transmission, even with its imperfections, and perhaps even because of them.

There's talk of shorter ratios, but the reality

is a shorter final drive, Porsche not going so far as changing the specification of the gearbox internals themselves. The numbers suggest the T is quicker to 62mph by a scant 0.1 seconds for a total time of 4.5 seconds, that more likely the result of its slight weight advantage allied to the standard fitment of a limited-slip differential. That differential makes itself felt on the road, too.

The tarmac is greasy, wet and slick, filth thrown up by the sizeable amount of agricultural traffic reducing grip and making good traction an issue. The T puts down its power that little bit more convincingly, while the Carrera's rear is squirming as it manages the difficult conditions. It's a small but noticeable difference here, the T more effective at exploiting its power, its rear better tied down, the Carrera, by comparison, being a bit wayward and haphazard.

What is also clear is how much more alert it all feels in the T. The 3.0-litre unit's character is notably



different – more distinct than in the Carrera – with an edge that suggests changes that Porsche isn't admitting to. The keenness to rev is enough to have me checking the specification to see if the flywheel has been changed from dual-mass to single. It hasn't, but the differences here, its eagerness to chase the redline and the low feeling of inertia and immediate response, suggest it has. That may be down to some ECU trickery, or simply just development, Porsche more than any other manufacturer making slight changes to its cars specifications over time which can add up to a sizeable whole. With the T it feels like something of a leap.

The acoustics are perhaps part of that revving subterfuge, the standard Sports exhaust, the lack of sound deadening, and here, seats allied to the thinner glass, making for a differing suite of notes, tones and resonance from the flat six. The Carrera sounds flat in comparison, even when, as is the case here, it's fitted with the optional Sports exhaust. The T's thinner glass might be there for weight purposes, but its effect is to allow more sound from outside in, too. That's most obvious when I can hear Cusick's chatter to the photography-tracking car driver as he does his thing, repeating the process with the Carrera dampening that out.

The need to repeatedly run up and down the same stretch of road for Cusick's lens is highly demonstrative, a useful exercise in highlighting the

nuances that differentiate the two cars. That gearshift is clear, so too is the engine's more enthusiastic response – even with the mode switch at its most comfort-biased setting. It's a combination of those allied to the chassis tweaks that are most telling.

If you ever needed a demonstration at how transformative the PASM Sport Chassis is on a 9ll, then the Carrera T best describes it. Especially here, against a representative, normal Carrera. The greater agility is clear; it may be marked by a slight deterioration in outright ride quality, but the pay off with the T is more succinct engagement over that on offer from the standard Carrera.

In the T the suspension seems to work greater as a whole, the front and rear axles seemingly more in unison than with the Carrera. That's down to a number of reasons: the slight increase in feel from the steering wheel, the information clearer and more detailed than that delivered by the Carrera, its accuracy dialled up a notch.

That improved steering is certainly a by-product of what's going on at the rear, the standard limited-slip differential as well as the active engine mounts that manage the engine's mass more effectively at the back allowing for that more accurate, incisive nose. It's not that the Carrera is lacking in agility, it's just that the T winds up the intensity, adds sensation and sharpens the response. It is subtle enough that in isolation you might miss it, but driving the Carrera

and Carrera T back-to-back is indicative of the cumulative effect of the T's differing specification – and fairly resoundingly, too.

This raises some questions. The T for 'Touring' badge sits uncomfortably here, as the T is the sharper driving car, apparently lighter, with a more focused set-up that delivers greater engagement. It does come with a few not-unwelcome compromises as a result, though ones that are at odds with the T badge.

Surely the Carrera T is more of a Clubsport, or even a standard Carrera? The Carrera here is more suited to the Touring badge, given its more rounded nature. I've long thought that Porsche's badging structure is somewhat out of kilter with what's on offer, and the T is demonstrative of that.

Badging aside it's still the Carrera I'd arguably have, even over an S/GTS, the T's spec fitting my no-nonsense sensibilities, although it could be better still. I'm thinking specifically of Porsche's six-speed manual with its own ratios, and some more asset stripping inside. The T could easily do without cup holders, door stowage pockets and suchlike, while outside I'm thinking stickers for badges – front and rear. A junior R for the masses, a volume, affordable driver's car distanced from the GT department's models in price and position. It's not quite there, but if the T highlights anything it's the possibilities on offer at the entry-point in the 9ll range. Over to you, Porsche.



RSJ Sports Cars Specialising in Porsche Cars



(997) TURBO 3.8 "GEN 2" PDK (59 - 2009) Basalt black with grey leather,



(997) "48" 3.8 "GEN 2" PDK CAB (10 - 2010) GT Silver with black leather, 31k miles £53,000



(997) "4S" 3.8 "GEN 2" PDK (60 - 2011) Dark blue with sand leather,



(997) "4S" 3.8 "GEN 2" PDK (59 - 2009) Basalt black with black leather,



(997) "28" 3.8 "GEN 2" PDK CAB (09 - 2009) Basalt Black with black leather,



(997) "4S" 3.8 "GEN 2" (09 - 2009) Basalt black with tan leather, 48k miles.



(997) "4S" 3.8 "GEN 2" PDK (09 - 2009) Basalt black with black leather,



(997) "2S" 3.8 "GEN 2" PDK (09 - 2009) Silver with black leather, 50k miles. £43,000



Red with black leather,



(997) "C2" 3.6 "GEN 2" PDK (58 - 2008) Midnight blue with ocean blue leather,



(997) TURBO 3.6 TIP (08 - 2008) Basalt black with black leather,



(997) "4S" 3.8 TIP CAB (08 - 2008) Basalt black with black leather,



(997) "4S" 3.8 TIP CAB (57 - 2007) Midnight blue with ocean blue leather, ...£36,000



(997) "4S" 3.8 TIP (56 - 2006) Basalt black with black leather,



(997) "4S" 3.8 (06 · 2006) GT Silver with grey leather, 51k miles. £34,000



(997) "2S" 3.8 TIP (07 - 2007) Silver with black leather, 49k miles. £34,000



(997) "25" 3.8 (57 - 2007) Midnight blue with black leather ...£34,000



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



(997) "4S" 3.8 TIP (56 - 2006) Silver with ocean blue leather, .000,000



(997) "2S" 3.8 TIP (57 - 2007) Silver with black leather, 53k miles. £33,000



(997) "25" 3.8 (07 - 2007) Basalt black with black leather, .£33,000



(997) "28" 3.8 (57 - 2008) Silver with black leather, £33,000



(997) "2S" 3.8 TIP CAB (07 - 2007) Basalt black with black leather,



(997) "2S" 3.8 TIP CAB (55 - 2005) Atlas grey with black leather, 000,083.



(997) "25" 3.8 TIP (56 - 2006) Silver with ocean blue leather,



Porsche Cayman "S" 3.4 PDK (63 - 2013) Basalt black with black leather,



Porsche Boxster 2.7 PDK (14 - 2014) Basalt black with black leather,



Porsche Cayenne "GTS" 4.8 TIP (59 - 2009) Basalt black with black leather,



Porsche Cayenne "GTS" 4.8 TIP (09 - 2009) Basalt black with black leather,



Porsche Cayenne "GTS" 4.8 TIP (09 - 2009) Meteor grey with black leather,



Porsche Cayenne "GTS" 4.8 TIP (58 - 2008) Basalt black with black leather.



(991) "4S" 3.8 PDK CAB (63 - 2013) Sapphire blue with black leather.



(997) "2S" 3,8 "GEN 2" PDK (09 - 2009) Silver with black leather.



(997) TURBO 3.6 TIP (57 - 2007) Silver with black leather.



(997) "4S" 3.8 (07 - 2007) Basalt black with black leather.



(997) "45" 3.8 (07 - 2007) Atlas grey with stone grey leather,



Silver with black leather.

(997) "25" 3.8 (06 - 2006)

Midnight blue with ocean blue leather

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THE BIG INTERVIEW

INDEPENDENT SPECIALISTS

They're the dedicated enterprises who work ardently away from the main dealer network – so what are their thoughts on current market trends, the changing world of restorations and the rise of Porsche Classic?

Written by Lee Sibley Photography by Ali Cusick

Anybody sitting on a table near us must think we're a right weird bunch," jokes Greig Daly, sales director at independent Porsche specialists RPM Technik. He could well have a point: topics covered during our two-hour conversation in a quiet country pub include G-series rubbers and 1972-spec wiper arms – without the caps – punctuated by the occasional, hilarious anecdote, a launch control at the start line of a regulation rally a standout case in point.

Those topics might be lost on the everyman enjoying a lunchtime burger and chips, yet to a Porsche enthusiast such chatter is surely par for the course, especially when in the company of two of the UK's most prominent independent dealers. Greig, a genuine life-long Porsche fanatic, is joined at the table by fellow RPM Technik director, Darren Anderson, another devout Porsche enthusiast and dyed-in-the-wool motorsports enthusiast. Across the table sit fellow connoisseurs of the Swabian sports car persuasion, Steve Wood and Mikey Wastie – the former a one-time competitor in British GT, the latter having spent years deservedly carving an impressive reputation as one of the most knowledgeable Porscheists in the industry. Both are now proprietors at Autofarm, having taken the business on from Josh Sadler in 2015.

Our lunch rendezvous provides the perfect setting for a relaxed group chat for our specialists, away from the spanners and spreadsheets associated with day-to-day life in the trade. Time to take an inside look at the Porsche industry from the independents' perspective...

T911: Today it seems servicing prices between Porsche dealers and independent specialists is very competitive, and likewise the service experience itself runs more parallel than ever before. What's the key difference between a main dealer and an independent specialist, in your opinion?

Mikey Wastie: With Porsche, the framework is already set up: it's all about a standard and a consistency. With the specialist, because you're in control, you can shape it to what you want your business to represent. The customers who walk through the door either understand that and want to be a part of it, or they don't. That's probably why customers go to the RPM Techniks or Autofarms of this world, because they feel like part of what we call our 'weird family'!

Greig Daly: Often we find the main reason behind a customer deciding between OPC or specialist is down to the experience on offer. Both are technically capable of course, so it comes down to whether the customer wants to be taken to a latte lounge while they wait to speak to a service manager, or in our case something we've found helpful is walking the customer around and showing them our diversity of cars



and the different departments. We find people buy into that. So it's not the cost of the service or the hourly labour rate that's most important for the majority of people now, it's the personal approach and buying experience.

MW: Yes, these people drive the cars they do because they are enthusiasts, so we love to show them around. They might love to see a 2.7RS being restored or get to see an engine in bits, see what a piston looks like, for example - this is the sort of thing you won't see at a main dealer. We're more than happy to embrace that.

Darren Anderson: There's a certain customer who chooses a specialist over a main dealer. Whether they are at the bottom or top end of net worth of vehicle is irrelevant. There's no typical customer, but there is a typical enthusiasm for the way specialists present themselves and the way they manage the service they've come in for.

Steve Wood: We find it's a relaxed person who's always wanted a Porsche and has bought one for the right reasons. They end up becoming part of a family to us!

MW: There's also a flexibility enjoyed by independents. I can think of a case only this morning involving 1972 wiper arms, the ones without the caps so you can see the nuts. They're no longer available, you have to get the later ones. That's Porsche's solution: get the later ones. I've therefore had to go to America to get the correct early arms. So, at Porsche,

would that guy having his car restored have had that opportunity, or would he have just had later arms fitted? Because we're not pigeon-holed within the Porsche network we have the greater flexibility to do what we think is right. That's the difference.

GD: I'm with you on that. Some guys who have a car and want it restored, they may say they want it original. Then it gets to the engine side of things and Ollie, our engineer director, might suggest a couple of ideas which could say, boost performance or reliability - or both! - and they decide they want to do it. There's no room for that within the Porsche framework.

MW: That's no criticism either. Porsche have set their stall, and that's great because customers know what they're going to get. Specialists can offer something different.

T911: Do you view Porsche Classic as a threat?

GD: It's great they're doing Porsche Classic because for the mainstream person who decides they want an old Porsche, it highlights the fact they're collectible, interesting and supported by the manufacturer. For a main dealer I imagine it's quite a challenge on staff - they may have old textbooks to refer to in order to fix a problem on a classic Porsche, for example, but in the years since there may have been new techniques developed to sort them which are much quicker. This could prove a challenge for Porsche Classic partners in, weirdly, having to catch up with what

we already know in the independent network! MW: I like the fact Porsche Classic means some of the parts that were no longer available are now being made again. However, there are quality issues - we see more now than we did five years ago. As a prominent example, you'll get a Coupe roof skin through for an early 911, which was about £1,400 to begin with. We priced the refit on a customer's car accordingly: within six months the price had gone up to nearly £3,500, and when we did get the roof skin through, the pressing was shocking. So, I've then had to go back to my customer and explain a £1,400 roof is now £3,500, which he's not happy about, and then

The positive side though is you couldn't buy a roof before, which was a bigger problem than buying a roof that isn't perfect. The issue is the price increase - you guys must have it [gestures to Darren and Greig] too, watching the prices jump up at a far quicker rate than we've ever seen before. With that in mind, I'd have expected a slightly higher quality than what we're seeing in some stuff.

I've had to put on rework costs.

DA: It depends on where Porsche is going, doesn't it, as they might be gauging the demand for these parts and then when they have a lot of stock, they might produce it differently and cheaper. Overall, Porsche Classic has to be positive for the market in terms of both specialists and main dealer, because it's highlighting those models and the fact they support their older models right the way from cradle to grave.

MEET SPECIALISTS

Mikey Wastie Owner Autofarm In the Porsche industry since 1999 Perfect £250k 911 garage 996 1 C2 with sensible mods: 9972 GT3: 5-speed 930: 3.8-litre RSR spec backdate



Darren Anderson Commercial Director RPM Technik In the Porsche industry since 2004 Perfect £250k 911 garage 996 CSR Retro: 9971 GT3 (rally spec): Aircooled RSR tribute



Steve Wood Owner Autofarm In the Porsche industry since 2004 Perfect £250k 911 garage 911 S/T replica for road: 9972 GT3 RS for track



Greig Daly Sales Director RPM Technik In the Porsche industry since 2012 Perfect £250k 911 garage 996 CSR Evo; 991.2 C2S PDK Coupe: 964 C2 with RPM 3.8







There are still a lot of Porsche out there, and there's a lot of hard work done by specialists to keep these cars going.

SW: Thing is, the value of the cars went up so much that now there's a lot of people restoring the cars as they're worth it financially, and that's probably what lead Porsche to realise there's a market there for this. **MW:** Yes, and before Porsche Classic you were kind of on your own with restorations, but now there's some support there. To do it you obviously need the

GD: It validates why we exist, basically. It'll be interesting to see how a main dealer handles a restoration when it comes in and what sort of process they'll have.

parts, that's the main thing.

T911: What new market trends are you noticing?

GD: From our point of view it's increasingly hard to sell the later classics, like late 1980's and 1990's cars, because as Steve was saying their values have gone from say a 964 Targa being £10-12,000 in 2012 to £40-50,000 now. So while that car may not have had a restoration in that time, a customer's expectation when they come in to us and talk about the car is very high. However, when it was valued at ten grand the expectations were understandably lower. Because of that, from a sales point of view the cars we will put our names to are getting smaller and smaller, unless they've had a restoration and are a low-mileage example. It's a double-edged sword as we get

a lot of 'new' guys to the market who perhaps always buy new cars and have come in and said 'that car's well used' and you have to say 'yes, it's 28-years-old!' There's a re-education of that buyer. It's all changed a lot in the last few years in that the first question a lot of people ask is: "Which one's going to go up in value, buddy?" It doesn't work that way.

SW: Going off what you said there, Greig, we think it's easier to sell a car that hasn't had a restoration, as we know the exact condition it's in, whereas if it's been restored we need to look at who has restored it, how detailed they've been and what's underneath. Sometimes you think a car's complete but a lot of details are incorrect, for example. So, sometimes a car that hasn't been restored is actually worth more than one that has.

MW: You're right, Greig, regarding educating people. We've got a new wave of customer coming in now. People who have had new cars and have seen the prices going up, they're thinking 'if I buy a new car the value goes down, but if I buy a used car the value goes up,' so they look to get into a classic. However, they think they will make the sort of huge, quick turnaround that we witnessed with the 9ll R, which was unprecedented. In the classic market, if you're looking at chopping it in two years for a big profit, that won't happen. However, if you're going to buy it and keep it for ten to 20 years like the older guys with the 2.7RS, 2.4S, then hands down you are going to make money, because you're in it for the longer

term – and you're going to get the use and enjoyment out of it, too.

SW: There are people who own these cars who are actually disappointed with how prices have gone up, believe it or not. I speak to these people about why they're getting out of the cars now and their answer is pretty uniform: 'I never bought it to make money. I bought it to enjoy, but its value means I don't want to drive it any longer.' It's a little sad.

DA: GT3s are a prime example of that. GT3 drivers have always bought them to drive hard: on track and then home again afterwards. Then overnight the prices go up and people stop using them because to achieve these perceived values buyers are asking: 'has it been on track? Has it been over-revved?'

MW: Same with 964 RSs – buyers are asking about provenance, but ten years ago they were all hardcore track cars!

DA: This is also the reason our CSRs have benefitted, because people have spilled out of the GT3 market and realised they'd like a lightweight, track-focused car where they don't have to worry about value. Some are even jumping out of 99ls and buying a 996 they can modify and have some fun with, because no matter how much money your 99l is, you're not going to get the same analogue experience as a car from the 996 era, for example.

MW: The cost of donor cars is so high we don't do backdates like we used to [Autofarm were experts in turning SCs into quality 2.7RS backdates in





ABOVE AND LEFT Our specialists speak passionately about restoring 911s correctly, particularly when it comes to safeguarding their quality for generations to come

RIGHT AND BELOW Autofarm has witnessed key changes to market trends over the last 45 years, while RPM has cast light on an interesting GT3 market

"There's no typical customer but there is a typical enthusiasm for the way specialists present themselves and the way they manage the service they've come in for"

the 1980s and 1990s] because it's just not financially viable. Now, it's happened with the 964: where Singer creates these perfect cars from a 964 base it's pushed their values up considerably. If only we kept all the parts we took off those backdated cars... There are a handful of people still modifying the blue chip cars though who just don't care about the value of them, by and large - they work hard and want to enjoy them exactly as they were built for.

GD: You have to salute those guys as well because they're a rare breed these days. Ultimately, this is what the 9ll was made for when it was first built in 1963. They're not like a Ferrari; they're made for driving regularly.

DA: You've also got to look at people's aspirations, I guess. There are people out there who have a very clear idea about what they want their car to do for them. They know that buying a car and fettling it might not stack up financially, but they know doing it will provide a car that gives an experience unlike anything else. That resonates with us because at RPM Technik the bespoke projects are the work we like doing most - particularly when a customer comes to us with a budget and leaves it to us to engineer a solution for them and give them recommendations as to how we can make something that will tick the precise boxes they want their Porsche to tick.

SW: We've seen it that some guys actually prefer the project side of the build. We give them the car at the end, they drive it and then they ask us if we can start something else. They just love being involved with a







different project to focus on.

MW: It's the same as racing: nobody ever does it to make money, you do it for the experience.

T911: With regards to the classic 9lls, are people still modifying them or is it all about restoring now?

GD: I think it's quite model specific.

MW: Yes, it depends on what they're looking for. Sometimes a customer will start looking for a car but through the process of talking to them you start to educate them out of what they initially set out to achieve, basically through bringing them up to speed with the market, what cars are out there, what to look for, for example. You might therefore have a guy who starts by looking for a backdate and actually ends up buying a really nice 3.2 Carrera. We always go back to our first question, which is: 'Forget the model, what do you want the car for?' A lot of people don't actually ask themselves that.

DA: Absolutely. The kingpin to how we approach our business is asking that very question. People come in and some think they know what they want, but when the right questions are asked they realise they want something different. That's sales, servicing, projects, everything. The mantra to our business is engineering exhilaration. The entire process is treated like an engineering exercise, starting with 'what do you want to achieve?' We then help the customer in achieving that with the ultimate aim of them getting the most possible enjoyment out of their car. Fundamentally, if you don't ask the question, you're

giving them something, but it's not necessarily what they're after.

MW: Quite often this person will think they know what they want because they've spoken to a

DA and GD: Or read it on a forum!

MW: Yeah, but when you drill down further into that, there's often no experience to call upon to back that assertion up. That's where we as a specialist come into it: we help them with their experience - it could be driving other cars - to help them reach a more informed decision. That's a key part of our business: we're all enthusiasts and what gives us huge job satisfaction is delivering a car that's right for the customer.

SW: We find we get so in-depth with our projects, for example, that there's a lot of hours spent on the job that we actually can't charge for. It's therefore doubly important that we're happy with what we're producing, as the cars are out there for a long time afterwards.

GD: I find from a sales side that if it's not restored properly it just doesn't sell. We therefore took a decision a few years ago to be far more stringent on restored cars that we'd sell. It's all well and good saying it's had paint and an engine rebuild, but if there's no pedigree to that, it's the difference between it sitting on the forecourt for months or not.

SW: Also, cars restored 20 years ago are done so in a completely different manner to now - even Josh [Sadler, founder of Autofarm] says that.





GD: It's simple economics: if the car's worth £5,000 you're not going to spend £20,000 restoring it. It's a different playing field now.

T911: There's a uniform standard of work in the main dealer network that's put in place and stringently maintained by Porsche. The independent specialists network by definition can't have that, so is communication among different businesses in the sector important?

DA: Yes, knowledge is key. On the diagnostic side of things there's more of a reliance on Porsche, though. We've just signed up for the Porsche Partner Network [A B2B service platform that allows Porsche to communicate with partner companies], which amounts to huge sums of money, but it's all up-to-date information and, crucially, offers support, which is imperative for the new cars in particular.

MW: I think that's going to get harder as the cars become more electronic. Everything is being moved away from a program on a laptop that you can plug into the car; everything's coded so that it dials in. In ten year's time, the small guy, the one-man specialist, just won't be able to talk to the newer cars. You will have to be affiliated to Porsche.

GD: But then I come back to the Classic scheme we talked about earlier, which presents a flip side to what we're saying. Say you need to identify an issue on a K-Jet [K-Jetronic mechanical fuel system used on various 911 models 1974-1984], in that instance you're going to be relying on the knowledge

of the individual attending to the car – a computer can't fix that.

T911: Looking outwardly, what are the biggest changes to the industry you've witnessed in your time?

SW: Knowledge, again. Thanks to the internet there's a greater knowledge and understanding of the cars customers pick up a lot of information now. Some of that information is good, some of it is not great. MW: Yes, there's been a noticeable increase in consumer information, but there's also been a rise in consumer misinformation. It can put you on the back foot as customers may come in to our workshop and have already diagnosed the perceived problem with their car. It comes back to starting again and asking the right questions as it could well be something else, but that's just what has been read on a forum. With the older stuff, to me diagnosing issues involves a lot more intuition. You mention K-Jet, or MFI: you listen to it, or look at it and you're already on a natural path to diagnosing the fault. In a 1970s 911 a misfire could be one of five things. In a modern car however it could be 35. You can't therefore adopt the same approach to both eras of car.

SW: Josh says this to me quite often: he thinks in the past Porsche have looked defensively at the independent specialist network. Now, they realise these people are spending a lot of money on parts and diagnostics, for example, so they accept that we're there, which is a really positive thing.

DA: I should hope so – we spend a truckload of

money with Porsche, as we made a decision years ago to use genuine and not OEM parts. I should think that aside from the bodyshop, we're the biggest client of Porsche Reading's trade department.

T911: Where do you see your businesses going in the future?

SW: Mikey and I have spoken about this as we're known for air-cooled cars. Hopefully there will be enough oil in the wells to keep them going, but we are now starting to look at models coming out of the dealer network too. Any Porsche that turns up outside our door, we want to be able to have the knowledge and expertise to be able to deal with it – even hybrids.

GD: I think for all specialists to a degree we have to accept Porsche is more of a volume manufacturer these days, so there's more there for everybody to look after, essentially.

DA: For us it's our own CSR programme and developing that. Not just in terms of equipment, but also models: what model is suitable to use as a base car? We've done a regular 996 and 997 CSR, we've done a 996 CSR Retro, and coming soon will be a 996 CSR Evo, which is very exciting indeed...

Thanks

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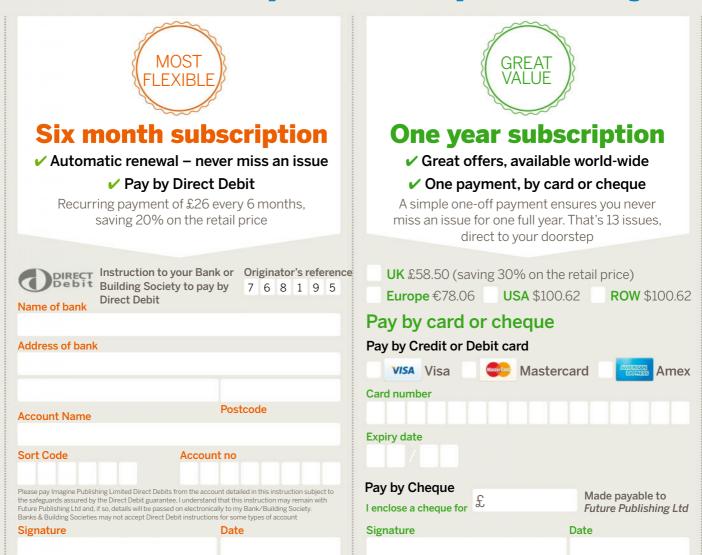


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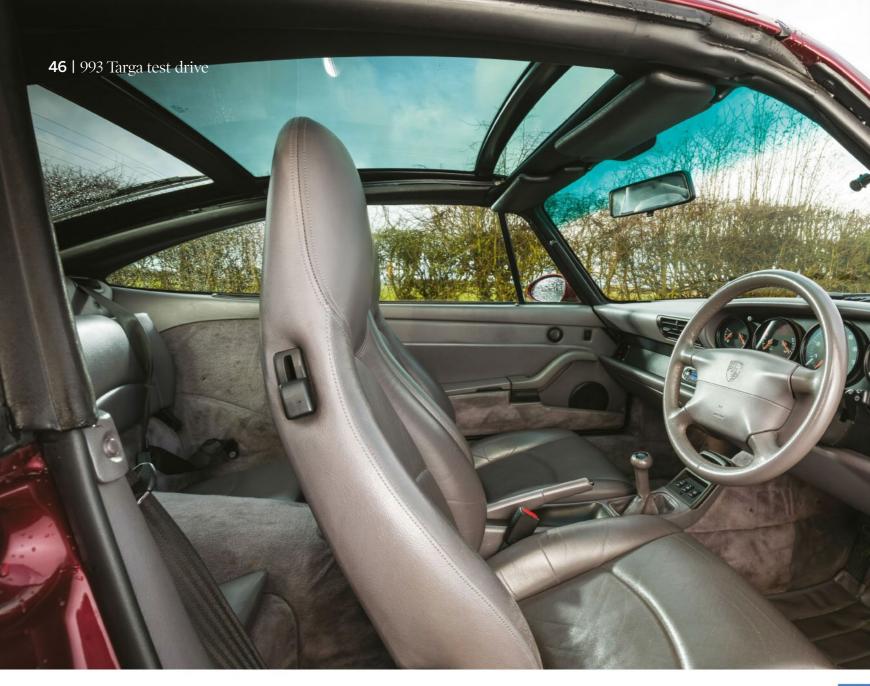
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he sky is the colour of slate, the temperature scarcely into single figures and there's a fine drizzle hanging in the air. This isn't a Targa sort of day.

Photographer Dan and I are killing time in the Paul Stephens showroom, ogling Porsches and contemplating a third mug of tea. Dan wants the rain to stop before he can start snapping, but there's a fully-fuelled 993 Targa outside and I'm itching to get behind the wheel. Eventually, Dan relents. "We'll just have to work around it," he shrugs as we climb aboard, raindrops now drumming steadily on the glass roof.

The Targa itself started life as a work-around. Porsche feared the US would outlaw full convertibles on safety grounds, so the halfway-house Targa – with its fixed roll-hoop and removable metal roof – was a means to sidestep legislation back in the 1960s. The drop-top ban never materialised, but Porsche's Targa proved a sales success and soon became a fixture of the 911 range. It evolved gradually for almost three decades until a radical reinvention in 1996. The 993 Targa had arrived.

Nobody could accuse the 993 of being a workaround. This thoroughly modern Targa boasted a panoramic glass roof that retracted electrically behind the rear window. No longer did the driver have to remove a heavy, cumbersome Targa top and find somewhere to stow it; the 993 morphed from coupe to near-cabriolet in around 10 seconds, and at the touch of a button. The engineering was complex, but the execution brilliantly simple.

The styling, too, was a study in subtle elegance. Interestingly, the 993 Cabriolet, upon which the Targa

"Removing the roof is like switching from stereo to surround-sound"

is based, had been designed to more closely resemble the Coupe. Stylist Tony Hatter said: "I never liked the look of the early Cabriolets. The classical 911 shape is the Coupe. With the 993, we tried to get some of that form into the roof."

This thinking also permeates the Targa; to the untrained eye, it's almost indistinguishable from its Coupe cousin. Drag coefficient, too, is an identical 0.33. Unless you happen to be looking from above,

the rear side windows – which taper to a sharp point instead of a smooth curve – are the obvious giveaway. Note also the pop-up wind deflector aft of the front screen, two-piece alloys with five concave spokes, absence of rain gutters on the roof and 'Targa' script on the engine lid.

'Our' Arena red Targa is for sale for £52,995 at the time of writing. At some point during the past two decades, its factory split-rims have been swapped for

the more familiar Cup alloys and the rear badge has gone missing but, aftermarket radio aside, the car is otherwise standard. "We rarely see modified 993s," explains Tom Wood, sales executive at Paul Stephens. "Owners tend to keep them original and simply enjoy driving them."

The roof remains closed, but I'm already enjoying this one. The expanse of thermally insulated, UV-resistant glass overhead feels like an aircraft-style canopy. It floods the cabin with light, an effect exacerbated by the Classic grey carpets and trim (most owners opted for Midnight blue or black). In contrast to the claustrophobic 993 Cabriolet, with its huge three-quarter blind spots and plastic rear window, the Targa feels airy and accommodating. It looks better than the Cab when 'open', too. \bigcirc





Model **993 Carrera Targa** Year **1996**

Engine

Capacity 3,600cc Compression 11.3:1

ratio

Maximum power 285hp @ 6,100rpm Maximum torque 330Nm @ 5,000rpm Transmission Six-speed manual

Suspension

Front McPherson struts; coil

springs

Rear Multi-link; coil springs

Wheels & tyres

Front 7x17-inch: 205/50/ZR17 Rear 9x17-inch: 255/40/ZR17

Dimensions

Length 4,245mm Width 1,735mm Weight 1,400kg

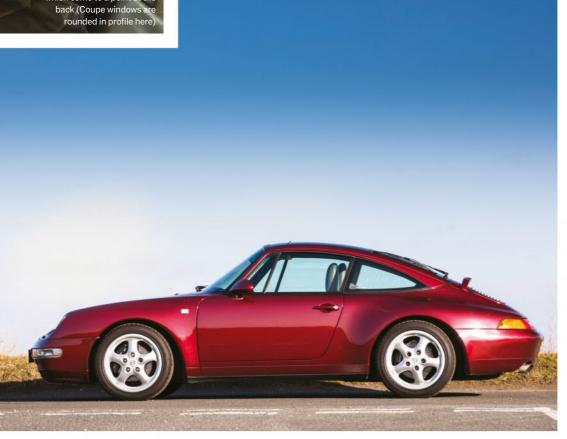
Performance

0-62mph 5.4 secs Top speed 171 mph





ABOVE 993 Targa came with six-speed G50 gearbox (Tiptronic was also available). Background shows rocker switches to operate the Targa roof system, rear blind, and rear wiper



Porsche only sold the 993 Targa in two-wheel-drive C2 spec, but the weight of that 3,600cc flat-six over the 255-section rear tyres means ample traction, even on rain-soaked roads. Breathing through a Varioram induction system (as fitted to all Targas) it comes alive at 3,000rpm, then discovers its electrifying second wind beyond 4,500rpm. Throttle response is fantastically linear and, despite being offset towards the centre of the car, the floor-hinged pedals are well spaced for heel-and-toe downshifts.

Many Targa buyers chose the four-speed A50 Tiptronic auto, which offered manual shifts using the floor-mounted lever or – as a no-cost 'Tiptronic S' option – via rocker switches on the steering wheel. This car, thankfully, has the six-speed G50 manual 'box. Upgraded with new internals for the 993, it weighs the same as the five-speeder in the 964 and demands 40% less effort. Shifts feel slick and snappy, without the dextrous delicacy required in older 911s. There's also a strong springloading from left to right that seems to urge you onwards up the 'box. As we blast across the border from Essex into rural Suffolk, I need little encouragement.

Amazingly, the rain has finally fizzled out and shards of sunlight are breaking through the clouds. On a freezing day in January, that can only mean one thing. Dan gives me a knowing nod and I prod the button on the centre console that releases the roof. The front section hinges forward and the glass panel glides smoothly back. It's swift and near-silent (there are no 991-style flip-and-fold theatrics here) yet the car feels transformed. Coats zipped up and sunglasses on, we look cool but feel, well, cold.

At speed on a dual-carriageway, a bracing breeze skims my forehead, but the wind deflector keeps turbulence to a pleasant minimum – with the side windows up, at least. The experience doesn't feel hugely different to a 'proper' convertible. Yes, we're shivering in the name of road-test rigour, but – on the plus side – we're no longer sealed-off from the elements. Or the noise of that 385hp Mezger six.

For my money, the 993 Carrera has always been a little too refined, its rambunctious rumble muted by Porsche's pursuit of 'premium' buyers. Removing a physical barrier between your ears and the motor does much to compensate, like switching from stereo to surround-sound. Busy and mechanical at idle,

the engine note hardens to a voracious snarl as it soars towards a 6,800rpm cut-off, each gear-changes punctuated by rasps from the twin exhausts. The Targa weighs 1,400kg – just 30kg more than the Coupe – so the stats are all but identical. Yet the open 993 feels faster; its amplified soundtrack heightening the sensation of speed.

Unfortunately, there's a price to pay for this freshair fun, and that's a relative lack of rigidity. We're on a typical British B-road now, its surface pockmarked with potholes, and the Targa's chassis is taking the brunt. There's a slight softness, which manifests itself in less incisive turn-in and occasional shimmies over transverse bumps. You're unlikely to notice the difference unless you drive both 993 Coupe and Targa back-to-back, but the latter car is more relaxed – and thus fractionally less fulfilling on rollercoaster roads such as these.

We are talking fractions, though. The 993 Targa is still a superb driving machine. While a modern 991 Carrera batters B-roads into submission with its surfeit of grunt and grip, this feels like a car on tip-toes: poised and playful. Its default mode is mild understeer, but a flex of the right ankle is all it









PB53 XHW

993 TARGA BUYING AND MAINTENANCE TIPS

"It sounds obvious, but check the roof," says
Tom Wood of Paul Stephens. "The wind deflector
should pop up, and the glass should glide back.
Replacing the motor and mechanism is a pretty
involved job – and certainly won't be cheap." The
glass itself is robust but, in rare cases, may have
been chipped or cracked by a falling object. Stress
fractures aren't unknown on cars modified with
stiffer suspension and larger wheels.

Rust is top of Autofarm founder Josh Sadler's Targa checklist. "Look for corrosion around the roof mounts," he advises. "It's a real pain to sort out. If you're shopping around, it's easier to walk away and find another one." Indeed, the 993's body is zinc galvanised, so rust is often an indication of poor repairs. Also check under the front bumper, wheel arches and sills, and around the rear bumper fixing points.

Targas are generally watertight, but it's worth looking for condensation – caused by perished rubber seals – around the frameless side windows. While you're there, listen for clicking door hinges: these can crack, possibly because the door is swung open too hard, and require welding to fix.

Under the engine lid, inspect the flat-six carefully for oil leaks. The paperwork should show evidence of oil changes every 12,000 miles or 12 months, along with plentiful stamps from a Porsche specialist or OPC. Check for blue smoke from the exhaust on start-up, too.

Parts availability for the 993 is good, although the Targa's standard two-piece wheels may be trickier to find. As with any 911, originality is key to value, and low-mileage cars attract a big premium. "The 911 Targa is back in fashion, but still offers good value versus a coupe," explains Tom. "And, as the last air-cooled 911, any well-cared-for 993 makes for a good investment."



EVOLUTION OF THE TARGA 996 AND 997

The glass-topped 911 Targa evolved through two further generations before the roll-hoop made a retro-inspired comeback with the 991.

The 996 Targa debuted with the Gen2 facelift of 2002, and was solely available in 320hp Carrera 2 spec. Like its 993 predecessor, it was based on the convertible and had sharply tapering side windows, plus a roof that retracted behind the rear screen. With the roof closed, the 996's rear window opens upwards like a hatchback – a huge boost to practicality. On the minus side, the glass roof no longer extends to the top of the windscreen.

The 997 Targa followed in 2006, again with a glass roof and tailgate, but this time exclusively with four-wheel drive. Buyers could choose from 325hp Targa 4 or 355hp Targa 4S – the latter with an optional 376hp power kit. The 997.2 facelift of 2008 stepped things up still further, with 345hp for the Targa 4 and 385hp for the 4S. The era of the 'disguised' Targa was over, too. Bold chrome trim around the side windows clearly sets the 997 apart from its coupe sibling. By the turn of the 991 though, Porsche reverted to a classic design.









takes to adjust the 993's angle of attack, not least on still-damp Tarmac. The steering, too, is joyous: full of fingertip-fizzing feedback. Only the brakes – adequate, but lacking in ultimate bite – betray the car's advancing years.

Targas are known for roof-related squeaks and rattles, but this car stays commendably silent over the worst surfaces Suffolk serves up. Its air conditioning – option code M573 and very desirable on 993s – blows cold and its electric blackout blind (another means to keep cabin temperature down on sunny days) slides as it should. Wear on the driver's seat bolster is the only real evidence of its 22 years and 63,000 miles: a testament to Porsche's mid-1990s build quality.

Lest we forget, the 993 was the last 911 to be hand-assembled. It feels like a product from a different era to the mass-produced 996, and consequently even a common-or-garden Carrera seems special. The Targa... perhaps even more so. Only 3,256 were built, less than five percent of total 993 production, and while it doesn't offer the definitive 993 driving experience, the Targa's rarity, graceful styling and best-of-both-worlds compromise between Coupe and Cabriolet make a compelling case overall.

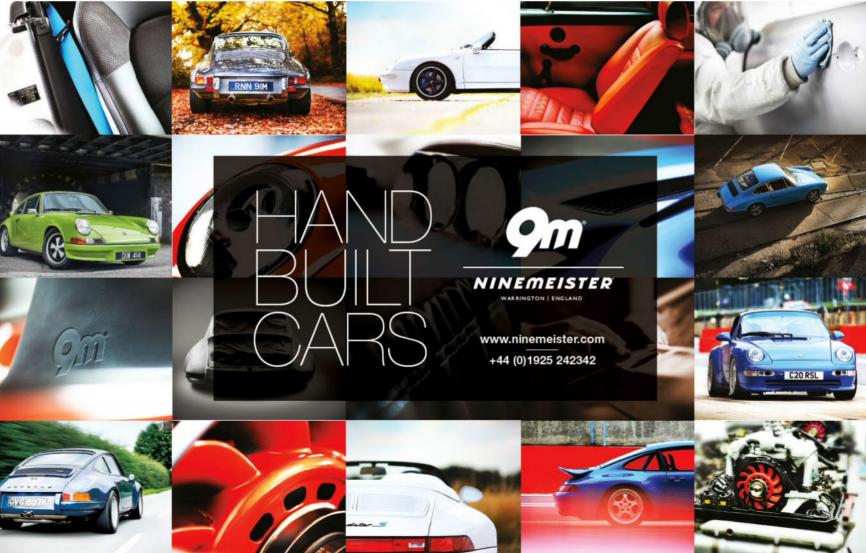
There's also another factor to consider: cost. The sales specialists at Paul Stephens say that 993 C2 manual Coupes are the most in-demand 9lls with their customers at present. In terms of other notable market trends, the 993 C2 Targa offers a very similar package but, in a reversal of list prices when new, is now around £10,000 cheaper than an equivalent Coupe. Prices start at around £35,000 for a car that needs work, rising to £60,000 for a near-perfect example. Manuals are typically worth between £3,000 and £5,000 more than Tiptronics, while most buyers prefer dark paint colours or silver.

Our time with the Targa is almost up. The pale sun sinks into the horizon as we steer due south, heater blasting, roof still open. This is the period photographers call the 'golden hour', when the evening light glows with soft warmth, and it looks even more beautiful from inside the open 993's glass bubble. Against the odds, this has turned into a Targa sort of day after all.

Thanks

The 993 Targa in our pictures is currently for sale at Paul Stephens. Call +44 (0)1440 714884 for more information.





PORSCHEINDEX Written by Chris Randall Photography by Dan Pullen 996 TURBO

Turbocharged 911s have always been special, but water-cooling meant this one had to win over a few buyers first. How did it succeed, and should you invest in one today?

History of the 996 Turbo

he water-cooled 996 needs little in the way of detailed introductions. It was a generation that proved a watershed moment for the Neunelfer, one that some aficionados have still not fully accepted. If you're one of those that admired the new model's inevitable technological progression, the Turbo that joined the range in 2000 provides plenty to enjoy.

It's also one where values have risen notably in recent years, RPM Technik's sales director, Greig Daly, telling us that a good Coupe now fetches in the region of £45,000 to £50,000. That's around twice what it commanded five years ago, but hand over that sum and you're unlikely to be disappointed, especially once you consider what sits beneath the engine cover. A revised version of

the twin-turbo

unit that had served the blown 993 so well, it boasted 420hp and 560Nm of torque, modest but noticeable improvements over its predecessor that resulted in a power-to-weight ratio of 272bhp per ton. Performance was suitably ballistic with 60mph reached in 4.2 seconds on the way to 189mph, so it was reassuring to know that it was all delivered to the Tarmac via a viscous-coupled four-wheel drive system that benefitted from PSM and ABD systems.

Up to 40 per cent of available power could be shuffled forwards if you were intent on setting lap records, and you could choose from six-speed manual (with dual-mass flywheel and servo-assisted clutch) or five-speed Tiptronic transmissions. As for changes, a software update in 2001 improved throttle response, and from 2002 buyers could opt for the X50 package that brought 450hp, courtesy of revisions to the turbos, intercoolers and ECU mapping.

The rest of the mechanical package was just as enticing. The lowered suspension had been revised with changes to the control arms and steering knuckles, while braking was via 330mm steel discs squeezed by 'Big Red' calipers or optional carbonceramic PCCBs. Lighter, more aerodynamic 18-inch hollow-spoke alloys finished things off. But

it wasn't just the performance and all-paw grip that impressed, as the appearance was a model of restrained aggression. The rear wings were 66mm-wider than the Carrera and featured air intakes to feed the intercoolers, and aft of those was a new rear wing with an upper section that was lifted a couple of inches by hydraulic rams when you hit 75mph. At the front was a deeper bumper with three gaping intakes to channel air to the radiators, Porsche boasting a ten per cent improvement in cooling capacity compared to the 993 Turbo.

Naturally, the Turbo's status within the range, not to mention its £86,000 price tag, ensured a lavish cabin that included extensive use of leather, electric seats, an electric sunroof and a top-notch sound system. Changes during production mirrored the standard 996 range, which meant detailed revisions in 2001 that included electric luggage and engine-lid releases. MY2002 cars were more extensively revised, with buyers getting niceties such as a glovebox lid, cup holders, improved cabin plastics, rain-sensing wipers and the Bose hi-fi as standard. For 2003 it was the arrival of the Cabriolet that marked the biggest change, and two years later both iterations made way for the awesomely complete 997 Turbo.





What's it like to drive?

he 996 Turbo is still impressively fast today. While it lacks an immediacy in throttle response enjoyed by its naturally-aspirated 996 stablemates, it more than makes up for this with a brutal punch forwards, coupled to an impressively wide torque band. Throw the car into a corner and you'll quickly familiarise yourself with the Turbo's inherent tendency to understeer, its nose wandering very early compared to its 997 successors. A good geo setup can help reduce this.

However, we're impressed by the Turbo's steering and handling, it rich in detail, while the car generally boasts superb grip and composure. Indeed, it's a car you could quite easily use every day without compromise, displaying a Carrera-like sedateness when necessary, before unleashing supercar-rivalling performance when called upon. It's a very rounded performance car for the money.





Market rivals

Take a look at the 911s on offer and it seems that a budget of around £50,000 proves something of a sweet spot





The long-bonnet F-Series is a very pure interpretation of the 911 ethos, both in looks and the way it drives. Don't be put off by the idea of 'just' 130hp as the noise and whip-crack throttle response provide ample entertainment.



SC/3.2 Carrera

The budget here should avoid such pitfalls such as corrosion and wear if you buy sensibly, and for that traditional air-cooled feel and driving purity without electronic intervention there's really little also like it



Gen2 997 C2S

When it comes to mixing performance punch with comfortable long-distance credentials, this is hard to beat. It handles with real finesse, too, and when you add in the top-notch build quality it makes a very strong case for itself.



993 C2

It's likely that you'll be looking at an early, higher mileage example for the budget we've got here, so a degree of caution is going to be needed – but its status as the last air-cooled 911 proves a yeary strong attraction.

RIGHT Narrow tombstone seats are relatively comfortable but wider Sports seats are the better choice

Before you buy

he engine has always been at the very core of a turbocharged 9lls abilities and appeal, so let's start with that flat six. It doesn't have any inherent weaknesses, but unless the car you're looking at is accompanied by a fat sheaf of service receipts then caution is required (those records should also provide evidence of the software update in 2001). A history of oil changes every 6,000 miles is good news, and it's worth ensuring that none of that precious lubricant is escaping from around the cylinder heads, or worse, still being burnt. A whiff of smoke on start-up is one thing, but anything more needs thorough investigation.

On the test drive, keep an eye on the boost gauge and ensure performance feels as strong as you'd expect – perished air or vacuum hoses can allow boost to leak away. Be similarly vigilant with the temperature gauge, as the front-mounted radiators are

"On the test drive, ensure performance feels as strong as you'd expect" prone to becoming clogged with debris and corroding. A conscientious owner should have cleared them regularly along with the air-conditioning condensers, so if the system doesn't blow ice cold they're probably rotten, too – it's a four-figure sum to replace them. Lastly, some engine

ancillaries such as the alternator and starter motor can prove a weakness, and you'll pay around £400 for them from parts specialists.

Unless abused on track, manual gearboxes shouldn't be suffering any woes, although worn shift cables aren't uncommon - budget £300-500 to have them replaced. Replacing the clutch will be a pricier proposition at around £1,100 fitted, so check for any signs of slippage or a stiff pedal that signifies failing hydraulic assistance. Tiptronic 'boxes are tough unless abused, so just check that the shift switches work as they should. The four-wheel drive system can prove slightly noisy, but it shouldn't be excessive. Watch for oil leaks from any parts of the system, as major work will be ferociously expensive. Staying with the mechanicals, you'll pay £1,100 or so for fresh brake pads and discs all round, so look for any signs that replacement is imminent, and be extra vigilant if you find PCCB items.

Suspension-wise, it's front lower ball joints and lower arm bushes that are the most common wear points. Bringing back the tautness with a thorough overhaul will result in a substantial four-figure bill,







Desirable options
Alongside that turbocharged punch buyers of this particular 996 also got a lengthy list of standard equipment, so that's the luxuries taken care of. Not that Porsche didn't have numerous options on hand to tempt those same buyers into parting with even more cash, but today there are some other matters to consider. We asked for some expert opinions on what to look for.

There was no hesitation from Greig Daly and Paragon GB's Jamie Tyler, with the Coupe their preference. It's certainly the purist's choice, but we wouldn't blame anyone tempted by the idea of a drop-top Turbo. Values are broadly similar, although rarity can add £1,000 to £2,000 depending on condition.

Manual gearbox

Again, our experts were in agreement on this one, and it would probably be our choice, too. Jamie doesn't think the Tiptronic should be ignored completely, though, as it proves a better match for the Turbo's performance and power delivery compared to other 911s.

Sticking with the more sober exterior hues is best, according to Jamie Tyler, with Basalt black, Seal grey and Arctic silver proving sound choices. The same goes for the cabin, with black and grey working best.

X50 Package
While neither of our specialists mentioned this specifically there's no doubt it represents a very desirable addition to the Turbo's abilities. Whether you'll be able to make use of the extra 30hp is debatable, but its very existence will appeal to future buyers. According to Greig Daly it carries a £3,000 to £4,000 premium today.





ABOVE Mezger engine in 996 Turbo doesn't suffer with the same IMS issues as M96 unit found in 996 Carreras

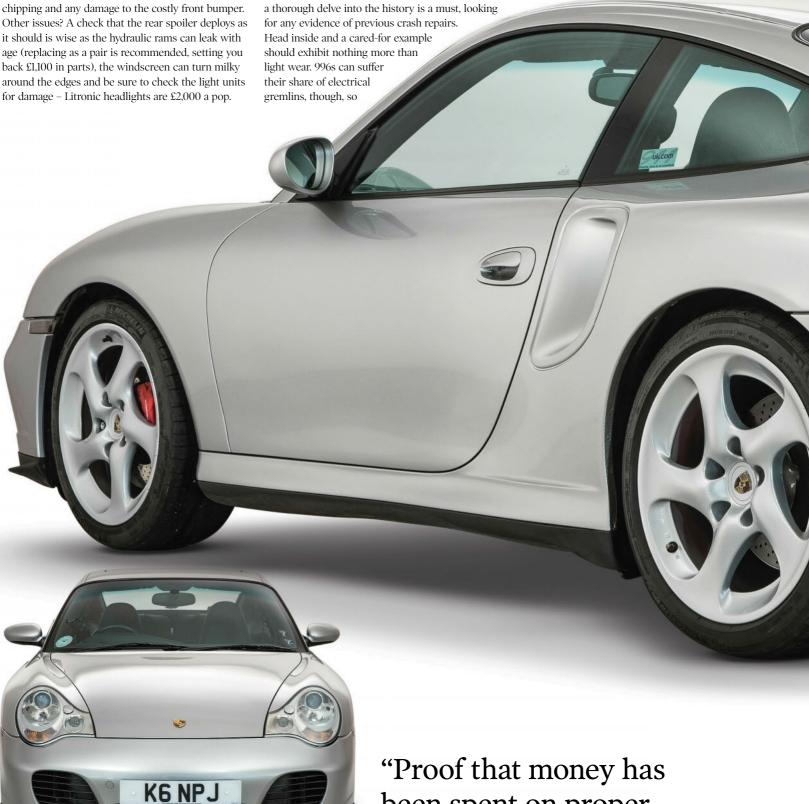
so tired suspension should raise the question of what else has been neglected. Lastly, look for corroded and leaking pipework around the steering rack, kerbed alloys, and uneven tyre wear.

Bodywork next, and while corrosion shouldn't be an issue you'll need to inspect the nose for stonechipping and any damage to the costly front bumper. Other issues? A check that the rear spoiler deploys as it should is wise as the hydraulic rams can leak with age (replacing as a pair is recommended, setting you back £1,100 in parts), the windscreen can turn milky around the edges and be sure to check the light units

If you're tempted by the Cabriolet, then not only ensure that items like electric windows and the PCM do the roof and operating mechanism need checking, system work as they should, and check the windows but also check that the aluminium hard top is present drop when the door is opened. Window issues are and undamaged - it was standard equipment when often due to snapped regulator cables, which are £190 $\,$ new and a replacement is at least £5,000 before before fitting. painting. With any version it goes without saying that

been spent on proper

upkeep is key"





side from a notable jump in values around 2014, increases since have been of the relatively modest variety compared to some other 9lls, and according to our specialists that's a situation that's likely to continue. Wide-body 996s will always be sought after, and while external economic factors will always add an element of

uncertainty to the equation there's little reason why five to ten per cent increases in the short to medium term can't be expected. So that's positive news on the financial front, and as long as it's been looked after and not suffered at the hands of penny-pinching owners – proof that money has been spent on proper upkeep is key, according to Greig Daly – then

there's little reason why it shouldn't prove hugely enjoyable to own. If there's a fly in this particular ointment it's the broad-batted abilities of the 997, although with a further £20k needed to secure a blown Gen2, the speed and dynamic engagement offered by the 996 will prove a compelling enough draw for many.

















COLOURS OF THE RAINBOW

Porsche has offered the 911 in a variety of shades over the years – some more successful than others, as explored by Total 911...

Written by Kieron Fennelly



ou can have any colour you like as long as it's black: in fact, Henry Ford's famous dictum was never completely implemented. When the Ford model T was launched blue and grey were also available, but Ford was trying to speed production by finishing all cars in black, which also dried more quickly. The market won though, and competitive pressures forced Ford to advertise other colours before the end of the model T. Through the 1930s and early post-war years, black dominated mass-produced cars in Europe, but as the post-war boom made itself felt, consumers expected to be able to buy cars in reds, yellows, greys, greens and browns as well. A small scale, engineering-oriented manufacturer, Porsche followed the trend by painting its cars in commercially viable colours. So when the 911 entered production in September 1964, it was offered in the solid shades of the day - reds, blues, greys, Champagne yellow and Irish green. Black and brown could be ordered as optional extras.

The 1960s were a time of rapid social change which affected everything from the way people dressed to attitudes and behaviour. Above all, there was a move from post-war conformism to a more self-conscious individualism. It is instructive to compare crowd photographs from the Porsche Archive: at the beginning of the decade with hats, coats, collars and ties, essentially dull colours predominate; by 1969 it was the reverse. T-shirts, longer hair and anoraks had become the norm, and Swiss Rico Steinemann, Porsche racing manager, seemed to be the last man in the pit lane wearing a jacket with collar and tie. Porsche's 1969 range of colours reflected this: Tangerine and Banana yellow were two classic 'flower power' shades. Generally much lighter standard colours featured, and among no fewer than 22 optionals were three more yellows, Champagne, Signal and Canary, as well as Metallic blue, silver and red. Solid black, red and Pure white had gone. In a 1970 press release suggesting an awareness of fashion that no one would have



associated with the company even five years earlier, Porsche announced that certain shades, specifically Slate grey and Sand beige, were being discontinued as they were "not a good choice for a fast car."

With variations, this eclectic pallette remained the order of the day through the 1970s and into the following decade: the 1979 SC catalogue reveals you could order a 911 in one of 22 shades, including no

fewer than nine metallics. Black had made a return, seemingly thanks to the Turbo: the press Turbo models in 1975 were black, and of course this sensational new 911 made any number of magazine front covers. This no doubt had some influence on the renewed popularity of black. As fashion dictated, Bitter chocolate, very much a period colour, appeared, and there were three other browns to choose from as well as Casablanca metallic beige (code 463). On the other hand, few etallic beige (code 463) we blick to print to be the control of this control of the control of this control of the con

beige (code 463). On the other hand, few examples of Lilac (code 601) are likely to exist today as it was rarely ordered, but it serves as an example of how far Porsche, confident after a string of Le Mans wins and purveyor of the high profile Turbo, would go with its new found sense of adventurousness. After flourishing until the early part of the decade, browns went rapidly out of fashion: Nougat brown metallic,

a special order on MY1987 Carreras, was evidently well past its sell-by date with few takers, making this another extremely unusual shade.

Reflecting an industry move towards metallic paints, metallics were the order of the day for the 964, introduced in 1988: standard colours had been reduced to seven, including the 964's most famous hue, Guards red (Gl). Optional tints, of which there

"Choosing colours can be a fouryear process ascertaining that the tint does not change when the pigment is mixed"

were 17, comprised of entirely metallic finishes, with no fewer than four green metallics to choose from – Amazon, Emerald, Granite and Lagoon. Porsche had probably overdone the range of greens, especially given the standard 964 pallet also comprised two greens, Mint and Signal. Although green generally was a significant 1980s colour, uptake of the mid and lighter tints proved limited, so it is hardly surprising

that Porsche's Amazon metallic for one is rarely seen today. The 1992 964 Turbo Leichtbau, the fastest 911 yet, marked the return of a vibrant hue, Speed yellow, the first yellow on a 911 since the demise of Talbot yellow in 1981. The 993 RS would reprise Speed yellow on its launch in 1995. Interestingly, although 964s are known to exist in other yellows, notably Ferrari Fly and Summer yellow, these possibilities

never existed on Porsche colour charts. They would most likely have been Sonderwunsch special-order jobs. The same occurs with the 993: three metallic shades fail to appear on the Zuffenhausen colour chart, yet there are a tiny number of cars wearing Wimbledon green, Forest green or Orange pearl metallic. Orange pearl was also the colour of the launch model of the 993 Targa exhibited at Frankfurt in 1994. Restructuring of

manufacture for the new water-cooled range would not put an end to special-order deviations of this sort, but customers would have to pay handsomely – over £2,500 in some instances – and endure a three month waiting time for bespoke paint.

Colours for the 993 range were rationalised with six, and later only five tints – these were all solid colours, including Guards red, Grand Prix



BELOW AND LEFT
Porsche has always been careful to keep lighter colours on small cars, cloaking the bigger-hipped variants in darker hues











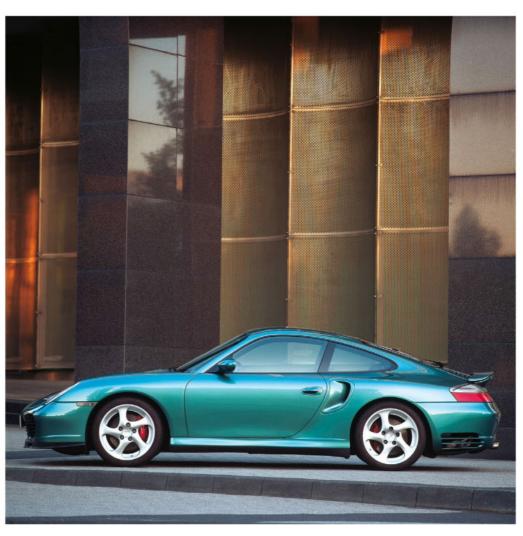












white, black and Riviera blue. Six metallics included Midnight blue, a favourite 993 shade, and the colour chart left open the possibilities of "other metallic or solid hues", which probably explains the origin of a handful of metallic turquoise 993s. Initially, the colours offered for the 996 were close to the 993's selection. Again it was a restrained range: five standard solid tints and five optionals, all metallics. such modesty not unconnected with Porsche's limited budget at this point. The colours available for the 996 became rather more varied in later model years, and by MY2003 20 shades were offered. Tastes were changing: Speed yellow, Guards red and Zanzibar red (really an orange which recalled the tangerine of 30 years earlier) remained, but buyers went far more for the Slate grey, Arctic silver and Midnight blue metallics, making the solid tints rarities on these cars.

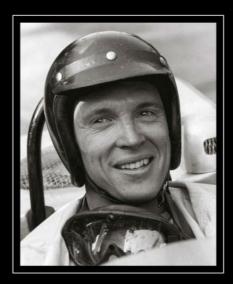
This trend was reflected in the colour chart for the 997: you could still have solid colours in theory, Guards red, Gulf orange and Ferrari yellow, but the vast majority of sales went to variations of the grey, silver and dark metallics. In 1999, the head of Porsche's Colour and Trim division, Dorothea Müller, had claimed that black or silver were original Porsche colours from the 1970s and that Porsche had started a trend, but in reality grey, black and silver offerings from the likes of BMW, Mercedes and Audi

were the main influence on Porsche's colour choices in the 2000s. After all, ease of driving and relative refinement compared with its predecessors was the major selling point of the 996, so it was logical to offer it in the similarly elegant but sober shades of its German rivals. This fitted the thinking of Michael Mauer, who took over as head of styling in late 2004: he remarked that Silver grey particularly suited the lines of a Porsche, and indeed this seemed to be the corporate colour for some years. This gave rise once again to rare colours such as Ipanema blue, offered only in MY2010 as a few discerning customers rejected the prevailing silver/grey fashion.

Of course, before picking a particular paint shade any auto maker will first need to understand the effect of different lighting on it, and whether a given colour puts the car at a disadvantage. At Porsche, Dorothea Müller's successors do not divulge their paint-selection criteria, but it is known that choosing colours can be a four-year process, from deciding suitability, then ascertaining that the tint does not change when the pigment is mixed and through the rigorous testing procedures before going into production. Arctic silver metallics remain popular because they are good at retaining visual image under dim or harsh artificial light. Size affects which colours work best: the consensus is that small needs solid, bright colours, whereas larger can get away

with darker. With its longer wheelbase and bigger wheels, the 991 falls into the latter category, and in the 2010s as the premium car market slowly moves away from the 'corporate grey metallic' look, Porsche's Anthracite brown metallic (MS8/GO) and Sapphire blue metallic(NI) proving popular in a way that would not have been the case even ten years ago. The 991 colour chart does have the hardy perennials, black, Guards red and Carrara white, but only one green, Emerald. Greens still do not have the acceptance they once had, so Porsche is being bold here: Emerald green might yet prove another of those rare Porsche colours in future.

It is no secret that Porsche's colour and trim specialists look at fashion trends, as well as competitors' ideas. With such a rich tradition, they can also draw shades from past catalogues. For example, in May 2017 the millionth Porsche, a 991, was finished in Irish green, intentionally recalling one of the colours of the very first production 91ls in 1964. Porsche can be subtle too: rather than axe the plain white of the 91lR, the anniversary 991 R wore a discernibly richer, creamier lustre which brilliantly paid homage to the original car, but cleverly hinted at far greater sophistication. Likewise with the '50 Jahre' Anniversary 991 in Geyser grey in 2013. The subliminal message is that Porsche is always best, and progress means the best simply gets better.



DAN GURNEY

PORSCHE HERO

Total 911 remembers the talented American racer who took Porsche's success on the track to new horizons

all, intelligent and personable, Dan Gurney, who sadly passed in January aged 86, was a classic all-American hero; he was also briefly a key figure for Porsche. Born on the East Coast, Gurney came to Europe in 1958 to drive at Le Mans for Ferrari and by 1960 he was a BRM works driver alongside Graham Hill. However, at the time BRM was fundamentally uncompetitive, and in 1961 Gurney was enticed by Huschke von Hanstein to drive a works Porsche. This was a landmark year for Zuffenhausen, its first proper season in Formula One and the first year of the new 1.5-litre formula.

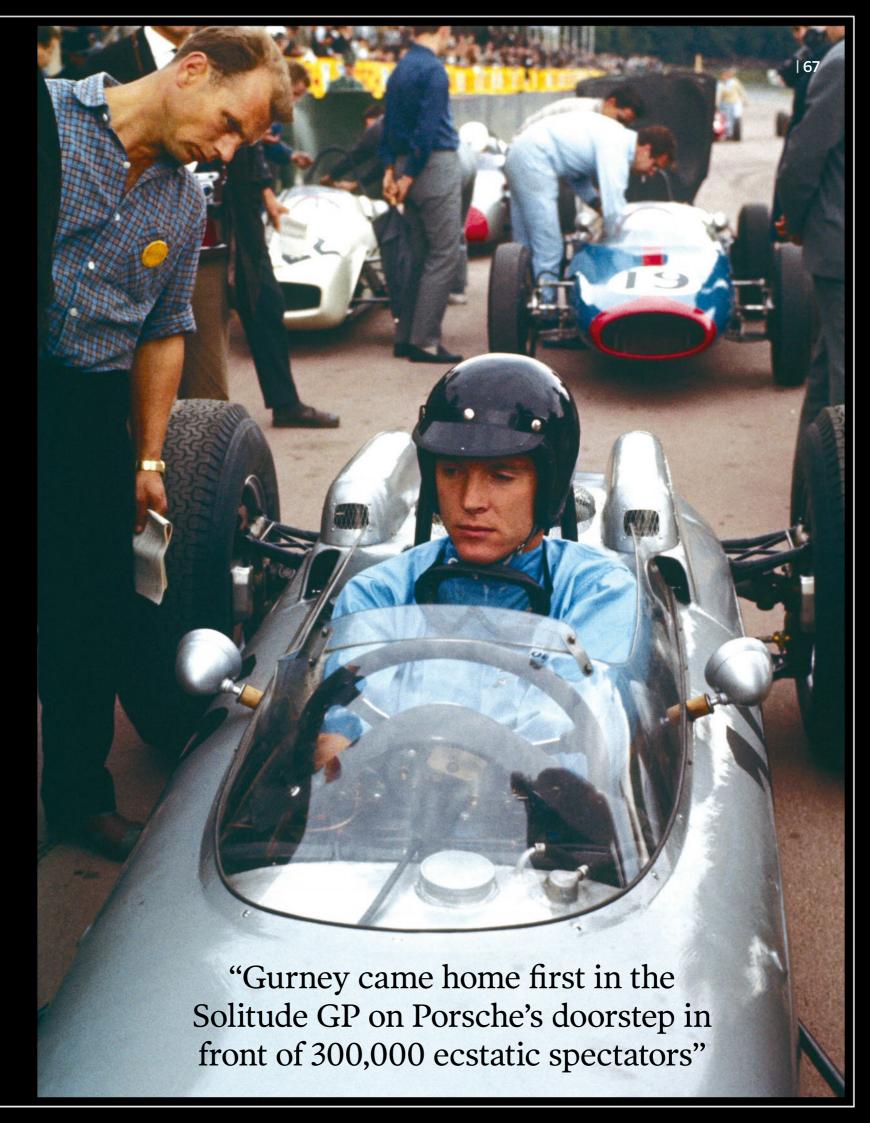
The V6-engined Ferraris were in a class of their own that year, while other contenders had to make do with four-cylinder Coventry Climax engines or, in Porsche's case, yet another reworking of the Fuhrmann quad cam that had served the company so well for so long. And it did so once again, its reliability enabling Gurney to score three 2nd places out of nine grands prix, enough for Porsche to come equal third in the constructors' championship. Although Ferry Porsche remained uncertain whether his company was ready not just technically, but also psychologically for the Formula One hothouse, this result was enough for him to sanction continuation.

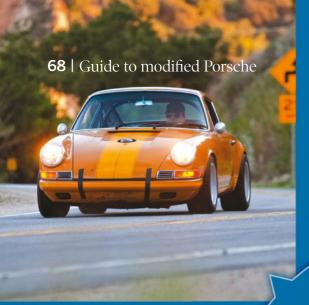
His caution was well founded: for 1962, the British contingent of BRM, Lotus, Lola and Cooper all had Coventry Climax's V8, which had a ten to 15 bhp advantage and a wider torque band than Porsche's all-new flat 12 1,500, the 804. Moreover, the Porsche was badly lacking development: Zuffenhausen entered two 804s for the opening Dutch GP – Gurney's, and one for team mate Jo Bonnier. Their suspensions were clearly not suited to the twisting Zandvoort circuit: Bonnier struggled to seventh and Gurney's gearbox failed. After this

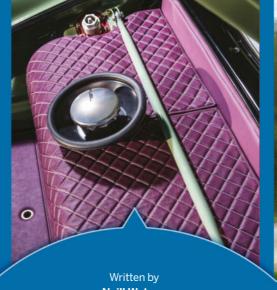
initial flop, Ferry was ready to throw in the towel, but Gurney's determination to press on convinced him to stay in the game. The company would miss Belgium to concentrate on preparing one 804 for Monaco; Bonnier would drive the previous year's 718. Gurney worked night and day with Porsche's race engineers over this period only to suffer the misfortune of being shunted off in a first-lap accident. Undeterrred, he struck back at Rouen, winning after Porsche's British rivals crashed or retired. If it was a lucky win, no one begrudged Porsche's good fortune – and Gurney's – as Porsche's first Formula One victory lifted spirits at Zuffenhausen. When Gurney then came home first in the non-championship Solitude GP on Porsche's doorstep in front of 300,000 ecstatic spectators, excitement increased.

With the German GP next, Ferry left nothing to chance. Gurney and Herbert Linge spent long days testing suspensions on the Sudscheife, followed by a full 300km rehearsal over the Nordschleife. In the race itself, Gurney placed third, beaten by a mere four seconds by Hill and Surtees. The American's practice times at Monza and in the US GP showed he had mastered the 804's weaknesses, but these final races were disappointing – his transmission failed in Italy and his 804 went off song at Watkins Glen. Even before the team left for America, Ferry had decided Fl was too costly, and the 804s never competed again.

Gurney's subsequent career brought further Fl victories, as well as winning Le Mans and numerous successes in the US, but he remains a Porsche hero: his personality and determination put Porsche in the Formula One history books, and if in the process he stole von Hanstein's pretty personal assistant Evi Butz to be his wife, no one at Porsche, even the baron, would say he didn't deserve this prize.









Neill Watson

CHOOSE YOUR

WEAPON

No other single model of car attracts such a diverse and passionate following. Total 911 investigates the world of

modified Porsche





Across the diverse world of the Porsche 911, there are many varied motivations that fuel the desire for 911 ownership. Throughout the marque's long history, Porsche 911s have been raced, rallied, collected, adored and used as daily transport. And of course, modified.

No other car enjoys such a diverse range of sub genres and, sometimes, they don't all see eye to eye. For every owner who loves to detail their car and win concours awards, there is another who thinks nothing could be better than sitting on a rally stage startline as the marshal calls "Three, two, one!" before launching through a forest stage collecting all manner of stone chips.

For others, the combat of motorsport is an obvious path to take in enjoying the Porsche 911 - this is a brand with a colourful racing history

So, prepare to have your horizons broadened as we examine the potential of this simple, basic design that began all those years ago. Even within months of the 911's launch, its potential for competition was already being realised. Today we've split the world of modified 911s down into five categories, outlining over the following pages what these categories are, how the cars are modified and what you can expect from the subculture around them.

f you're a concours, pristine, matchingnumbers, full-service-history kind of 911 owner, look away now. If examining the paint codes and fastidiously maintaining your beloved Porsche 911 exactly as it was when it left the factory, if not better, is your passion, then this is probably not for you either.

That's because we are going to be taking a top-level overview of the modified Porsche 911 world. The world where owners take a great platform, one that has evolved through more than half a century, and developed it further with their own particular passion in mind.



HOT ROD/BACKDATES

he hot rod Porsche 9ll scene has a kind of rose-tinted California sunset feel to it. The original idea was of taking an old Porsche 9ll and bringing it back to life – with a twist. This involved adding some cool modifications that reflected your personality, while very often leaving the sun-bleached paintwork with dents and patina intact was all part of the hot rod scene.

Or at least it used to be until the Porsche world picked up on the mythical R Gruppe society. R Gruppe is a society of like-minded early 9ll owners who, by invitation only, formed a group of air-cooled 9ll hot rods with the emphasis on Sports Purpose (inspired of course by Porsche's own Sports Purpose manual on which its competition T/R is built).

Then, a few years ago, along came that popular video of a certain Magnus Walker, the Sheffield come Los Angeles-based Urban Outlaw driving his hot

rodded lightweight 911 through the streets of LA in the darkness. The hot rod Porsche 911 scene suddenly went viral. Thanks to Magnus Walker's inspirational skill of combining his Serious Clothing knowledge with his love of the 911, a whole new phenomenon of Porsche hot rodding was born.

Today, we often find that aspirational hot rodders have many ideas, but lack the skills to actually implement a hot rod 9ll of their own. Instead they hook up with a workshop or bodyshop to help them create the 9ll they have in mind. Hot rodding doesn't always mean in-depth engine builds. In fact, many hot rod 9lls are principally visual cars with a minimum of mechanical changes. Today the hot rod scene truly is a global phenomenon, even if its beginnings lie in California's golden state.

And as for backdates? When the Porsche 964 was freely available for less than £15,000 (yes, really) there

was a small but very active movement in backdating the Porsche 9II. Beneath the larger 964 bumpers, with coilover suspension and power steering, the shell of the original Porsche 9II remained almost intact. This Darwinian style of model development from Porsche meant that owners could take the more modern 9II chassis feel and then 'backdate' the look of the car with the addition of panels, bumpers and a period interior that belied the fact that beneath the early 1970s look, there lay a 1990's Porsche 9II. It was the same for G-series cars which were backdated to mimic the earlier impact-bumper cars (anybody for an RS replica?).

Today however, the backdate scene has been largely killed off by the rocketing values of genuine Porsche 964s, 3.2 Carreras and SCs, but it's a crucial part of modified Porsche 911 history that shouldn't be ignored.



BESPOKE 911S

or those who enjoy adequate funding, commissioning a bespoke Porsche 9ll is the ultimate target in Porsche 9ll ownership. There cannot be a single one of us who hasn't enjoyed mentally creating their perfect 9ll.

For those who enjoy the opportunity to bring some reality to the fantasy, there are companies who are capable of realising the vision of the individual, and for a fee will guide you through the process of creating the holy grail of Porsche 9ll ownership.

Without doubt, the most famous such concern internationally speaking is Singer. We admire the creative vision of Rob Dickinson and his list of clients as they create stunning cars most would have to park in our living room. The development of the base car to reach pinnacles on every area, from looks and aesthetics to dynamics and driveability, makes the Singer one of the most desirable reimagined 9lls in the world.

However, there are other options. In the UK, Paul Stephens has created an entire range of bespoke Porsche. The PS AutoArt series gives a superb balance of structure and flexibility to the commissioning process, with donor cars. The PS AutoArt series places the emphasis on a period Porsche 9II look and feel but with all of the modern benefits, to create a car that they expect to be driven every single day. Corrosion proofing, modern damping, engines built to take standard unleaded and other modern elements all combine to make Paul Stephens' 9IIs superb creations for those who still wish to get out and drive.

Both of these bespoke Porsche 9II series have one very important element at their core: resale value. Unlike a car created on the enthusiasm and whim of an owner who can sometimes be misguided, the Singer and PS AutoArt cars are recognised as compete vehicles in their own right, and therefore

have a desirability and resale value greater than the sum of their parts. A car from a recognised bespoke creation company has a desirability as a brand in its own right. However, it's probably true to say that having gone to the time, expense and wait for the car's arrival, there will be very few bespoke Porsche 9lls reaching the marketplace any time soon.

Then, of course, there are the RWB cars. Of all the Porsche modifiers out there, none is more polarising than the Japanese Rauh Welt Begriff genre. One of the primary characteristics of these owners is that, very often, they are not from a 'traditional' Porsche ownership profile. For many they have an interest in Akira Nakai that surpasses their interest in the Porsche 9II, almost to the point of the base car being incidental to the final creation. Love them or hate them, the RWB cars have had an impact on the modified Porsche scene, and they are very much a bespoke 9II popular with a certain niche.











ALL-OUT POWER

If there is one particular Porsche 9ll that lends itself to the development of all-out power, it is the water-cooled 9ll Turbo. The 996 and 997 Turbos have become the darling of the remapping and tuning industry, with some truly prodigious power outputs.

We've driven 997 Turbos on track with over 700bhp, and it's always a dramatic experience. Heading down into Eau Rouge with that massive mid-range torque sweeping you downwards, turbos whistling like a 962 Group

C car, neck craning upwards at the steep climb to come. Lots of kerb on the left, just a nibble on the right, then keep your foot in and whistle over the crest. This is one of the very few cars we've driven up the Kemmel straight that simply didn't acknowledge that long, power-sapping incline and instead just kept

on accelerating. However, in driveability it left a little to be desired.

Talking with Tom at specialists Nine Excellence, we can learn a lot more on the quest for a headline power output from a Porsche 911. "Without a doubt,

"No other car enjoys such a diverse range of sub genres and, sometimes, they don't all see eye to eye"

the 996 and 997 Turbos are the strongest to develop a higher output, but be careful what you wish for. It is very easy to map a Turbo and on a third gear dyno run achieve that 650 to 700bhp vanity figure. Beyond third gear in a real-world scenario a whole range of issues come into play, including back pressure, engine

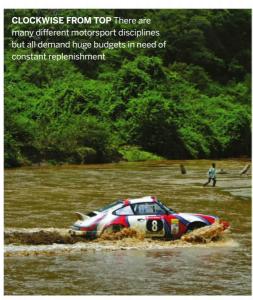
management issues and other elements. We run all of our tunes at 180mph, which is the same method used by the factory on standard cars. By doing this we have real-world figures to work with." So what about the 1,300bhp monsters? "We have over 40 996 and

997 Turbos happily running about out there with 650bhp, but beyond 800bhp there is no such thing as reliability. On those we insist on building a fresh engine and recommend upgrades to the rest of the drivetrain," Tom says.

So it seems in the rarefied atmosphere of four-figure bhp figures reliability is a relative term, and just like a Formula One engine, it only takes the failure of a single component to start a calamity. Be a little more conservative though and there are some staggeringly quick 9Il engines out there – but this sort of thrill seeking needs a hefty budget.











MOTORSPORT

here really is no such thing as a cost-effective racing car; it just isn't a concept that exists. The standard answer to 'How much?' is 'How much have you got? Then spend some more.' Although, if ever there was a competition car that allowed a driver to set a budget and even remotely come near it, the 9ll is that car.

The affordability part, of course, is relative, and depends on where you're coming from. The factory Porsche team competing in the FIA World Endurance Championship with the 991 RSR will achieve success built on a budget of millions. Want to race in Porsche

Cup or Supercup? Six figures only just gets you through the doorway.

But for many thousands of others, the Porsche 9ll is such a versatile platform with a huge variety of parts, many of which were historically standard factory items, that competing in a Porsche 9ll becomes affordable.

The sheer diversity of motorsport is quite remarkable: 30 seconds of thought creates a list that ranges from World Endurance Championships and 24-hour races, through FIA Historic Racing, all the way to 60-second sprints and the precise discipline

of historic rallying, arriving to the very second at the checkpoint.

In fact, probably the principle driver of upward costs in Porsche 9ll racing today is the escalating value of some of the rare air-cooled cars. Whether it is a historically significant car, has a famous driver's name on the door, or you simply find a nice base vehicle to work on, the cost of acquisition is probably higher than ever. As we've said before though, you don't go into racing to make money, so this level of modification is reserved only for the most serious enthusiasts.



TRACK CARS

In our view, track driving is the home of the Porsche 9ll. It is what the company stands for, and across the decades drivers have been able to drive their 9ll to a track, spend the day enjoying the howl of that flat six, the aroma of hot oil and brakes, and drive home again. Peel the rubber from the flanks and you're ready for work the following day. Many cars claim this, but very few marques actually deliver on that ethos.

We have driven several Porsche 9lls that have been modified and created with track driving in mind by their owners. All have been utterly reliable. For track driving, huge power outputs are not always what is needed. In fact, one of our favourite Porsche 9Il drives to this day was a handful of laps around Spa-Francorchamps in a simple, 30-litre air-cooled car with sensible modifications. Driving a car like that, with only around 200bhp but light in weight, while endeavouring to use every last bit of it, is what many Porsche 9Il track drivers seek. And, best of all, if you're starting out with a track driving car as an objective, the very last thing you want is an expensive, collectable, low-mileage, matching-numbers Porsche that has been loved and barely used its entire life. Instead, search out the cheaper, average-mileage, but well-maintained car. Perhaps even one with a less than stellar history – the occasional light collision will be fine too.

Preparation can range from sensible brake upgrades, through mild engine modifications, all the way through to roll cages, five-point harnesses and intercoms. One thing that the overwhelming majority of Porsche 9II track drivers still enjoy is the ability to be able to drive there, enjoy a day's speed and then drive home without the assistance of a recovery company.

If a track Porsche is for you, then start upon your journey of creating the perfect track-driving Porsche 9ll. Most track-prepared Porsche 9lls are a work in progress. Talk to an owner and you will always find them talking about the next incremental improvement – the work is never done!











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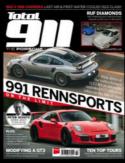








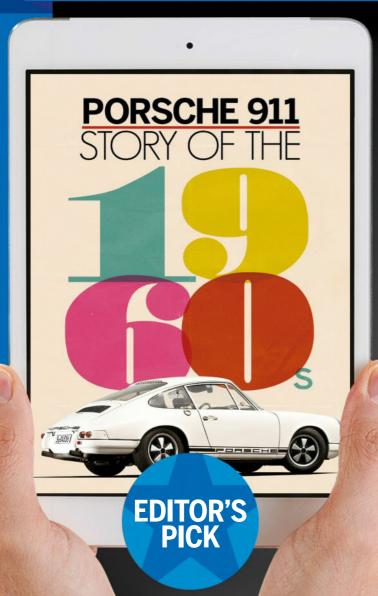




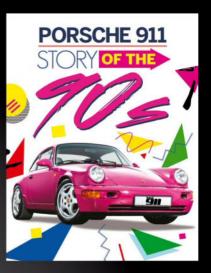


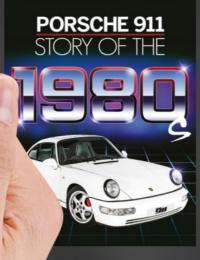
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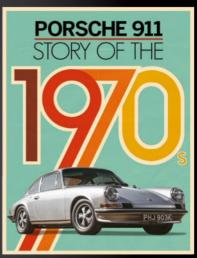
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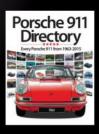








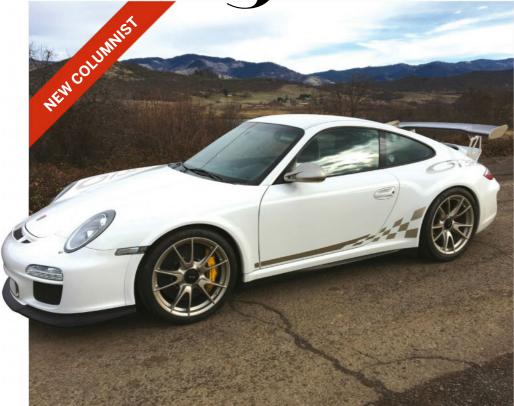




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Our contributing enthusiasts from around the world share their real-life experiences with their Porsche 911s









Ron Lang Ashland, Oregon

Model 964 Carrera 4 Year 1989 Acquired 2015

Model 964 Carrera 2 reimagined by Singer

Year 1990 Acquiring 2018

Model 993 Carrera 4S

Year 1996 Acquired 2016

Model 993 Turbo Year 1997 Acquired 2015

Model 997.2 GT3 RS

Year 2011 Acquired 2016 Model 991.2 Carrera

4S Year 2017 Acquired 2016

Model 991.2 Turbo S

Year 2018 Acquired 2017 Model 991.2 GT3

Year 2018 Acquired 2018



Thanks to the Editor, Lee, for permitting another 911 enthusiast to share a story or two! I want to start by talking about 5,000rpm, a

sweet spot in most 911 torque/hp curves. You know the difference in mindset at 5,000rpm, right? You are no longer just cruising down the road, you've decided to press on a bit. It's a delicious feeling, making that flat six do some work, waiting for that shift point which signifies a proper, albeit respectful workout.

Over 20 years of 911 ownership, visiting that sweet spot frequently marks a proper drive for me. As an admittedly compulsive 911 fanatic, a few 911s have come and gone. The desire to experience as many 911 variations as possible in one lifetime is my justification for serial 911 ownership. There is always the next dream drive waiting to happen.

It started with a 2000 996 C4 Coupe, and continued with a number of 997s – both GTs and road-focused models. More recently, the air-cooled exploration began. While the water-cooled 911s may come and go, the cars with that big fan in the engine compartment have a special charm that transforms even the most mundane drive into a special event, so they stay at the ready.

Having never owned a pre-964 911, that is on the wish list, hopefully a long hood with working air conditioning – it gets hot through the summer months here in southern Oregon, though mercifully with low relative humidity. A well-loved 930 would be nice too, and there is an itch to be scratched for a GT2 at some point... At the same time, the 991 can provide the explosive performance that can keep one's eyes from looking jealously at the other brands. However, there is always something in my garage that does not

have a Porsche crest: it's fun to have some variety and the 911 is even better enjoyed in the context of other cars.

That appreciation is constant. I am blessed to live in a sparsely populated. small town nestled in a valley between two mountain ranges, so the local back roads often beckon. Virtually immediate and frequent gratification is the result: very little traffic, even less traffic enforcement and countless second- and third-gear corners. My cars are mostly driven on mountain road loops, with the occasional out-and-back drive as well. Here is the vertical to accompany the horizontal - these mountain drives typically exceed 5,000 feet of cumulative climb and descent. These same local roads are often enjoyed on bicycle rides, so the texture of the tarmac and the camber of the road through most apexes is reasonably committed to memory.

Longer, multi-day drives are part of the mix, often enjoyed follow-the-







leader style with local Porsche friends. Last summer, three of us enjoyed a multi-day mountain-road tour north through Oregon to southern Washington state, stopping for hikes near several of the numerous volcanos of the Cascade Range.

A bit of fettling in the garage is fun as well. Rarely is there a 911 that escapes without a small modification or two. Living 180 miles from the nearest Porscheauthorised dealer means caring for the cars is mainly done locally unless there are warranty matters, but kudos to that dealer, Porsche of Bend, Oregon, for their excellent service and knowledgeable staff.

I hope you enjoy the pictures of the cars currently in my Porsche stable. A special thanks to Aaron Bloch and his team at Aaron's Autowerks who are local to home, committed to customer satisfaction and willing to take on all manner of maintenance, repair and enhancement to the 911s. Aaron does a needed and admirable job of talk therapy for this 911 addict too!



Greg JamesMercer Island, Washington

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



Most big cities have their Porsche gurus and marque experts. Seattle has several, but probably the best-known locally

is Nathan Merz, who owns Columbia Valley Luxury Cars. The name is a bit of a misnomer, as his speciality is finding high-end Porsche models for clients who retain him to locate cars from all over the globe.

Nathan's career started out more than two decades ago when he worked at a local Porsche dealership. He eventually left and started his own speciality business buying and selling previously owned Porsche cars. While Merz is best known for his ability to locate - and evaluate collector-grade cars, he's also happy to find and sell Porsche that are driver quality, and not destined to be 'garage queens'. What he won't do is sell a bad car, or one that he's not completely sure about. For Merz, reputation is everything. I purchased my 993 from Nathan, and it has been everything he represented it to be: a very well-kept example with medium miles and complete documentation from new. In other words, exactly what I wanted.

Recently, he did a presentation at The Shop for a small group of Porsche fans. The subject of his talk was how cars are graded on the 1 to 5 scale, and how to place value on features like special colours, originality, optional equipment and other factors. Merz also gave his views on auctions, and tips on how to spot the good cars, and the not-so-good ones. One of the things I found most fascinating

was hearing about the difference in manufacturing techniques involved in a pre-1998 model, and the cars of today. Merz pointed out that in the days of hand-built and hand-painted cars, there were often fairly big variations in things like paint thickness and quality of the overall finish. In other words, todays Porsche cars are painted by a machine, and the fit and finish is remarkably uniform.

With the older hand-painted cars there could be a surprisingly big variation in paint depth. Merz went through a long list of items he looks at when evaluating a car, from the original window sticker and equipment, to the tyres, wheels, maintenance records and overall condition and ride. It was a fascinating hour spent with a guy who is often retained to find the rare unicorns – grade 1, old Porsche in absolutely pristine condition – and present them as new.

Merz also delved into a lot of his own personal likes and dislikes and talked about his car collection and how he uses them. In the end, Merz spent near an hour going over a 1977 Ice green Turbo purchased at auction. He pointed out everything, from where it had been repainted, factory spot welds, tape lines, colour matching (or lack thereof), engine compartment issues, interior originality, non-stock items and dozens of other details that would have most likely gone unnoticed to most casual Porsche owners. It was an interesting and informative hour, and I learned a lot from an expert who has spent most of his adult working life closely examining Porsche cars for collectors.





Lee Sibley Bournemouth, UK



Model 996 Carrera 4S Year 2002 Acquired April 2017



January saw an impromptu visit to Porsche Centre Bournemouth after a noisy, wheezy squeal manifested from under the car's

decklid, particularly evident on start-up. I wondered if it was a pulley bearing that had gone, but on investigation the OPC's technicians recommended changing the belt (it was brown, so likely had been on there a while!) and, while they were there, checked all pulleys for play or any other signs of imminent malfunction. £180 later, all was well.

The new year also had me thinking about track days. I didn't do any in my 911 in 2017 as, frankly, sorting insurance for them is an arse: it's expensive and never straightforward, and that put me off altogether.

However, with my car insurance due recently, I saw that Locktons, official insurance partner with Porsche Club GB, offers complimentary track day cover for Porsche Club events as part of its service. Very likely the biggest carrot any insurance company has ever dangled, it didn't take me too long to sign up. I did do my due diligence and checked the rest of the market for

competitive quotes, and none could match Locktons' price and give me the track day coverage I needed. I was very happy to sign up with Locktons and genuinely view it that I'm getting free track day cover at any PCGB event. Speaking of which, the Club recently announced its track day calendar for 2018, with plenty of dates to choose from. I've already signed up for a couple, and if you want to do the same, I'd recommend doing so as soon as possible. The Club track days are very well run and as such they've become very popular, and take-up is high. Hopefully I'll see some of you on track!







Kyle Fortune Warwickshire, UK

@kylefortune205



@Kyle_Fortune

Model 993 Carrera 2 Year 1994 Acquired December 2014



The eagle-eyed among you might spot that my green 993 Carrera has mysteriously morphed into a 991.2 Carrera Coupe. It's a

short-term thing, Porsche UK lending me a Carrera off the press fleet to run here and elsewhere for a few months. Tough gig I know but, unlike my mollycoddled Carrera, it's been immediately pressed into daily service while the 993 sits out the worst of the winter in my garage.

I've always said that the 911 is a genuinely useable family car and now here's the opportunity to demonstrate that. Yes, there will be compromises, but they're not so big they're insurmountable. I've two children, currently three and five, and their Recaro child seats fit, admittedly snugly, into the back seats. With an additional ISOFIX mounting point optionally fitted to the Carrera here there's the opportunity to put a seat in the front if I want to, but I prefer the back - not least because using the front one does mean access to the rears is significantly limited.



As to this car's specification, it largely reflects that of my own Carrera, only 23 years younger. It's a Coupe with a manual transmission, praise be, and a few options fitted. The list includes a heated steering wheel and seats, which have proved perfect given the time of year, as well as a Sports exhaust, 20-inch Carrera S wheels and tyres, the Metallic silver paint and the beautiful red and black leather combination inside. I'm not left wanting, really, the lack of kit like cruise control not limiting my enjoyment.

In its first proper week with me it's been used for everything from the weekly shopping trips to the school run, as well as longer hauls relating to work in-between and around. All said. it's racked up over 400 miles in its first few days with me, which is about 300 more than the 993's done in the last few months. With it proving its worth as a daily driver, and us adapting to life with it, I'm already wondering how we're going to manage without it when it goes back...



Tony McGuiness San Diego, USA



@tonygt3rs



@tonymcguinessgt3rs

Model 997.2 GT3 RS Year 2011 Acquired February 2011 Model 991.1 GT3 Year 2015 Acquired December 2014



December was a great month in southern California for driving 911s. While many 911s are stored away for the winter, the

weather was spectacular in San Diego. Two days before Christmas a small group of Porsche owners from Rancho Santa Fe Cars and Coffee took a drive together from Rancho Santa Fe to Makellos Classics in Escondido. Matt Kenyon, the owner of Makellos, had invited us on a personal tour of his amazing shop.

Taking part in this fun drive along with my 991 Gen1 GT3 was a GT silver 991 Gen2 GT3, a stunning Birch greencoloured 991 Gen1 GT3 as well as a GT4. All four of these Porsche are beautiful, but the Birch green GT3 and the new GT silver GT3 really are unbelievably impressive.

The roads, along with the scenery in Rancho Santa Fe, are perfect for Porsche. It was a terrific drive full of curves and long straights. Of course the sight of three GT3s and a GT4 always makes heads turn, even in San Diego where supercars are common!

Pulling into Makellos Classics we lined up the cars, compared details of each



car's options and of course snapped plenty of photos.

Matt is very hospitable. We were able to see the restoration projects and the phenomenal work they do. Matt is a wonderful guy and his knowledge and love for the 911 is tough to beat. Makellos is incredibly impressive. As many of you will know from previous issues, Editor Lee was out here last summer and was fortunate enough to experience Makellos first hand. The passion Matt and his team have is palpable.

My girlfriend Vicki was so impressed with them that she now has Matt looking for a classic Targa! I am not



sure where we will put the Targa, but she is determined to get one! It was a great day for driving Porsche and a perfect destination. If you are in southern California be sure to reach out to them, or just visit their website at makellosclassics.com.



Joe Croser Northamptonshire, UK



@jcx911

Model997.2 Turbo Year 2010 Acquired December 2015



Time for my eightyear major service, and Millers Oils are on the menu for engine and PDK transmission. I know the transmission oil

isn't due yet, but the PDK is an expensive unit handling massive power so it's time to give it what it deserves: less friction. lower temperatures and more power. The question is, do I use an Official Porsche Centre or an independent?

Sale adverts frequently promote 'full Porsche service history', but is it a deal-breaker? I asked my trusted dealer

pal Tom at 911virgin about the effect on resale values of OPC servicing and he said: "If you offered the car to me at eight-years-old I wouldn't penalise the car if the most recent service was carried out by a reputable specialist instead of an OPC, but I do like to see the first three services carried out by an OPC."

Great, as my first three services were carried out by OPCs. With quotes in hand for £1,500 from Porsche Cambridge and Porsche Silverstone, I called DW Performance, the rising star among Porsche independents in Wellingborough, and spoke to Kev Waterhouse - the Goldaccredited former workshop manager at Porsche Silverstone. Kev gave me the good news. With TIPEC discount applied, he more than halved the OPC price, and included time to change the PDK transmission oil.

I first used Millers Oils' award-winning nanotechnology (NT) in my 964 engine and gearbox, and the difference was night and day. Since then, Millers has revised its spec, and now offers an NT+ product which is even slippier. That's good news for reducing engine wear, which may be why Hartech fill every rebuilt engine with Millers' NT+. The

performance gains are measurable; independent bench dyno tests have recorded power gains of 5 to 10 per cent with Millers NT+ engine oil.

After some research, I opted for Millers' CFS 10w50 NT+ engine oil, which is specially formulated for hotterrunning high-performance modified and turbocharged engines above 2.0-litres.

The gearbox was trickier, as Millers Oil makes a type of transmission oil which is specifically designed to include friction modifiers for plate-type LSDs. But do I have such a thing? I know I have option code 220, which on a 2010 Gen2 997 either delivers a limited-slip diff for non-Turbo cars or Porsche Torque Vectoring (PTV) for the Turbo. I couldn't get a consistent answer from any of the OPCs on whether PTV also included an LSD, or if so if it's a wet-plate or an electronic LSD. so I contacted Porsche Germany. A week later I received news from Porsche HQ in Reading who confirmed that my car includes a plate type.

Millers' CRX LS 75w90 NT+ transmission oil was ordered. Millers Oils also provide an oil analysis service for a very modest fee so I ordered that too. I'll share my results next month.





Gina Purcell Oxford, UK

Rob Clarke

@rob911_ltl

MRob996LTL

Year 1999

Model 996.1 Carrera 4

Acquired February 2014

Bristol UK

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



The primer is currently hardening on Steffi the SC. The first part of the restoration process took place in a frenzy of activity from early

November through to mid-December last year, reaching the planned drying hiatus during Christmas. While the 'big' stuff was completed, the 'little' stuff still continued to catch up - valances, bumpers and sill extensions still needed straightening, repairing, smoothing and priming. I decided to use this time to try and locate the rare brown headliner and matching vinyl dressing for the A and B pillars, despite Southbound Trimmers' crushing bombshell that the headliner was no longer available when I ordered the carpet set from them.

I mentioned a 'Plan B' last month about the headliner. Riviera Autobody boss, Tyrone Fuller, felt confident that a result could be achieved by dye spraying a black headliner to try and emulate the original brown one, but I felt that would be too much of a compromise. Everything had to be OEM. I'm a persistent soul that rarely takes 'no' for an answer, so I set about contacting the Porsche world for help. Porsche product code 911 555 055



15 21S dark-brown headliner became my sole focus for a couple of weeks.

Initially, it was bad news. I had trimmers in the UK contacting specialist sources across Germany and America, but none was found. Eventually, I reached out to the DDK forum, and was surprised at how quickly my problem was solved! Take a bow, Garry Hall of Classic FX. He sourced a sample for me within days, so I drove down to Surrey with my sunroof headliner to see if it really did match. Bingo! The weight, colour and perforations were exactly to Porsche specification, so Classic FX got the job.

That only left the A and B pillar vinyl. Southbound's Dave Nunn had previously shown me a sample of brown vinyl that might have been useable as a headliner, but recommended it was too thick and wouldn't 'hang' correctly. However, on a return visit, it transpired it was exactly the correct spec vinyl in weight, grain and colour for trimming the pillars. I had my clean sweep of OEM interior materials! The various Porsche trimmers' knowledge here in the UK is remarkable; that they can obtain the exact materials for my car, 36 years after they were manufactured in Germany, speaks volumes. I am deeply grateful to all!







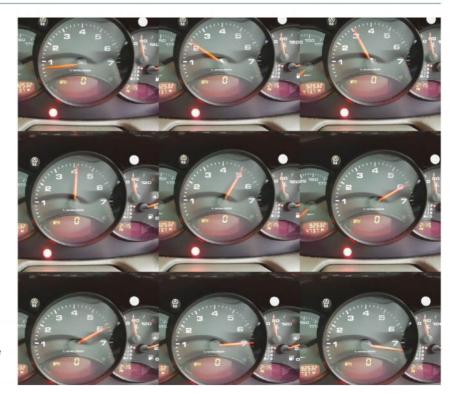
Having put over 1,000 miles on the 996 since its water pump failure, there doesn't seem to be anything else

wrong with the car. I have noticed a potential performance drop, but I am not sure if that's due to me driving the 991.2 recently or if there is genuinely something wrong!

I have been corralling my thoughts from my Porsche Range Experience and concluded that even though my car has a mild Sport exhaust, taking it to the redline is not as audibly satisfying as the 991.2. Also, my car is evidently slow - it is almost pedestrian in comparison! The 991.2 was very responsive and quick.

My last observation, which may upset some purists, is the forced induction of the latest Porsche range is actually very good. It did not cross my mind during the session that I wasn't driving a normally aspirated 911, so those technicians at Porsche have done a great job.

Back to my 996, I have to start thinking about mundane issues such as MOT, insurance and an annual service. First up is the MOT, which is booked in for next week. I have started a to-do list of



things I will do to the car this year, chief of which is addressing some bodywork issues. I'm not contemplating a respray; since I use the car on a regular basis 'A1' bodywork will not stay that way for long, but I do want to do something about the stone chips and rust so they don't get any worse. There are other items on my to-do list, but will hold off sharing those until I have done a bit more homework.



David Grover Harpenden, UK



@propertypetrolheads

Model 991 Carrera S Year 2014 Acquired March 2016

Model 997 Cup Year 2014 Acquired December 2016



For me, the racing calendar is first focus this year. With the car now fully fixed and mechanically ready for its first test day, we need to find

an opportunity to get it out. Meanwhile, the annual process of fundraising is alive, hoping to get enough to warrant a full season in the car in the GT Cup in 2018, with more consistent results as a consequence.

As I submit this article it's Autosport Show time again at the NEC, a great chance to drool over new racing cars, equipment and kit. This year I want to explore more about home racing sims that could help with track familiarisation, however, the range of costs for these is huge. With VR now taking over I wondered whether a compromise of a bit of kit for home might be worth a try.



I needn't have worried. At the show

The other component of the event I was very keen to see, since I couldn't attend the Carrera Cup test day last year, was the Porsche stand with the new 4.0-litre 991 Cup car that will be used in the GB series in 2018. It didn't disappoint, and sat alongside the GT2 RS it made for a partnership of two perfect cars. The carbon detailing on the GT2 RS was a particular favourite. Sadly so few of us will ever see one on the road, let alone get the chance to own or drive one.

I was back at the OPC in Hatfield last week as the Cayenne needed a major service and preparation before a sale. We discussed the complete lack of availability of the GT2 RS for interested UK customers, reinforcing my point above, but also the high chance of a Gen2 GT3 RS coming to our shores, likely to be announced at the Geneva motor

show. I am sure our Editor will have some more insight into that for all of us in time (see this month's cover! – Ed). If it comes it will surely be a hugely sought-after model, possibly the last ever naturally aspirated 911 to be made.

I was hoping to get the blue 991.2 GT3 out from my car club last week, being without my own road-going 911 at the moment, but it ended up being used last minute for a track event so it's now booked for me as this goes to press. I am keen to share the driving experience in real life compared to many of the non-Porsche-focused magazines, who, to be fair, are all highly rating it, but mostly for its ability on track, which I suspect none of us doubt. My intention is to carry out a few hundred miles of driving through London in January and see what it's like as an everyday car. With a pack of detailed photographs I will provide some personal insight to the car next month.

For now, I had to take a different car from the club instead, and I was given 700bhp on tap from an Aventador Coupe S. What a beast that is. Trying to drive it around London and stretch its legs on the motorway, it is almost impossible to get near to the rev limit in any circumstance, certainly past second gear. Despite a rather unsophisticated gear change, it was great fun and, of course, a real head turner wherever you stopped at the lights. Jumping back into my 'old' Italian vehicle showed just the level of sophistication other Italian brands offer by comparison.





Richard Klevenhusen Rio de Janeiro, Brazil

Model 930 3.3 Year 1979 Acquired May 2012



💟 @richardkle



I received some unpleasant news regarding my 930 this month. I discovered, when lifting the car, that the exhaust fan is not

original. In addition, due to the low height of the car, the non-original fan has been crumpled after taking what appears to be many hits underneath the Turbo.

I went to the authorised Porsche dealer in Rio de Janeiro and they gave me an incredibly expensive quote equivalent to US \$32,000 - to change it! Coincidentally, it's the same value my 930 was when it left the US. It's time for Porsche in Brazil to review its values. This cost is simply impracticable! The parts in the US cost around \$1,300, so I think I'll have to buy the exhaust fan in the US and install it myself. Taxes for imported products in Brazil are exorbitant, but nothing justifies such a high value!





Joel Newman London, UK

Model 996 Turbo Year 2003 Acquired April 2014



I managed to get a bit of a road trip in the Turbo under my belt this month, something I've not had the time to do for a

while. Unfortunately, my trip wasn't to the south of France or to a section of beautiful tarmac somewhere in the Alps, it was to Birmingham for my annual



pilgrimage to Autosport International, after which I went back down the country again to Bristol before retiring home to London. Still, it was nice to get some good driving time in the Turbo again.

The car performed brilliantly, except for the check-engine light popping its little head up as I looked for my AirBnB in Birmingham's Jewellery Quarter. Thankfully I know what it is. For some reason when it's very cold out the 200-cell race cat on bank two trips itself up, but my technician says it's nothing to worry about, otherwise the fault would reappear after I've cleared it.

Anyway, Autosport was a great event as always, although every year I regret not asking for a pair of comfortable walking boots for the Christmas prior! I didn't just come away from the NEC with sore feet though, I came away a little bit inspired. Now, let me preface this by saying I've been going to Autosport and talking with tuners and motorsport-tech royalty for the best part of 15 years. Over the last couple of years I've really noticed people's reactions to, or opinions of, the 996 Turbo have quite changed. There seems to be more and more

aftermarket kit being developed and released for the car as it gets older, and the car seems to garner greater respect from tuners too. There were even two UK-based Porsche tuners displaying at the show, something I've not seen before. It seems that the 996 isn't seen as the – dare I say it – ugly duckling of the 911 Turbo family any more.

Autosport got me thinking about something else too, and that is how my own modifying tastes have changed over the years as I've gotten older. When I was a little younger, I dreamt of getting a pair of carbon bucket seats, with the accompanying harnesses, fitted to the car. After sitting in a fair few examples at the show I realised something, I'm too old to be that uncomfortable! The same goes for a lot of current modifying trends, but maybe that's a rant for another issue...

I did see something I'd quite like to replace the 996 with though, and that's the new GT2 RS. After pouring over the one on display at the show, and speccing it up on the Porsche Configurator when I got home, I've decided I need to win the lottery. Wish me luck.



Michael Meldrum Houston, Texas

o @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



Don't be fooled by my location: I was born and bred in the UK and frequently visit. My passion for Porsche started in the UK, but my

approach to 911 ownership has been heavily influenced by comrades in the US.

As a regular visitor to the UK, I joined the GB Porsche Club with my mum's 991 GTS. During my most recent visit, an email hit my inbox from then-local Scotland North PCGB announcing a New Year 'Hardy Souls Run'. I've participated in numerous events and drives, but this is the first on the right side of the road.

The meeting point was a delightfully British affair, a cup of tea and bacon roll a pleasant change of pace from Texas' tacos and coffee. The pre-drive sit down was ideal as a first-time attendee, and I chatted to the local enthusiasts. By my count there was around 20 cars, a diverse group made up of 944s, 996s, 997s, 991s, a Panerera and a Macan.

The drive kicked off with freezing but dry conditions. The summer tyres on the 991 GTS caused me a few anxious moments, not normally something that's high on my list of priorities when driving in Texas. The charming Stonehaven harbour was the first pit stop. I was

expecting the worst as it's situated on the North Sea but was pleasantly surprised, no wind and the waters were smooth as glass. We had full access to the pier and the Porsche fleet parked precisely, but we had a few interesting moments due to the ice.

During the pitstop I quizzed a few of the locals about their thoughts on modified air-cooled Porsches. The consensus was to keep them original, a stark contrast to much of the Porsche community in the USA. This got me thinking about the different attitude to 'outlaw' Porsche. Houston's population is over 5 million, it hosts three major Porsche dealerships, a large and active PCA group and lots of air-cooled Porsche. so it stands to reason that we would have more outlaw enthusiasts. I think that's part of it, but I think it's something more. There's a fiercely independent streak in Texans that manifests itself in a "I'll do it my way" attitude.

Back on the road, on the way to the Hill of Garvock (a scenic viewpoint near Laurencekirk), on came the torrential rain. I was starting to understand why this event is named The Hardy Souls Run. We stopped very briefly, snapped a few pictures and tried not to get blown away.

The grand finale of the run was the run over the Cairn O' Mounth route.

which sits at a slightly higher elevation to the rest of the area. Due to the lashing rain, many decided to take the direct motorway route back to Aberdeen, but I continued on with the route with a few other brave characters.

At this point, we accomplished the full Scottish driving experience with the onset of heavy snow showers and complete whiteout conditions. I wasn't thrilled about driving on the summer tyres. I was following George in his 944, so I reckoned if his 944 could handle it, I'd be fine. Thanks to the 991 GTS's four-wheel drive (and other technological safety gadgets that I typically despise) I made it. I think I'd have to revisit my 'less is more' approach to the 911 if I lived back in Scotland – though the heated seats were very much cherished.





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



Proving once again that the car sickness runs deep, I made a new vehicle acquisition right before Thanksgiving. As previously alluded

to, I have several other performance cars beyond my five 911s, including a 2011 Audi R8 Spyder. While the car has proven to be incredibly reliable, and sounds fantastic with a STaSIS exhaust, after six years of ownership (and the extended factory warranty coming to its end in the spring), I was toying with the idea of replacing the car. After my unsuccessful request for both a 991 GT3 RS and 991 R, I was keeping an open mind as to what to buy next.

I happened to see a new R8 for sale at Hoffmann in Hartford, Connecticut while searching online. While I have owned two previous-generation R8s, I felt the new R8 redesign did not go far enough from an aesthetic perspective, although the performance is difficult to argue with. I would have much rather seen them make the sideblade more prominent like the GT-40, rather than reduce its visual impact. What drew me to this particular R8 was that the owner of the dealership had special ordered it in Porsche Grün green. It is believed to be the only one in North America.



I had previously been offered a Grün green 991.2 Targa GTS by Penske in Cleveland, where I had bought several of my cars, but the car was optioned to such an extent that price really eclipsed the model in my opinion.

I was able to pick the R8 up on one of the last pre-snowfall days, and was not disappointed in any way. I love the colour, and the biggest difference from my old R8 is the dual-clutch gearbox, instead of the clunky single-clutch unit from the Lamborghini Gallardo in my convertible. Driving the car home was great fun. While the transmission was similar to the PDK in my 991.1 C2S, it

had a more mechanical feel to it. Sammy Hagar's I Can't Drive 55 coming on the radio assured a spirited drive home (although it was tough to keep the revs down until adequate break-in).

While at the dealership I checked out their Porsche showroom. They had some great cars, including a menacing black pre-owned 997.2 Turbo (it's a good thing I couldn't drive two cars home), an equally evil black C4S Targa and, finally, a bright-yellow GT4. The staff at Hoffman were truly exceptional, and dealt with all aspects of the transaction in a very professional manner. I will definitely be back!



Chris Wallbank Leeds, UK



o chris_wallbank



@chrisjwallbank

Model 997.1 Carrera S Year 2005 Acquired November 2012



Following on from last month's discovery of a misshapen arch trim suffering from corrosion and coming away from

the body work. I booked the 997 in with West Yorkshire-based Porsche specialist, Revolution Porsche (revolution-porsche. co.uk).

Once they had it up on the ramps and started to remove the trim and inner wheel-arch liner, it instantly became more apparent why the trim has started to come away and let water in. Basically, over the last 12 years of the car's life, mud and dirt had been getting in behind the trim, eating away at the steel bracket that fits the trim to the body work.

I was amazed at just how much dirt and grime had gotten trapped behind the wheel-arch liner, completely hidden from the human eye! Apparently this is a common issue on 997s. Danny from Revolution Porsche suggested it's a bit of a poor design on Porsche's part, which allows the mud and dirt to get trapped

between the actual body and the arch liner, as you can see in my photo. I guess the guys over in Stuttgart can't get everything right all the time!

The big relief was that there was no rust on the actual bodywork of the car, it was just rust transferred from the trim's bracket. The guvs cleaned the arch and bodywork of all dirt thoroughly before applying copper grease to the new part's bracket to prevent this happening again in the future.

Unfortunately, while the car was up in the air on the ramps, Danny noticed that the corrosion on the tandem oil pump that was pointed out a couple of months ago had gotten worse over the winter. He recommend getting this replaced as soon as possible, as failure of the pump can have big implications! Again, another item that is becoming a problem on earlier 997s as they get older. So that's the next thing on the list and is already booked in.



WORRIED ABOUT EXPENSIVE

PORSCHE REPAIR BILLS?







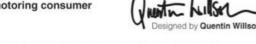




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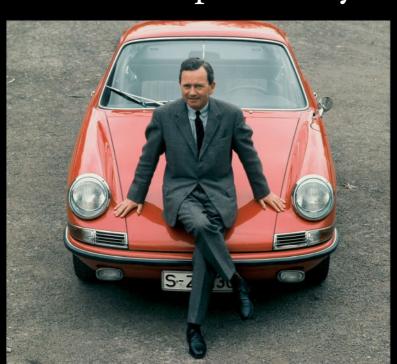
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Data file

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



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

▲ ▼ ● General valuations

This reflects the general market trend for a model's used value compared to the previous financial quarter. The review for 2018 Q2 will be April. The review for 2018 Q1 was January.



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

0.6 A series ★★★★ 911S 1967-68
6

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 carburettors.

Production number	s 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



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

Production number	rs 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	().52/72/22/22/22/22
F 6x15 inch; 185HR	
R 6x15 inch: 185HR	



911T 1969-71

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

Production numbers	15,082
Issue featured	107
Engine capacity	2.195cc
Compression ratio	8.6:1
Maximum power	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	



(C&D series) ***** 911T 1973

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

Production numbers	16,933
Issue featured	127
Engine capacity	2,341cc
Compression ratio	7.5:1
Maximum power	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 number	ers 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	VR15
R 9x15 inch; 235/6	0/VR15

930 3.3 1978-83

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

Production number	rs 5,807 (pius 78 .
	Cali car
Issue featured	
Engine capacity	3,299
Compression ratio	7.0
Maximum power	300hp @ 5,500rp
Maximum torque	412Nm @ 4,000rp
0-62mph	5.4s
Top speed	160mj
Length	4,291m
Width	1,775m
Weight	1,300
Wheels & tyres	

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



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

FIOUUCION NUMBERS	00,740
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/\	/R15
R 7x15 inch: 215/60/	/D15



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

Production number	ers 2
Issue featured	15
Engine capacity	2,994c
Compression ratio	10.3
Maximum power	255hp @ 7,000rpr
Maximum torque	250Nm @ 6,500rpr
0-62mph	4.9se
Top speed	153mp
Length	4,235mr
Width	1,775mr
Weight	940k
Wheels & tyres	
F 7x16 inch; 205/55	5/VR16
R 8x16 inch; 225/5	0/VR16





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 number	rs 1,603
Issue featured	138
Engine capacity	1,991cc
Compression ratio	9.0:1
Maximum power	130hp @ 6,100rpm
Maximum torque	173Nm @ 4,600rpm
0-62mph	8.4sec
Top speed	132mph
Length	4,163mm
Width	1,610mm
Weight	1,080kg
Wheels & tyres	



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 numbe	rs 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; 185Hf	?
R 5.5x15 inch; 185H	R



(B series)	****
911E	
1968-69	
The Q11 receiv	ad its first

maior 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	
F5.5x15 inch; 185HR	
R 5.5x15 inch; 185HR	



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 number	ers 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	I/R15
R 6x15 inch: 185/70	1/R15



● (C & D series) ★★★ **911E** 1969-71

911E 1973

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

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	4,92
Engine capacity	2.195c
Compression ratio	9.1:
Maximum power	155hp @ 6,200rpn
Maximum torque	196Nm @ 4,500rpn
0-62mph	7.0se
Top speed	137mpl
Length	4,163mn
Width	1,610mn
Weight	1,020ks
Wheels & tyres	
F 6x15 inch; 185HR	
R 6x15 inch: 185HR	

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 number	ers 4,406
Issue featured	117
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	



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

Production number	rs 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; 165H	R
R 5 5x15 inch: 165H	R



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 number	s 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
	CD-4 FF



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.

V(E)	
)\uoxi:	185 <u>1</u>
Production numbers	1.590
Issue featured	145
Engine capacity	2,687cc
Compression ratio	8.5:1

ion numbers	1,590	Production numbe	rs 4,406
atured	145	Issue featured	144
apacity	2,687cc	Engine capacity	2,341cc
ssion ratio	8.5:1	Compression ratio	8.0:1
m power	210hp @ 6,300rpm	Maximum power	165hp @ 6,200rpm
m torque	255Nm @ 5,100rpm	Maximum torque	206Nm @ 4,500rpm
h	5.8sec	0-62mph	7.5sec
ed	152mph	Top speed	137mph
	4,163mm	Length	4,163mm
	1,610mm	Width	1,610mm
	975kg (Sport)	Weight	1,077kg
& tyres		Wheels & tyres	
ch; 185/70/R	5	F 6x15 inch ATS; 185	iHR
ich; 215/60/R	15	R 6x15 inch ATS; 185	SHR



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 number	rs 5,054
Issue featured	120
Engine capacity	2,341cc
Compression ratio	8.5:1
Maximum power	193hp @ 6,500rpm
Maximum torque	211Nm @ 5,200rpm
0-62mph	6.6sec
Top speed	140mph
Length	4,163mm
Width	1,610mm
Weight	1,075kg
Wheels & tyres	
F 6x15 inch; 185/70	/R15
R 6x15 inch; 185/70	I/R15

(G, H, I, J series)★★★★★ 911 1974-77

R 6x15 inch: 185HR



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.

9,320

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.

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 rangetopping 911. Essentially th 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	



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 number	ers 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	I/VR15
R 7x15 inch; 215/60)/VR15



930 3.0 1975-77

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

Production numbers	2,850
Issue featured	157
Engine capacity	2,994cc
Compression ratio	6.5:
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 7x15 inch; 185/70/V	R15
R 8x15 inch; 215/60/V	R15



930 3.3 1984-89

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

Production numbers	11,135
Issue featured	144
Engine capacity	3,299cc
Compression ratio	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 1,300	0kg (1,335kg from '86)
Wheels & tyres	



Almost the same galvanised body as the SC. Engine was claimed to be 80 per cent new, ignition and fuel systems.

Production number	ers 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	1,652mm
Weight	1,210kg
Wheels & tyres F 7x15 inch; 195/65 R 8x15 inch, 215/60	



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

Production number	ers 50 (UK only)
Issue featured	146
Engine capacity	3,299сс
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	1,775mm
Weight	1,335kg
Wheels & tyres	
F 7x16 inch; 205/5	5/VR16
R 9x16 inch; 245/4	5/VR16

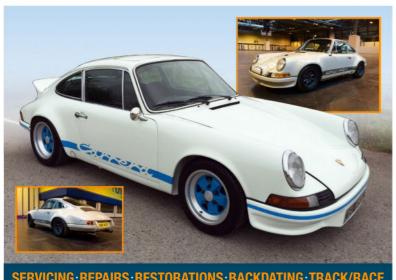


*****	Production numbers	337
OFO	Issue featured	142
959	Engine capacity	2,850cc
1986-1988	Compression ratio	8.3:1
Had tech later used on	Maximum power	450hp @ 6,500rpm
	Maximum torque	500Nm @ 5,000rpm
911s including 4WD,	0-60mph	3.9sec
ABS and twin turbos. A 959S was also available,	Top speed	196mph
	Length	4,260mm
	Width	1,840mm
featuring lighter cloth	Weight	1,450kg
Sport seats, five-point harnesses and a roll cage.	Wheels & tyres F 8x17 inch; 235/45/2 R 9x17 inch; 255/40/2	



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

Production number	ers 2,274 (for both
wit	de 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	5/VR16
R 8x16 inch; 245/6	0/VR16



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930 LE 1989

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

Production numbers	50
Issue featured	110
Engine capacity	3,299cc
Compression ratio	7.0:
Maximum power	330hp @ 5,500rpm
Maximum torque	432Nm @ 4,000rpm
0-62mph	4.6sec
Top speed	173mph
Length	4,291mm
Width	1,775mm
Weight	1,335kg
Wheels & tyres	
F7x16 inch; 205/55/\	/R16
R 9x16 inch: 245/45/\	/R16



engine management gave a higher rev limit of 6,840rpm. Suspension uprated and LSD standard.

Production number	ers 340
Issue featured	126
Engine capacity	3,164cc
Compression ratio	10.3:1
Maximum power	231hp @ 5,900rpm
Maximum torque	284Nm @ 4,800rpm
0-60mph	5.1sec
Top speed	152mph
Length	4,291mm
Width	1,650mm
Weight	1,160kg
Wheels & tyres	
F 6x16 inch, 205/5	5/VR16
R 7x16 inch, 225/5	5/VR16



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

Production number	rs 81
Issue featured	108
Engine capacity	3,299сс
Compression ratio	7.0:1
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	



964 3.8 RS 1993

Identifiable by lightweight Turbo bodyshell, 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	
Engine capacity	3,746cc
Compression ratio	11.6:
Maximum power	300hp @ 6,500rpm
Maximum torque	359Nm @ 5,250rpm
0-62mph	4.9sec
Top speed	169mph
Length	4,250mn
Width	1,775mn
Weight	1,210kg
Wheels & tyres	
F 9x18 inch; 235/40/Z	R18
R 11x18 inch: 285/35/7	7R18



993 Carrera 4S 1995-96

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

Production numbers	6,94
Issue featured	10
Engine capacity	3,600c
Compression ratio	11.3
Maximum power	285hp @ 6,100rpr
Maximum torque	340Nm @ 5,250rpr
0-62mph	5.3se
Top speed	168mp
Length	4,245mr
Width	1,795mr
Weight	1,520k
Wheels & tyres	
F8x18 inch; 225/40/2	ZR18
R 10x18 inch; 285/30.	/ZR18



tradition, teamed with a 3.8-litre engine, VarioRam intake erigine, varioRam intake system and remapped ECU to create 300bhp, fed to the rear wheels only.

Production number	ers 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, 265/3	35ZR18



normal driving, increasing to 40 per cent when required. PSM used for first time, rolled out

Production number	ers 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



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 number	rs 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: 285/3	0/R18



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.

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

Weight Wheels & tyres F 8x18 inch; 225/40/R18 R 11x18 inch; 295/30/R18





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

Production number	rs 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
Woight	1.450kg

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



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 number	rs 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	5/ZR16
R 8x16-inch; 225/5/	0/ZR16



964 Turbo 1991-92

This used the revised 964 bodyshell, 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	160
Engine capacity	3,299cc
Compression ratio	7.0:
Maximum power	320hp @ 5,750rpm
Maximum torque	450Nm @ 4,500rpm
0-62mph	5.4sec
Top speed	168mph
Length	4,250mm
Width	1,775mm
Weight	1,470kg
Wheels & tyres	



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 number	ers 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	5/ZR16
D 0v16 inch: 245 /51	77D1C



964 RS 1991-92

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

Production numbers	2,405
Issue featured	131
Engine capacity	3,600cc
Compression ratio	11.3:1
Maximum power	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 7.5x17-inch; 205/50/	ZR17
D 0v17-inch: 255/40/7	D17

964 C2 Speedster 93-94

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

Production number	ers 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; 205/50	1/ZR17
R 9x17-inch: 255/40	1/7R17



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

Production number	ers 1,437
Issue featured	120
Engine capacity	3,600cc
Compression ratio	7.5:1
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; 225/40	D/ZR18
R 10x18-inch: 265/3	35/7R18



'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 number	ers 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)/17
R 9x17-inch; 255/40	0/17



964 RS America 1973

Offered in five colours, fixed whaletail wing and two cloth sports seats, with just four options: aircon, 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	
F7x17-inch; 205/50/Z	R17
R 8x17-inch; 255/40/Z	R17



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

Production number	ers 38.626
Issue featured	160
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	
F7x16-inch; 205/5	5/ZR16
R 9x16-inch: 245/4	5/7R16



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 number	ers 2,884 (Coupe)
Issue featured	111
Engine capacity	3,600cc
Compression ratio	11.3:1
Maximum power	272hp @ 6,000rpm
Maximum torque	330Nm @ 5,000rpm
0-62mph	5.8sec
Top speed	166mph
Length	4,245mm
Width	1,735mm
Weight	1,420kg
Wheels & tyres	
F 7x16-inch; 205/5	5/ZR16
R 9y16-inch: 245/4	5/7R16

993 GT2 1995-96

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

Production number	ers 1/3
Issue featured	131
Engine capacity	3,600cc
Compression ratio	8.0:1
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 9x18-inch; 235/40	0/ZR18
R 11x18-inch; 285/3	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'.

ers 5,93
14
3,6000
8.0
408hp @ 5,750rpr
540Nm @ 4,500rpr
4.3se
180mp
4,245mr
1,795mr
1,500k
D/ZR18
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	3,600ci
Compression ratio	11.3:
Maximum power	285hp @ 6,100rpn
Maximum torque	340Nm @ 5,250rpn
0-62mph	5.4se
Top speed	168mpl
Length	4,245mn
Width	1,795mn
Weight	1,450kg
Wheels & tyres	
F 8x18-inch; 225/40/Z	R18
R 10x18-inch; 285/30/	ZR18



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

Issue featured	115
Engine capacity	3,600cc
Compression ratio	8.0:1
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	V. 3 (V. 17
F 8x18-inch; 225/40	0/18
R 10x18-inch; 285/	30/18



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	56,73
Issue featured	16
Engine capacity	3,387c
Compression ratio	11.3:
Maximum power	300hp @ 6,800rpn
Maximum torque	350Nm @ 4,600rpm
0-62mph	5.2se
Top speed	174mp
Length	4,430mn
Width	1,765mn
Weight	1,320k
Wheels & tyres	
F 7x17-inch; 205/50/F	217
R 9x17-inch; 255/40/F	217



996 Carrera 4S 2001-05

Basically a C4 featuring a Turbo bodyshell, 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

R 11x18-inch; 295/30/R18



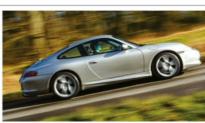
A lightweight, Turbo-bodied 996 with uprated turbocharged engine and suspension. PCCB was standard. Revised ECU later gave an extra 21bhp.

Issue featured	127
Engine capacity	3,600cc
Compression ratio	9.4:1
Maximum power	462hp @ 5,700rpm
Maximum torque	620Nm @ 3,500-
	4,500rpm
0-62mph	4.1sec
Top speed	196mph
Length	4,450mm
Width	1,830mm
Weight	1,440kg
Wheels & tyres	
F 8x18-inch; 235/40	
D 12v18-inch: 315/30	1/P18



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.

rs 29,389
136
3,596cc
11.3:1
320hp @ 6,800rpm
370Nm @ 4,250rpm
5.0sec
177mph
4,430mm
1,770mm
1,370kg
)/R17
)/R17



Gen2 996 C4 2002-04

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

Production numbers	10,386
Issue featured	107
Engine capacity	3,596cc
Compression ratio	11.3:
Maximum power	320hp @ 6,800rpm
Maximum torque	370Nm @ 4,250rpm
0-62mph	5.0sec
Top speed	177mph
Length	4,430mm
Width	1,770mm
Weight	1,430kg
Wheels & tyres	

PER I		
Available in GT silver, and included a Turbo front bumper and chrome Carrera wheels. Powerkit, -10mm sports suspension and mechanical I SD standard		
Production numbe	rs 1,963	
Issue featured	112	
Engine capacity	3,596cc	
Compression ratio	11.3:1	
Maximum power	345hp @ 6,800rpm	
Maximum torque	370Nm @ 4,800rpm	

996 Anniversary 03-04



Sales debate

Manual 997.2 Turbo v 997 Turbo S: which is the better long-term investment?



There can be little question the 997 Turbo S has a very bright future ahead of it: a genuine run-out special, its unique spec, all-conquering power and relatively low build numbers (approximately 2,000 worldwide) make it a bona fide future classic. Costing from £123,263 new in 2010, prices of this forced-induction special sank to as low as £75,000 around three years ago – the cost of a new 911 Carrera – before steadily rising. Today, a 997 Turbo S is chasing down values of the 991.1 Turbo, and **Total 911** predicts it won't be long before the 997 leapfrogs its younger Turbo brother.

The 997 Turbo S may well represent a solid investment for the future, but is there a Turbo rival to be found within that 997 generation? The 997.2 Turbo, released in 2009, heralded the start of the PDK gearbox era, with most customers speccing this superquick, twin-clutch transmission to marry up to its 500hp flat six engine. Some stuck with good, old-fashioned stick shift though, and it's these cars that could yet prove a better investment than that aforementioned Turbo S. Why? Not only are manual examples rare (especially in the context that the Gen2 Turbo was released during the last world financial crisis and, as such, numbers generally are low), but more importantly for enthusiasts is the fact the 997.2 represents Porsche's last ever manual Turbo. So, in the investment stakes, can the manual 997.2 Turbo hold a candle to the special edition – yet PDK only – 997 Turbo S?

"The 997 Turbo S marks the end of the 997 era, which is well thought of among enthusiasts, so prices are holding really well. A manual 997.2 Turbo, however, is a very rare car, with PDK specified on most cars. It could be one of those rare unicorn cars that's destined for the history books," says Richard Eniffer, sales manager at Porsche Centre Colchester. "I think with the resurgence in manual cars – think 911 R, Boxster Spyder, GT4 and Carrera T – it would not surprise me if the manual 997.2 turns out to be a great bet... if you can find one."

Before you trawl the classifieds though, it's worth hearing from the independent specialists network – especially as Paragon Porsche's Jamie Tyler thinks otherwise. "The 997 Turbo S would be the best long term investment of the two," he says. "Like the RS and GTS models compared to their GT3 and Carrera understudies, we think the Turbo S boasts so much more over and above the standard Turbo: the highest performance, ceramic brakes, centre lock wheels. It's just a very special car."

It's clearly an issue that divides our experts then but, really, both cars could end up as winners in the long run. Last manual Turbo or high-spec Turbo S? Choose your poison!



Based on facelifted 996 Carrera, but with new wings. Suspension lowered and uprated, PCCB optional. Fullspec interior unless Clubsport option was ordered.

Production number	rs 2,31:
Issue featured	142
Engine capacity	3,600c
Compression ratio	11.7:
Maximum power	381hp @ 7,400rpm
Maximum torque	385Nm @ 5,000rpm
0-62mph	4.5ser
Top speed	190mpl
Length	4,435mn
Width	1,770mm
Weight	1,380kg
Wheels & tyres	
F 8.5x18-inch; 235/	40/R18
R 11x18-inch; 295/3	0/R18



996 GT3 RS 2004-05

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

Production numbers	683
Issue featured	16
Engine capacity	3,600c
Compression ratio	11.7:
Maximum power	381hp @ 7,400rpn
Maximum torque	385Nm @ 5,000rpn
0-62mph	4.4se
Top speed	190mp
Length	4,435mr
Width	1,770mr
Weight	1,360k
Wheels & tyres	
F 8.5x18-inch; 235/40/	/R18
R 11x18-inch; 295/30/I	R18

996 Turbo S 2004-2005

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

TOVISCU LOO. TOOD Startuard.		
Production numbers	1,563	
Issue featured	132	
Engine capacity	3,600cc	
Compression ratio	9.4:1	
Maximum power	450hp @ 5,700rpm	
Maximum torque	620Nm @ 3,500-	
	4,500rpm	
0-60mph	4.2sec	
Top speed	191mph	
Length	4,291mm	
Width	1,830mm	
Weight	1,590kg	
Wheels & tyres		
F 8x18-inch; 225/40/	R18	
R 11x18-inch; 295/30.	/R18	

997 Carrera 4 2005-08

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

Production number	ers 8,53
Issue featured	
Engine capacity	3,596c
Compression ratio	11.3:
Maximum power	325hp @ 6,800rpr
Maximum torque	370Nm @ 4,250rpr
0-62mph	5.1se
Top speed	174mp
Length	4,427mr
Width	1,852mr
Weight	1,450k
Wheels & tyres	
F 8x18-inch; 235/40)/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 number	ers 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; 235/3	5/R19



997 Turbo 2005-08

2003-04 Similar to 997 C4S body, but with extra intakes at the front and sides. Essentially the 996 Turbo engine, but with all-new twin turbos. VTG gave best of small/large turbos.

Production numbers	19,201
Issue featured	159
Engine capacity	3,600cc
Compression ratio	9.8:
Maximum power	480hp @ 6,000rpm
Maximum torque	620Nm @ 1,950
	5,000rpm
0-62mph	3.9sec
Top speed	193mph
Length	4,450mm
Width	1,852mm
Weight	1,585kg
Wheels & tyres F 8.5x1	19-inch; 235/35/R19
R 11x19-inch; 305/30/F	R19



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

Production number	s 1,24
Issue featured	12
Engine capacity	3,600c
Compression ratio	9.0:
Maximum power	530hp @ 6,500rpr
Maximum torque	680Nm @ 2,200
	4,500rpr
0-62mph	3.7se
Top speed	204mp
Length	4,469mr
Width	1,852mr
Weight	1,440k
Wheels & tyres	
F 8.5x19-inch; 235/3	5/ZR19
R 12x19-inch: 325/30	/ZR19



Gen2 997 C2 2008-12

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

Production numbers	10,500
Issue featured	144
Engine capacity	3,614cc
Compression ratio	12.5:1
Maximum power	345hp @ 6,500rpm
Maximum torque	390Nm @ 4,400rpm
0-62mph	4.9sec
Top speed	179mph
Length	4,435mm
Width	1,808mm
Weight	1,415kg
Wheels & tyres	
F 8x18-inch; 235/40/2	R18
R 10.5x18-inch; 265/40	D/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 number	rs 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	5/ZR19

R 11x19 inch; 295/30/ZR19

Gen2 997 Turbo 2009-13



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

	45
Issue featured	15.
Engine capacity	3,8000
Compression ratio	9.8:
Maximum power	500hp @ 6,000rpn
Maximum torque	650Nm@1,950
	5,000rpn
0-62mph	3.4se
Top speed	194mpl
Length	4,450mn
Width	1,852mn
Weight	1,570kg
Wheels & tyres	
F 8.5x19-inch; 235/3	5/ZR19
R 11v19-inch: 305/30	7/7R19



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 number	ers 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	5/7R19



997 Speedster 2010 Built to mark Porsche Exclusive's 25th year. Shorter windscreen, but rake angle same as 997 Carrera. Wide body with

19-inch Fuchs wheels

Rear-wheel drive.

Production numbers	356
Issue featured	128
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	408hp @ 7,300rpm
Maximum torque	420Nm @ 4,400-
	5,600rpm
0-62mph	4.4sec
Top speed	190mph
Length	4,440mm
Width	1,852mm
Weight	1,540kg
Wheels & tyres F 8.5x ZR19 R 11x19-inch; 305	



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.

Maximum power
3
0-82mph
10-92eed
3
0-82mph
10-92eed
10-9

Production numbers	25,788
Issue featured	112
Engine capacity	3,596cc
Compression ratio	11.3:
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



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 number	ers 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	5/R19
R11x19-inch; 295/3	0/R19



Track focused, but based on narrow-bodied Carrera with reworked 996 GT3 engine. PASM standard, revs to 8,400 rpm, 200 higher than the Gen 2996 GT3.

Production numbers

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; 235/3	35/R19
	0.004.0



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.

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	



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	1.480ks



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 number	rs 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;305/3	0/ZR19



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.

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:	187mph
Length:	4,435mm
Width:	1.852mm

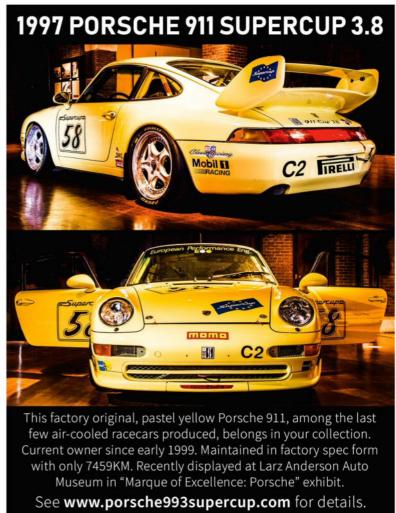
Weight: 1,425kg
Wheels & tyres
F 8.5x19-inch; 235/35/ZR19
R 11x19-inch; 305/30/ZR19

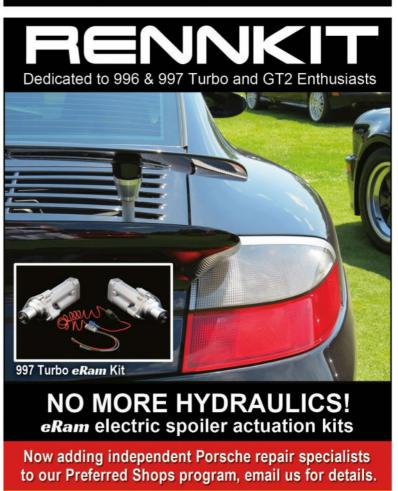


997 GT3 RS 4.0 2010

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:
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/Z	R19





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Technology explained

OT INTERMEDIATE SHAFT

An integral part of every 911 engine, Total 911 investigates the IMS and how its bearing can cause problems in the 996's M96 flat six



In every 911 engine up until the introduction of the 9A1 DFI unit, the crankshafts indirectly drive the camshafts via the intermediate shaft. Its use allows the speed of the timing chains to be reduced, increasing chain life. It's a set up that first appeared in the 547 flat four from the 356A Carrera.

Every Porsche IMS until the arrival of the M96 ran in plain bearings that were pressure fed by engine oil, preventing the possibility of them seizing. With the arrival of water-cooled engines in 1998, however, the design was changed, with the camshafts no longer driven off just one end of the IMS. The revised cylinder head design required sprockets mounted on either end of the intermediate shaft, with the front end of the shaft running in a plain bearing surface integrated into the front oil pump console. The sprocket on the front end of the IMS is connected to the timing chain for the 4-6 cylinder bank, while the rearward sprocket on the IMS drives the camshaft for the 1-3 bank.

At the very tail of the intermediate shaft is a smaller sprocket connected to the crankshaft via a chain. This is the connection that powers the IMS. At the flywheel end of the M96 and M97's IMS is a sealed roller bearing. Due to the design of the oil galleries in these engines, a plain bearing at this end proved impossible to implement. This roller bearing is held in place by a steel flange which holds the inner race stationery, allowing the outer race to rotate on a number of ball bearings. Initial IMS bearings were twin-row, with later designs moving to single-row designs.

All can suffer from the breakdown of the bearing seals though, which allows the grease packed inside the IMS bearing to wash out. This can cause metallic compounds to enter the oil flow of the engine, causing internal damage. In the worst cases, the bearings seize, causing the IMS to snap, resulting in a catastrophic engine failure. This is a rare occurrence, though.





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 530h	p @ 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 8.5x1 ZR19 R 11x19-inch; 305/	



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

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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	



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 number	ers Unknow
Issue featured	9
Engine capacity	3,436c
Compression ratio	12.5:
Maximum power	350hp @ 7,400rpn
Maximum torque	390Nm @ 5,600rpn
0-62mph	4.9se
Top speed	177mpl
Length	4,491mn
Width	1,852mn
Weight	1,430k
Wheels & tyres	
F 8.5x19-inch; 235/	40/ZR19
R 11x19-inch;305/3	5/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 8.5x20-inch; 245/35.	/ZR20
R 11x20-inch: 305/30/	7R20



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	3,996сс
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



changed underneath with power coming from completely new 3.0-litre 9A2 turbocharged engine. PASM nowstandard.

Production numbers	In production
Issue featured	137
Engine capacity	2,981cc
Compression ratio	10.0:1
Maximum power	370hp @ 6,500rpm
Maximum torque	450Nm @ 1,700-
	5,000rpm
0-62mph	4.2sec
Top speed	183mph
Length	4,499mm
Width	1,808mm
Weight	1,430kg
Wheels & tyres	
F 8.5x19 inch; 235/40)/ZR19
P 11 F 10 : 1 00F /2	E /7010



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.



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.

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	
R 12v20-inch: 305/3	0/7P20





C4's wider rear body, and powered by the 3.8-litre Carrera Sengine, 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
0-60mph	4.6sec
Top speed	190mph
Length	4,435mm
Width	1,852mm

1,420kg

Weight
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 eithe heavier and with 4WD. IT entries C2 or C4 form, it represented a great saving over optioning up a 997 Carrera counterpart.

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; 235/3	85/ZR19
R 11x19-inch; 305/30	0/ZR19

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 530h	@ 6,250-6,750rpm
Maximum torque	700Nm @ 2,100-
	4,250rpm
0-62mp	3.3sec
Top speed	195mph
Length	4,435mm
Width	1,852mm
Weight	1,585kg



Gen7911, it takes sty from the 993. A rede chassis with lengthe chassis with lengthened wheelbase reduces overhang of the engine.

Production numbe	rs 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; 235/4	10/ZR19
B 11 10 : 1 00F (2	F (7D10



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.	/ZR20
D 11v20 inab: 205 /20 /	7020



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



991.1 TUI DO 2	013-13
	Milke
New Turbo marks of rear axle steerii only transmissior induction 991 mo	ng, plus PDK- nto forced
Production numbers	Unknown
Issue featured	109
Engine capacity	3,800cc
Compression ratio	9.8:1
Maximum power	520hp@6,000-
	6,500rpm
Maximum torque	660Nm@1,950-
	5,000rpm
0-62mph	3.4sec
Top speed	195mph
Length	4,506mm
Width	1,880mm
Weight	1,595kg
Wheels & tyres	
F 8.5x20 inch; 245/35	/ZR20



Same dimensions as 991 Turbo but with a tweaked man to provide extra 40bhp. Turbo options standard, including

centre-lock wheels	s 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 700N	Vm @ 2,100-4,250
0-62mph	3.1sec
Top speed	197mph
Length	4,506mm
Width	1.880mm

Weight Wheels & tyres F 9x20-inch; 245/35/ZR20 R 11x20-inch, 305/30/ZR20



991 Anniversary 2013-14

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

991.2 Carrera 4S 2016-

Production numbers	1,963
Issue featured	112
Engine capacity	3,800cc
Compression ratio	12.5:
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	



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 number	ers 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	
F9x20-inch; 245/3	5/ZR20
D 11 Ev20 inch: 20E	/20 /7P20



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

Production number	ers 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	
F9x20 inch; 245/3	5/ZR20
R 11 5x20-inch: 305	/30/7R20



turbocharged 9A2 engine, with revised turbos, exhaust and engine management to produce extra 50hp

In production

Production numbers

Issue featured Engine capacity

420hp @ 6,500rpm
500Nm@1,700-
5,000rpm
3.9sec
191mph
4,499mm
1,808mm
1,440kg

Wheels & tyres F 8.5x20-inch; 245/35/ZR20 R 11.5x20-inch; 305/30/ZR20



991.2 Carrera 4 2016-

New 9A2 turbocharged engine fused with allwheel-drive running gea now electro-hydraulicall controlled. Distinguishal by wider body and fullwidth rear brake light.

Production numbers	In production
Issue featured	13.
Engine capacity	2,981c
Compression ratio	10.0:
Maximum power	370hp @ 6,500rpm
Maximum torque	450Nm @ 1,700
	5,000rpn
0-62mph	4.1se
Top speed	181mpi
Length	4,499mn
Width	1,852mn
Weight	1,480k
Wheels & tyres F 8.5x1	9-inch; 235/40/
ZR19 R 11.5x19-inch; 29	5/35/ZR19

991 GT2 RS 2017-





Issue featured	135
Engine capacity	3,800cc
Compression ratio	9.8:1
Maximum power	540hp @ 6,400rpm
Maximum torque	710Nm @ 2,250-
	4,000rpm
0-62mph	3.1sec
Top speed	199mph
Length	4,507mm
Width	1,880mm
Weight	1,595kg
Wheels & tyres	
F 9x20-inch; 245/35	/ZR20
R 11.5x20-inch: 305/	30/7R20



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.

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 9x2	0-inch; 245/35/ZR20
R 11.5x20-inch; 305/3	0/ZR20

991.2 Carrera 4 GTS 2017-

PTM four-wheel drive electrica controlling drive between both connecting strip on rea

Production number	ers 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

maxiiiluiii torque	330NIII @ 2,130°
	5,000rpm
0-62mph	3.8sec
Top speed	193mph
Length	4,528mm
Width	1,852mm
Weight	1,515kg
Whoole & turns	

Wheels & tyres F 9x20-inch; 245/35/ZR20 R 12x20-inch; 305/30/ZR20



New 4.0-litre engine from 991.2 Cup car. Retains 9,000 rpm redline; six-speed manual Sport transmission now a no-cost option. Revised airflow to front

and rear.	
Production number	ers 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; 245/3	5/ZR20
D 12v20-inch: 305/	30/7P20

R 12x20-inch: 305/30/ZR20



R 12.5x21-inch: 325/30/ZR21



991 Turbo S **Exclusive Edition**

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

Production numbers	500
Issue featured	155
Engine capacity	3,800cc
Compression ratio	9.8:
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



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	Unknow
Issue featured	16
Engine capacity	2,9810
Compression ratio	10.0
Maximum power	370hp @ 6,500rpr
Maximum torque	450Nm @ 1,700
	5,000rpr
0-62mph	4.1se
Top speed	183mp
Length	4,499mr
Width	1,808mr
Weight	1.410k



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PORSCHE 997 GTS, MANUAL, 2011 Guards Red with Black Full Leather 13,700 miles, BOSE, Rear Axle Diff Lock



PORSCHE 997 TURBO S CABRIOLET, 2010 Carrara White with Black Full Leather 19,800 miles, Sports Chrono, Multi-Media Interface



PORSCHE 911 RSR EVOCATION Silver Metallic with Race Interior, Martini Livery Built by Bailey Edwards, South Africa, 345 bhp



PORSCHE 997 TARGA 4, MANUAL, 2010 Basalt Black Metallic with Black Leather 26,300 miles, Sports Chrono, BOSE, 12-Way Seats



PORSCHE 997 CARRERA 2S CABRIOLET, PDK, 2008 Carrara White with Red Full Leather, Black Hood 15,400 miles, Sports Chrono, 19" Turbo Alloys

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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)

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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 Carrera 4 (993)

Metallic Black • Marble Grey Leather Sport Seats • Manual Gearbox 18" Turbo Technology Wheels • Air Conditioning • 24,689 miles • 1997 (R)

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911 Turbo (997 GEN II)

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

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911 Turbo (997)

Basalt Black • Black Leather Adaptive Sport Seats • Tiptronic S Gearbox • Sport Chrono Pack Plus • Ceramic Composite Brakes • 40,391 miles • 2008 (08)

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911 Turbo (997 GEN 1.5)

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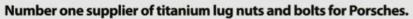
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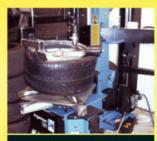
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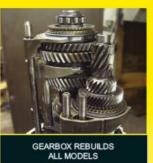
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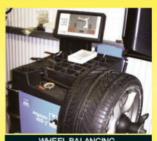
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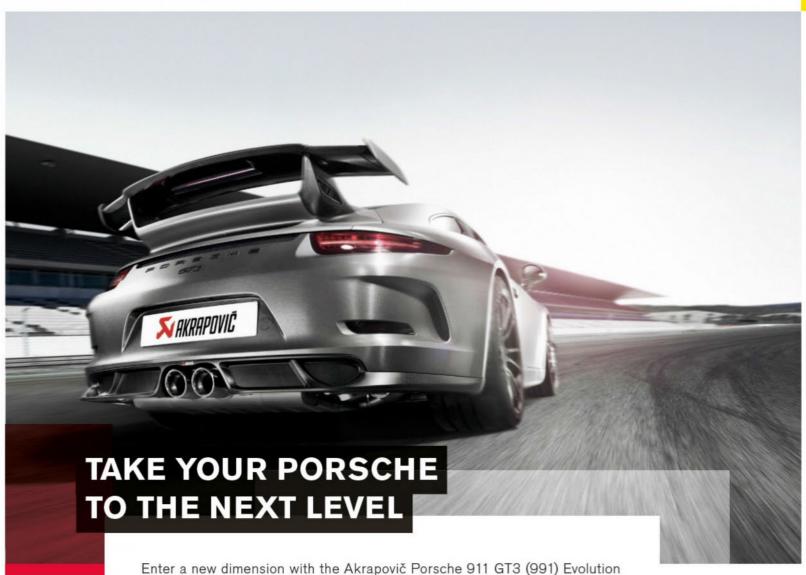




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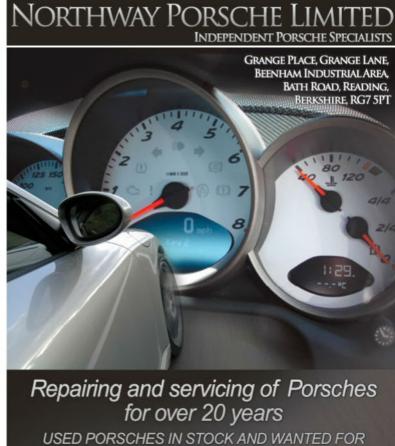
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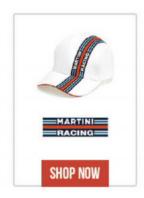


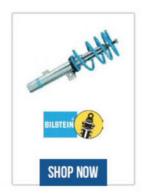




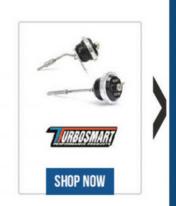












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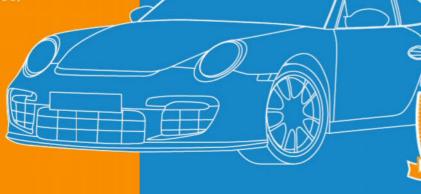
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PORSCHE INDEX: 997 CARRERA GTS

A high-spec, future classic – source a good example with our guide

911 DESIGN ICONS

ACTIVE REAR SPOILER

The 964 was new in a whole host of ways, not least by introducing Neunelfer buyers to a fresh approach to aerodynamics: the pop-up spoiler had arrived



"Despite its small

size it still produced

useful amounts

of downforce and

reduced rear lift"





ographs by Porsche Archive

he 964's sleeker styling saw a far greater focus on aerodynamic efficiency, but early in its development the decision was taken not to have any visible aerodynamic devices. That spelled the end for the iconic 'whaletail' that adorned many a 3.2 Carrera,

and in its place came an electromechanically operated pop-up item. Despite its smaller size it still produced useful amounts of downforce, reduced rear lift to negligible levels and, according to Porsche, doubled the volume of air drawn into the engine compartment when it was extended.

The effect on cooling was substantial, so much so that running at high speed without the spoiler deployed wasn't recommended.

Left to its own devices it rose at 50mph and disappeared at 6mph, but a switch in the cabin allowed the driver to raise the spoiler manually. The engineering behind it was typically intricate: an electric motor driving a cable which then operated gears acting on a quadrant to raise and lower the unit. The combination of maintaining the 9lls clean lines while still offering aerodynamic benefits at speed

ensured that the new arrangement continued to both 993 and 996 generations, on-going development ensuring that levels of downforce were increased without a notable penalty on overall drag, although the spoiler now rose at 75mph – a rather unfortunate speed indicator for UK motorway users. The 996 would also see the addition of a

third brake light on the spoiler's trailing edge, an inclusion continued on the 997.

Further aerodynamic improvements meant the 991 Carrera was launched with a 0.29 drag coefficient – impressive given the larger dimensions – but while the rear spoiler still rose and dropped at 75mph and 50mph respectively, its height and angle of attack could now be adjusted depending on speed. The 991.2 took things further still, with a much

greater degree of tuning possible depending on aerodynamic or cooling needs. The spoiler on the GTS could extended further than the one used on the standard Carrera, while the adoption of turbocharging allows more air to be directed to the intercoolers – in high temperatures, the spoiler can be fully extended at speeds as low as 37.5mph. And it all began with the rather special 964.

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