

CELEBRATING  50 YEARS OF PORSCHE 911 • NOTHING ELSE MATTERS

Total 911

THE PORSCHE MAGAZINE

997 GT3 RS

Up close with Porsche's latest and greatest Rennsport model



www.total911.com

993 v 997

TURBO TITANS

Which blown 911 gives the best driving thrills for £60k?



THE EVERYDAY 901

Zuffenhausen's third ever right-hand-drive 911 still driven nearly 50 years on

"I BEAT 600BHP TURBOS IN AN SC RS AT MONACO!"

Jürgen Barth exclusive interview

PLUS

- Tyre safety tech
- Golden 1973 RS replica
- Touring northern France with the Rallye Privé
- Behind the scenes at suspension specialists Eibach

LE MANS 2013

Full report and access-all-areas to Porsche's brilliant double 24h win



THE KING'S 964

The anniversary-look Type 964 with a celebrated past

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	ISSUE 103

YOU'VE WORKED YOUR WHOLE LIFE...

IT'S TIME TO PLAY



TREAT YOURSELF

Restoration. Collection Management. Sales. Service. Concours Concierge.



We stock the finest vintage cars available anywhere in the world, and personally inspect every car, every time. Years of experience have taught us that a plane ticket is cheaper than a mistake.

After we purchase a car, the fun begins: hours of research on the owner and service history and the model itself. Next, we service the car. To us, service is not an oil change, it's a comprehensive inspection. If we don't have any service records – and many of the low mileage cars don't – we flush all fluids, replace all belts and thoroughly check all systems and wear items.

With regards to restored cars, we only purchase the finest. A new paint job can hide a lot, but a careful inspection and knowledge

of the details separate us from the rest of the “experts.” We're not brokers or consignors. We own all of our inventory. A broker or consignor obviously doesn't believe strongly enough in the value of the car to make a financial commitment and write the check. Without that level of commitment, how do you know the car is accurately represented? And when you get the car and it wasn't, who takes responsibility?

Our cars are the top 1% of the market. You can buy a cheaper car, but certainly not a better one.

Welcome



What an action-packed month it's been. We witnessed the long-awaited return of Porsche to Le Mans, where the Type 991 RSRs claimed first and second-place in the GTE-Pro class on the way to securing a 100th class victory overall for Porsche at the Circuit des 24 Heures. As enchanting as it was to see the works team's official Le Mans return though, the race was marred by the passing of Allan Simonsen. Having raced in a Porsche at Le Mans in 2007, Allan was well-respected in the racing community. However, Le Mans 2013 was otherwise a brilliant race and a maiden victory in only the 991 RSR's third outing should not be overlooked. You can read about all the action of the premier

“Porsche returned to Le Mans, where they claimed first and second in the GTE-Pro class to mark 100 class victories”

endurance event of the year and indulge in our behind-the-scenes photos and exclusive interviews with Porsche's head of Research and Development, Wolfgang Hatz, and works driver Jörg Bergmeister beginning on page 68.

Away from Le Mans, I was also afforded the opportunity to drive the brilliant 997 GT3 RS for the first time. From start to finish I was mesmerised; mesmerised by its formidably weighty clutch, the sheer stiffness of the chassis and that beautifully addictive RS rasp as you propel through the rev range. It's right up there at the zenith of Porsche perfection, and made for a truly exhilarating driving experience.

Our cover story also poses a superb debate for you and your bank manager. The 997 Turbo and 993 Turbo are both fantastic cars with high-end performance and stunning aesthetics in abundance, but with good examples of both currently floating around the £60,000 mark, we ask which is the better buy?



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1911 Opening Shot

After a pleasant drive from Chantilly, Porsche owners on the Rallye Privé arrive for lunch at the beautiful Chateau d'Aveny, providing the perfect chance to admire some of Stuttgart's finest metal of the last 50 years.

Photograph by **Daniel Pullen**





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16 £60k Turbos

“The 993 is like lightning, and the 997 the boom that follows”



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www.imagineshop.co.uk

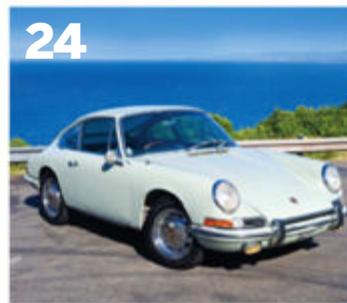


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Update

The latest news, updates, products and gadgets from the world of Porsche

In brief



Fuchs wheels

EB Motorsport has released the first pictures of their stunning re-creation of the iconic Fuchs wheel. Available in a 6 and 7J staggered fitment, the wheel centre and front face are machined from a single aluminium billet with the forged rear barrel CNC-welded to the front section. The wheels are also accompanied by an inner rim tyre safety bead.

www.eb-motorsport.co.uk

RPM reveal new 997 CSR



The CSR is well suited to track and everyday road use

RPM Technik has released details of its new project to promote enhanced track use with everyday comfort, the CSR.

After similar success with a 986 Boxster CSR, RPM have enhanced the philosophy of producing a Clubsport-inspired sports car with an everyday road-going capability.

Based on a Gen1 Carrera S, RPM have engineered a unique setup to fine-tune the handling execution of the 997. This has been achieved with an immaculate geometry setup, including corner weighting, to merit the installation of

high-quality Ohlins suspension, uprated antiroll bars and Powerflex poly bushings.

Crucial for everyday use, RPM have developed a custom lightweight clutch and flywheel assembly, with optimum traction and off-throttle handling supplied by the vectoring Wavetrac LSD upgrade.

We're impressed with the aesthetics of the CSR too, complemented by subtle fettling including a carbon rear ducktail spoiler, modified 997 Turbo front nose and lightweight OZ Alleggerita alloys.

Further engineering has taken place with the 355bhp 3.8-litre engine, with new pistons, cylinder lines and a balanced

crankshaft providing the perfect platform for enhanced performance modifications to be added later in the year.

RPM's Darren Anderson, sales director and well-informed Porscheophile himself, says the CSR is the ultimate solution between performance and practicality: "Our new 997 is equally happy going flat through Eau Rouge as it is heading to Café Rouge on an accessible budget."

CSR models are available from RPM, and single or multiple parts are available as upgrades to a customer's own 911. For more info, call 01296 663824 or visit the website: www.rpmtechnik.co.uk.

Manthey models

Manthey Motors are celebrating their 2011 Nürburgring victory by releasing 1:43 scale models of the two winning 997 GT3 RSRs. Just 500 sets will be made, featuring race information and Olaf Manthey's winning statement on the baseplate. Priced at €189, for more information visit the website.

www.manthey-shop.de



Restoration special for OPCs

A number of UK OPCs are taking part in a competition to restore a classic 911, aimed at celebrating the half century of the 911 and reminding customers of the knowledge available for air-cooled 911s at Porsche centres. **Total 911** will be following the progress of this Guards red 1985 3.2 Carrera, which Bournemouth will be restoring with the help of Poole Accident Repair – the OPCs Approved Porsche repairers.

The project will be completed in time for judging in September. You can follow the restoration of the car via the Poole Accident Repair website, or by weekly updates on Total911.com.



What's on in 2013

June

Porsche Museum
4 June - 29 September
Celebratory '50 years of the Porsche 911' display at the Porsche Museum, Stuttgart

July

Silverstone Classic
26 - 28 July
911 Porsche 911s will take to the circuit as a tribute to the model's half century

August

September

Sao Paulo WEC
1 September
Porsche AG Team Manthey will compete with the 991 RSR in round four in Brazil

Classics at the Castle
8 September
All models up to the current 991 are welcome as part of the special '50 Jahre' theme

Frankfurt Motor Show
14 - 22 September
Official 50th birthday of the 911's unveiling at the 65th Frankfurt Motor Show

GT3, Turbo & Anni 991s
September - November
First expected deliveries of 991 Turbo, GT3 and anniversary edition

Grab a luxury bag

Many of us prefer to travel in the glorious sunshine that summer provides, and Aspinal of London boast a selection of lavish travel bags in both weekender and grand tourer dimensions to best suit your holiday or business needs. To see the full range, visit the website www.aspinaloflondon.com.



Beige Canvas & Smooth Cognac Calf Leather Weekender
£450

Measuring 24.6 x 14 x 9.4 inches, this is made from water-resistant beige canvas – pre-treated with Scotchguard – and trimmed with vegetable-tanned smooth cognac Italian calf leather. Ten complementary gold foil Aspinal destination tags are contained inside.

Beige Canvas & Smooth Cognac Calf Leather Grad Tourer
£247.50

The Grand Tourer is made by highly skilled leather craftsmen, and includes a leather base with robust base studs, measuring at 21.1 x 13 x 8.5 inches with a 45-litre main compartment area. Again, there are ten tags contained within the spacious compartment.

Bluebeard's Revenge Gifts sets from £35

Delight in the finest of male grooming accessories with the luxury range from Bluebeard's Revenge. Billed as the ultimate shaving experience, the products specialise in tackling tough stubble or razor burn, leaving you with a smooth and trouble-free shave. Be warned, however: it's not for the bum fluff brigade.
www.bluebeards-revenge.co.uk



Jeffery West Shoes

£85

These Montana Wing Cap shoes are perfect for evening wear. Available in polished burgundy, there's exquisite detail on the winged toe and diamond heel.
www.john-anthony.co.uk



Rainforest Rub

£79.95 **Star cleaning product**

We recommend Dodo Juice's new hybrid 'Pro' recipe car wax, which celebrates the company's sixth anniversary. Named Rainforest Rub Golden Dodo Edition, one of the limited edition 312 jars sold will contain an 18 carat gold 6.2g dodo figurine.
www.dodojuice.com

Must-have app

Brumos Porsche TV

Free via YouTube

You can now enjoy the best of Porsche past and present through the brand new Brumos YouTube channel. Providing subscribers with a backstage pass to the world of Brumos, you can view videos and webcasts and enjoy short documentaries on famous cars and drivers.



911 in Motorsport

First 2013 Supercup win for Thiim

Danish driver pips Ammermüller by 0.6 seconds at Silverstone



Silverstone made for an exciting race in the Porsche Supercup

Danish driver Nicki Thiim claimed his first victory of the season in the Porsche Mobil 1 Supercup by pipping Michael Ammermüller by just 0.580 seconds to close the gap on championship leader Sean Edwards. Meanwhile, **Total 911's** 'one to watch', rookie Ben Barker, continued some solid form in his debut Supercup season by bringing his Team Bleekemolen 991 GT3 Cup home in ninth position.

Attempto Racing's Thiim took off from pole position and immediately settled at the front of the field, opening up a huge gap as a first victory since Spa last year looked a formality. However,

some superb driving by Lechner Racing's Michael Ammermüller, who charged up the field from sixth position, closed the gap and ensured the round finished with excitement. Ammermüller continues his rich vein of form in being the only Supercup

driver to finish on the



podium in every round so far this season, and has closed the gap on Edwards to just four points. Thiim is eight points down in third.

Results – Overall driver standings after Silverstone (Round 3)

Pos	Entry no	Driver	Total	Silverstone points
1	14	Sean Edwards	54	14
2	3	Michael Ammermüller	50	18
3	2	Nicki Thiim	46	20
4	12	Kuba Giermaziak	44	12
5	21	Michael Christensen	28	16
6	25	Christian Engelhart	20	8
7	1	Kévin Estre	20	10
8	10	Ben Barker	20	7
9	4	Jeroen Bleekemolen	19	5
10	22	Richie Stanaway	19	3
11	6	Klaus Bachler	15	0
12	5	Robert Lukas	12	DNF
13	11	Patryk Szczerbinski	12	6
14	19	Clemens Schmid	12	4
15	9	Jean-Karl Vernay	10	0
16	26	Martin Ragginger	9	9
17	18	Jeroen Mul	9	1
18	20	Markus Pommer	3	2
19	23	Alessandro Zampedri	2	0
20	15	Sean Johnston	1	0
21	17	Sebastian Bleekemolen	0	0
22	24	Jochen Habetts	0	0
23	26	Alain Menu	0	-
24	7	Esteban Gini	0	0
25	8	Roar Lindland	0	-

Porsche Supercup: key dates

- **12 May**
Formula 1 Gran Premio de España 2013: Catalunya (Round 1)
- **23-26 May**
Formula 1 Grand Prix de Monaco 2013: Monte Carlo (Round 2)
- **28-30 June**
Formula 1 British Grand Prix 2013: Silverstone (Round 3)
- **5-7 July**
Formula 1 Grosser Preis Santander von Deutschland 2013: Nürburgring (Round 4)
- **26-28 July**
Formula 1 Magyar Nagydíj 2013: Budapest (Round 5)
- **23-25 August**
2013 Formula 1 Belgian Grand Prix: Spa-Francorchamps (Round 6)
- **6-8 September**
Formula 1 Gran Premio d'Italia 2013: Monza (Round 7)
- **1-3 November**
2013 Formula 1 Abu Dhabi Grand Prix: Yas Marina Circuit (Rounds 8 & 9)

Stoneman denied victory at Croft



Dean Stoneman was controversially denied a double victory at Croft circuit in rounds nine and ten of the Carrera Cup GB.

After a superb race in round nine, he was excluded from the results in race ten for his role in an accident in the first lap that led to the early retirements of rivals Michael Meadows and Daniel Lloyd. The results mean Meadows stays top of the overall drivers standings, with Jonas Gelzinis second and Stoneman third.

Racing updates latest news and results from racing series around the globe

 **Porsche Club Championship**
Mark Sumpter won round seven with a stunning drive in which he passed the entire field in two laps after pitting for wet tyres at the start.

 **Carrera Cup Deutschland**
Nicki Thiim led from start to finish in round six to close the gap on his championship rival and Attempto Racing teammate Kévin Estre.

 **Blancpain Endurance Series**
The Series gathers at the Total 24 Hours of Spa on 27-28 July, with Porsche involvement in Pro Cup and Pro-Am classes and the Gentlemen Trophy.



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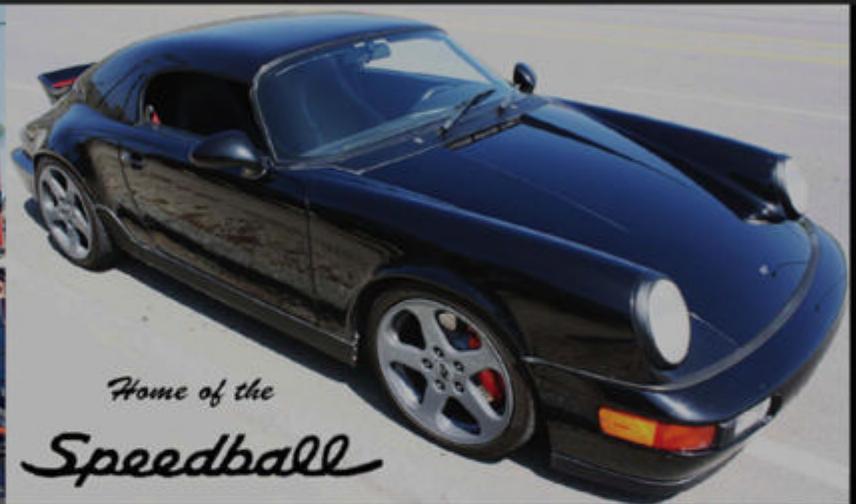
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Views

Your letters, emails and tweets

Contact Total 911  Facebook /total911magazine  Twitter @Total911  www.total911.com Visit for up-to-date news and debate

Trending topics currently on Total911.com

Porsche 993 Turbo v 997 C4 GTS

“Despite the age and older technology, the 993 Turbo can still easily keep up with the newer siblings!” Basil
 “I have the 993 but want a newer and ‘wide’ or wider 911 that won’t break the bank account. Is this it or is something wider that is non Turbo?” Rob Hetherington
<http://bit.ly/122wlrI>

Total 911 hot topic

Our hot topic this month focused on the first pictures of the 50th anniversary edition Type 991. Here’s some of the best responses:



 I absolutely love those dials and seat trim!
 @Franknutt10, via Twitter

 It’s a 991 version of the 997 Sports Classic without a ducktail, with Porsche making more of them.
 Chirag Patel, via Facebook

 I’ve seen those wheels before! Though based on wheel hole placement, the 997 Sport Design 19s are still the modern Fuchs of choice.
 @911UK, via Twitter



991 '50 Jahre' vs '07 Cayman alloys

 I sure hope it’s available in other colours, ‘cause that Pigeon yak tone is hideous!
 Jeff Murphy, via Facebook

 Buy it. Store it. Sell it in 50 years.
 Leon Valverde, via Facebook

 The bandwagon are focusing on the aesthetic elements of the ‘50 Jahre’, but let’s not detract from the fact that there are some interesting options as standard. Great car.
 Jamie Wilson, via email

Letter of the month

The sender of the Letter of the Month receives the Total 911 Collection Volume 1 bookazine!



The 993 RS in NZ



Dear Sir,
 I’ve just read your *Total 911 Collection* bookazine – a great publication.

I purchased this as I saw the article on the 993 RS, and being the lucky owner of one of the 44 RHD cars I tend to collect any articles that are related.

I first became acquainted with the 993 RS when I got to drive a friend’s from Spa to London in 2006, and just fell in love. At the time I had a Carrera 3.2, but decided that as soon as I got home (New Zealand) I would see if I could hunt one down. Just four came to NZ. Some things are just meant to be, and when I arrived home and

picked up my latest copy of *Spiel* (the Porsche Club magazine), there in the ‘Cars for Sale’ section was a 993 RS! Needless to say, I made sure I owned it.

I have a friend in NZ who also has one, and it has the Clubsport wing but the Comfort seats. Even the half cage helps to stiffen the whole car – you can jack the car at the front point and the rear wheel comes off the ground at the same moment the front does.

On a nice challenging piece of road, these cars, regardless of their configuration, are an absolute blast to drive quickly. The brakes

are stupendous even by today’s standards, and the throttle response and steering are, as you say, sublime.

I have enclosed some photos of my RS with two of the other three RSs in NZ. We took them to the Meremere Dragway, where mine clocked a 13 flat and the car in race livery clocked a 12.8 – not bad for 18-year-old cars!

Kind Regards,
 Michael Sexton, New Zealand

996 C4S wheels – a word of warning

Dear Sir,
 Another great issue. However, a word of warning on the article on the 996 C4S. The author states that the 4S model has Turbo wheels. That is not so. The

4S model only has Turbo-look wheels; they may appear similar, but they weigh more, are not hollow cast and are therefore much cheaper to buy.

Unscrupulous 996 Turbo owners often replace damaged wheels with a cheaper 4S wheel. The way to tell them apart is to run your hand on the back of the wheel spokes as such; the Turbo wheel spokes will be convex profile

(hollow), while the 4S will be flat and slightly concave.

Regards,
 Mrs G Holt, via email

Thanks for raising the point, let’s hope other readers haven’t fallen foul of the same perils. There are nasty aftermarket versions available too, though these have a vastly different ET to OEM.



SharkWerks' TechArt 991 Carrera S driven

"TechArt are wonderful... they modified my 996 Turbo, upgraded to 542bhp with aerokit, turbo S suspension and 19-inch wheels. Recommended to anyone." **Henry Boxer**
"For once a tuning company hasn't gone over the top. Steering wheel reminds me of Audi, mind!" **Spinster**
<http://bit.ly/16jaAUN>

Opinion: the V8 – love or hate?

"They'll kill the whole marque before they kill the flat six!" **Jack Aaron**
"The answer isn't the V8, but only a fool would guarantee six cylinders a future. The 912 ran four, and the 918 showcases hybrid technology." **Joe S**
<http://bit.ly/18Ori3i>



The mysteries of the 997 GTS

Dear Sir,
I was interested to see your Data File, until I tried to find my model: a C2 GTS, which was nowhere to be seen!
When I was considering buying my Porsche, I wanted something different. I came across the 911 GTS, but could not find many used GTS models until I discovered the exact car and specification I was looking for: a 2011 Gen2 911 Carrera GTS Cabriolet in GT silver.

After I bought it, I wanted grilles fitted over the front air vents to prevent damage to the cooling system. I tried everywhere to source the parts, but to no avail. I ordered a set for a 911 Carrera 2011 and when I received them I offered them up to the car, though they were much too small. I had to send them back.

A couple of months later I fancied having a front wind spoiler fitted. I looked at all available for 911s, but none of them were suited to my car.

So in essence it's been very frustrating finding parts or, in fact, any reference to my GTS!

Michael Burns, via email

The C2 and C4 GTS have always been available on our online Data File and are now in the magazine. I didn't realise how difficult aftermarket parts are to find – we'll investigate this!



Split rim restoration

Dear Sir,
I have just had my Gen1 996 GT3 split rims restored by Chris Weaver of Exel Wheels fame. The experience and attention to detail that Chris lavishes on your wheels is virtually unbelievable. If any readers have wheels that need attention, he is who you need to restore your wheels!

Andrew House, Dorset

We've heard excellent reviews of Exel Wheels. We'd love to do a feature on their process of restoration – perhaps they could get in touch?



Maxie Islam mentioned Exel in a previous Living the Legend column



Here's the best of your tweets to @Total911 this month:



I told my kids what a 911 whaletail was for, but as usual they didn't believe me!
@andrewmckay99uk



Great overtaking shot of me taking a 993 to make up some lost time on Rallye Privé with @Total911.
@chris_pointon

996 Carrera gets 2/5 on @Total911's online Data File? Still, will help suppress prices...
@widdwmakr



Rally Privé

Dear Sir,
I saw you at the Rallye Privé with the nice orange 991 – I was there with my 964 (the only one). The 991 is definitely a good evolution of the first 911, especially in that colour. I really enjoyed the rally – some of the roads were great to drive along. I also took part in Happy Few Racing's PZero By Night rally some two weeks later, with 55 supercar teams taking part. Once again it was fun to be part of the race between Féfé and Lambo in the only 964. Here's a picture of the start of the Pirelli rally – I hope to see you at another event soon!

Paul Eau, via Facebook

Total 911

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COMPETITION



Win a remap

Total 911 has teamed up with Quantum Tuning to offer one lucky reader a free remap for their Porsche

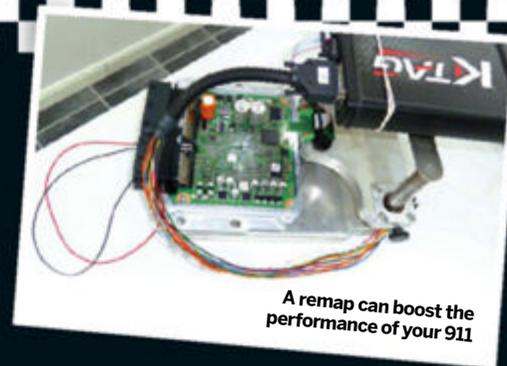
Quantum Tuning are one of the most respected engine tuning and remapping companies in the world, with a dealer network of over 175 specialists. The firm has been in business since 2007, developing and testing their own engine tuning solutions in-house at their Technical Centre in West London, and are able to provide a range of bespoke remaps specific to every Porsche they work on going back to the Type 993 911. Quantum Tuning do not, and will never provide customers simply with generic remaps.

In essence, when Porsche develops a new car they must take into consideration all the conditions it may be subjected to in all the regions in which they intend to sell. This means that instead of optimising an ECU's program or 'map' to deliver the best performance (or fuel efficiency), they have to make compromises to the engine's

map, taking into account potentially different operating conditions.

Quantum Tuning provide a range of tuning solutions for owners keen to unleash the full potential of their engine. By adapting fuel pressure, ignition advance, throttle pedal control, camshaft timing and oxygen content among various other parameters, Quantum Tuning are able to release the true performance from any Porsche engine. ECU remapping will not only increase power by 10-15 per cent in normally aspirated vehicles and up to 35 per cent in turbocharged vehicles; it will also sharpen the throttle response and widen the power band. This will in turn make power delivery a lot more linear.

It is also the case that many 'after market' tuning items like sports exhausts, high-flow air filters and re-profiled camshafts can only be fully utilised once adjustments have been made within the ECU.



A remap can boost the performance of your 911

This month, Quantum Tuning wish to put their money where their mouth is, and are offering one lucky **Total 911** reader the chance to win a free, bespoke Quantum Tuning remap at their Operations & Technology Centre in Ickenham. The winner will be treated to a fully customised software solution, in addition to pre and post-dyno runs and printouts to highlight the performance gains achieved and showcase the improved power curve and delivery.

To be in with a chance of winning, simply answer the following question:

Where is the Quantum Tuning Operations and Technology Centre?

Send your answer together with your name and address to competitions@total911.com with 'Quantum Tuning' in the subject line before the closing date of 14 August 2013. **911**

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993 VS 997

TURBO TITANS

£60,000 to spend and a choice of two 911 Turbos to spend it on. But which should it be? Total 911 investigates

Written by **Richard Aucock**
Photography by **Phil Steinhardt**



“The attention to detail shows how car design has evolved”



Buyers with £60,000 to spend on a Porsche 911 have an interesting dilemma: they are £13,000 shy of a brand new one, so the next best step is to look at Porsche-approved nearly new models. There, they'll be able to secure a two-year-old Carrera 4 without too much trouble and, if they're willing to trade a year on the registration, perhaps get a Cabriolet.

It sounds sensible, so what exactly is this dilemma? Well, that there are so many other amazing Porsche 911s out there for very similar

money, such as the late-model 993 Turbos or even the more contemporary-feel but no less explosively fast 997 Turbos. Open your mind out to these cars and, for some, a normally aspirated 997 won't cut it.

So, enter two Turbos with two turbos apiece, every wheel driven and at least 400 horsepower channelled right through them. Sitting at the top end of their respective ranges, both are more than simply Porsche 911s: they are 911 Turbos. How can they fail to excite?

Standing in the forecourt at independent specialists Paragon Porsche on a bright sunny day,

it's the 993 Turbo that has the most immediate 'wow' factor. Resplendent in Arctic silver, it has covered just 35,000 miles, but shows little evidence of doing even this – making the bulging Turbo bodywork all the more incredible. The light plays with the gleaming surfaces to make the car look impossibly muscular, and shadows cast by that jaw-dropping rear wing structure flood the surfaces below. Driving in traffic, it's the 993 that gets all the glances, and it's not hard to see why.

But the 997 Turbo is, if anything, even more bespoke. It too has wide bodywork and, unlike the



“Computers make.
the **engine run**, not
help it go round corners”



993, also has those characteristic feeds chopped into the rear wings (glance at them in the door mirrors for confirmation of how special your wheels are). Wonderfully structural 19-inch alloys are works of art (yet, unlike the 993's 18-inch rims, don't pummel you for choosing them in town) and the extra level of attention to detail on the wings, spoilers and general shape shows how car design has evolved over the decade.

The trouble is that it's so cohesive that it doesn't actually stand out as starkly as the 993's Turbo makeover at first glance – the older car's Turbo

LIKEABILITY FACTOR

The 997 is easy to like from the off. The 993, however, is a slower burner. First there's the surprise of the driving position, then the guesswork dashboard layout and baffling Nineties immobiliser. But work with it, and after an hour or so the 993 Turbo will be the one you're besotted with. Its sibling is impressive, but it's the 993 that wins hearts and turns that £60,000 of expenditure into an investment in a work of art.

You'll like the 997 Turbo from the off, but you'll grow to passionately love the 993 Turbo.

bits are decidedly bolt-on in appearance, making it all the more eye-catching because of it. This, and the fact that the 997 is such a more familiar sight, ensures the glances are firmly fixed on the older car. Setting eyes on the 993 gives you ripples of excitement, while spying the 997 Turbo floods you with satisfaction and expectation.

Then you click open the metal door handle of the 993, pull out the plastic handle of the 997, drop low into the older car and slide easily into the newer one, and enter two very contrasting worlds.

It's here, inside each Porsche Turbo, where you feel





The 993 is immediately more intimate to sit inside than the 997, though the 997's more lavish finish by modern standards is noted



the stark difference; it's contemporary contrasting with classic. The 997 lacks a modern 991's Panamera-esque centre console, but it's otherwise hard to date. This could even pass muster in a new car showroom (indeed, in some dealers it may still be doing so). On the other hand, the 993 is more like a museum showpiece: all the classic 911 foibles, from offset pedals to scattered switches, and reflection-covered dials hidden by the upright steering wheel, provide stark connotations to the feeling you're sitting in something pretty narrow and cosy. This is where a long test drive is going to be vital. For the casual buyer not fully au fait with 911s, the 993 is going to scare them straight into the arms of the 997 – it's only with time that the under-your-skin appeal of the 993 starts to emerge.

Spend a good amount of time with it, as we did, and you realise the appeal of the 997 is very much in its performance and drive rather than the event of sitting within it. The cabin hasn't gained the special classic car feel yet; you could almost be in a regular Carrera. Of course, the 993 is pretty much just like any other of its contemporaries (the hard-shell seats of the test car were optional), but it enjoys the advantage of age to underline its character. Sitting in

it, watching the dials, learning where the switches are without staring; it's all drama – and that's before you play with the 8-bit trip computer and discover the Casio calculator-style boost pressure readout.

In terms of day-to-day ease of use, the 993 Turbo has air con and a stereo, but the 997 Turbo has climate control, satnav and electric everything: the Turbo is the range-topper, but a 2007 range-topper has a damn sight more equipment than a 1998 one. It's another clear differentiator, especially to those coming to them with modern car expectations.

Ruthless in how it deploys its power, the 997 Turbo will have you wondering why the Turbo ever had such a feared reputation for its handling. Using an army of computing power and four decades of experience at Weissach, it is a remarkable display of efficiency and accomplishment through the corners – and the more you press, the more impressive it becomes.

It's all rather easy, really. PASM dampers do amazing things to gnarled road surfaces, and PSM is the ever-present parent in the background waiting to pull you back in line if you get silly. PTM traction allows you to deploy all that 502lb ft of torque pretty much whenever you want too, scaring other road users with the sheer alacrity with which the 997

Turbo accelerates when other cars either can't or crash when they try to.

So enter the 993 Turbo to show why such an approach is incredibly admirable, but perhaps not quite what those seeking a special weekend car are after. Yes, it has four-wheel drive. No, it doesn't have any of the other stuff: computers are used to make the engine run and tell you how much fuel it's drinking, not to make it go round corners. There, it's down to viscous coupling differentials and you.

It sounds great, but it takes a bit to break through. Initially, the spongy low-speed feel from the over-large, overtly upright steering wheel puzzles – there's a slackness just off centre that you don't get in the razor-sharp 997. The stiff ride and comparatively jumpy suspension adds to this unease, as does the fact this is a ferociously fast and expensive 911 icon that doesn't have electronic aid to sort things out if your talents are exhausted.

Thus, the approach is much more measured. The 993 Turbo is a car you build up speed in – feeling what it's doing, learning what it's just done and getting to know what you can do in corners before you reach them. While doing this, you'll notice that the patina of fuzz in the steering somehow disappears; the stiff ride starts to feel more organic, ➔

“The more
you press, the more
impressive
it becomes”



and the lack of electronics starts not to be an issue because you know you'll feel when things are getting hairy a long time before they actually do.

This is when you fall for the purity of the 993 Turbo. Just like all classic 911s, there remains a wonderful natural driveability to it that somehow blends with the car's incredible mechanical robustness. It therefore becomes a machine you'd happily drive at speed all day long – revelling in the sensations, involvement and coherence.

The 997 is a car you'd drive all day long too; it's just that it fits better as the world's most amazing everyday commuter car rather than a weekend treat. Think of it as a car that has all the Porsche breeding, only delivered in a package that has the sharp edges

rounded off. You have to concentrate that bit harder to be satisfied, but it encourages you to drive it long enough to do so – and shouldn't leave you flagging through overwhelmed tiredness half way through. To the right person, this can be just as satisfying as heart-on-sleeve involvement.

The 997 Turbo fits 911 Turbo expectations in being fast from the off – and we mean seriously, stomach-churningly fast. Once you've made allowances for the laggy Tiptronic S gearbox (the difference compared with PDK is night and day), it's clear that right foot flexes summon, after a little lag, exceptionally intense levels of acceleration. The efficiencies of the drivetrain mean it's deployable whatever the road surface or weather:

for a demonstration of how such potency can be harnessed into a driveable, flexible, meek-in-town package, the 997 takes some beating. If it's this good, you think, then the 991 Turbo is going to be amazing when it finally lands in September.

The 993 is again an initial contrast. First, you must get used to the rubbery gearbox, offset clutch, reduced breadth of capability and the simple fact that more engine noise means more intensity. It's a wonderful experience that's richer than the 997, but the twin turbos and 408hp means it's not far behind in efficacy. Indeed, if you had to pick which was faster, you'd initially think it was the 993.

We know this isn't so, of course, and the figures tell only half the story. The 993 delivers 398lb ft



Specification

997 Turbo

(2007)

Engine

Capacity: 3,600cc

Compression ratio: 9.0:1

Maximum power: 480hp @

6,000rpm

Maximum torque: 502lb

ft @ 2,100-4,000rpm

(overboost)

Transmission: Tiptronic

Suspension

Front: Lower wishbones and MacPherson struts with combination coil springs and dampers; antiroll bar

Rear: Multi-link with combination coil springs and dampers; antiroll bar

Wheels & tyres

Front: 8.5Jx19 235/35 ZR19

Rear: 11Jx19 305/30 ZR19

Brakes

Front: 350mm discs

Rear: 350mm discs

Dimensions

Length: 4,450mm

Width: 1,852mm

Weight: 1,585kg

Performance

0-60mph: 3.9 secs

Top speed: 193mph



Both forced induction engines feel like they'll pull you into another stratosphere on full chat. As for rear ends, the 993's is impeccable

Specification

993 Turbo

(1998)

Engine

Capacity: 3,600cc

Compression ratio: 8.0:1

Maximum power: 408hp @

5,750rpm

Maximum torque: 398lb ft

@ 4,500rpm

Transmission: Six-speed

manual

Suspension

Front: Lower wishbones and MacPherson struts with combination coil springs and dampers; antiroll bar

Rear: Multi-link with parallel wishbones; combination springs and dampers; antiroll bar

Wheels & tyres

Front: 18x8J 225/40 ZR18

Rear: 10x18J 285/30ZR18

Brakes

Front: 322mm discs

Rear: 322mm discs

Dimensions

Length: 4,245mm

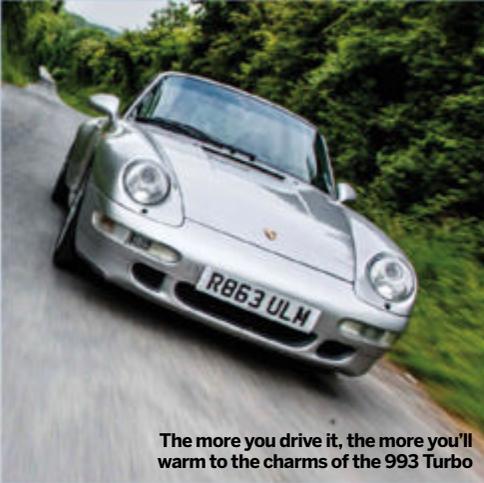
Width: 1,795mm

Weight: 1,520kg

Performance

0-60mph: 5.3 secs

Top speed: 168mph



The more you drive it, the more you'll warm to the charms of the 993 Turbo

of torque at 4,500rpm, while the 997 produces an astonishing 502lb ft between 2,100-4,000rpm. The 993 feels fast but peaky, while the 997 will demolish everything before it at any speed and at any time. This is, of course, as long as you're prepared to wait a second or so. Yes, be it either weight or (more likely) that Tiptronic S gearbox, there is a hesitancy in the 997 bombing into the distance that isn't present in a 993 that seems mindful of where its power peaks are.

This is why the 993 feels so fast. Get it in the right gear and it simply explodes in response to a jabbed throttle – you can feel the shock of the drivetrain being electrified through the entire car, it's that intense. So, both are quick in their own right. The 993 reacts like lightning; the 997 is a bit like the giant boom of thunder that follows.

There are some interesting conclusions to be made then. If you have £60,000 and want an everyday Porsche, buy an approved C4S. If you want a really exciting and breathtakingly powerful one, buy the 997 Turbo tested here. You won't be disappointed, and will have something so much more potent than a regular model, you'll struggle to believe something so fast is so relatively accessible.

But if it's a car that you want for outright thrills, the only route is the 993. It stole headlines when it was new and still causes a stir years later. It's intense, charismatic and unexpectedly fast even by modern standards. You have to make allowances for its age, but this only adds to its draw and simply underlines the involvement.

993 Turbo vs 997 Turbo? Both are winners; just to different people. **SM**

“The 993 is like
lightning, and the
997 the boom
that follows”

Thanks

Thanks to **Paragon Porsche** for supplying the Turbos here. Both are currently for sale at Paragon, for information please call 01825 830424 or visit www.paragongb.com.

THE DISTANT PAST

Delivered to its Australian owner back in 1965, this 901 was the third RHD model ever made and marks 50 years of impeccable Porsche production ever since

Written and Photographed by
Nik Bruce





There's a dent in the nose where Stewart once backed his wife's car in to it, and a nick in the left flank where one of his kids hit it with a door. At the back, the bent overrider bar and dings in the engine lid betray the previous owner's habit of parking by touch. Inside, the dash has four holes where a fan was once attached, while one of the back rests still wears the makeshift patch job used to cover up the damage caused by the Alsatian that mistook his master's 911 for a chew toy.

If you were a purist, you might marvel at the car's patina. A cynic, on the other hand, would dismiss the old girl as having seen better days. Whatever your perspective, if this was just another old 911 you'd be forgiven for wondering why its owner hasn't done something to restore it during its near 50 years of existence – especially considering you're almost guaranteed a return on your money these days, such has been the mercurial rise in their value.

But then, this isn't just another old 911. This has the distinction of being the third right-hand-drive 901 to come off the line, and the first of its kind to be delivered to a customer anywhere in the world – and that makes it very special indeed.

Knowing this, you could rightfully expect that any self-respecting collector would scurry off to his preferred restorer, chequebook in hand, at the first opportunity. And why not? In the interests of preserving such an important part of Porsche's heritage, it would almost be irresponsible not to. But Stewart, well, thankfully he has other ideas.

"She's picked up a few battle scars over the years," he grins. "Yeah, there are a few dents in it, but that's what happens when a car has been used all of its life, and I'm happy to leave them well alone.

"From my point of view, I'm just the car's custodian, so I'll use it and preserve it as best as I can. But to have it restored within an inch of its life, as so many people do, would be to erase its history

and destroy its character. That's not something I'd ever want to do."

As you pore over the car, you can't help but be blown away by how original it has remained. Stewart reckons that it's had a few touch-ups and a splash of paint along the way, but nothing has been fundamentally changed. When you consider that so many of its contemporaries were chopped and changed, turned into various replicas or scrapped, it's all the more remarkable that it has survived these last 48 years completely intact.

It's the summer of 1951, and Australian pump manufacturer Norman Hamilton finds himself driving a rented Oldsmobile through the Grossglockner Pass in Austria. Suddenly, a silver sports car blasts past on a charge up the hill. Small and curvaceous, it's unlike anything he's ever seen.

Curious, he gives chase, driving for miles and miles until he eventually finds both the car and its driver parked up at an inn on the side of the road.





Although this 901 sports a well-used patina, it's in remarkably good condition for a 48-year-old car that has been strictly unrestored



Eager to find out about the car, Norman stops and gets talking to the driver, Porsche racer and test driver Richard von Frankenberg, who is only too happy to show him around the car.

Enthralled, he follows von Frankenberg back to the Porsche workshops at Gmünd, where on a whim he shakes hands on a deal to become the company's first Australian agent. A few weeks later, Hamilton returns to collect the very first right-hand-drive Porsches ever made – a maroon 356 Coupe and a Fish silver Cabriolet, which he eventually sells to his friend Ronald Angas.

Born in 1890, Ronald was the grandson of George Fife Angas, who had been chairman of the South Australian Company and an instrumental figure in the colonisation of South Australia. A pastoralist who happened to own most of Barossa Valley, Ron was an old-fashioned landed gent with a reputation for philanthropy and eccentricity – plus a passion for fast cars.

With considerable means at his disposal, Ron had owned everything from Silver Ghosts to Bentleys, and had built up quite a collection of Delages by the time Hamilton turned up in Adelaide with his brace of Porsches at the tail end of 1952. Although they were only in town to race and demonstrate the new cars, Ron was instantly smitten and bought the silver Cabriolet, despite the fact that it had just blown its clutch during the Sellicks Beach Races.

As the story goes, taking delivery of that 356 was the beginning of a long love affair for Ron. Every time a new Porsche came out, old Ron had

THE FIRST FOUR

Although the 911 went into production in September 1964, the first right-hand-drive car wouldn't be built until February. Bearing the chassis number 300 474, it was painted Bali blue and delivered to the UK a month later; the second car (300 475) was built on 3 May in Slate grey; the third (301 503) on 13 June and delivered to Adelaide on 10 August, while number four (301 501) was completed on 16 June and delivered to Sydney.



The 901 with second owner Roy Wilson



The 901's still has its original documents from the factory

to have it. Indeed, Hamilton's business became so dependant on Ron that legend has it he would call him whenever he was a bit tight for cash. In response, Ron would simply write Hamilton a cheque and ask that he be told when his new Porsche had arrived.

When Porsche announced the new 901 at the 1963 Frankfurt Motor Show, Ron was at the top of the list for a right-hand-drive car. Securing his car in April 1964 with a £2,000 deposit, Ron ordered his 901 Coupe in Stone grey with dark green leather interior, 'English' instruments, horn ring, luggage straps, sealed beam headlights and crested chrome hubcaps. It would cost a whopping £4,880.

Ten months after Ron placed his order, production of right-hand-drive cars began and on 3 May 1965 his car was finally built. Bearing the chassis number 301 503, it was the third RHD 911 off the line and one of three cars delivered to Australia from that first batch.

As he happened to be working at the factory, it was left to Alan Hamilton to take delivery of the cars and put them on the boat for their voyage to Melbourne, although not before he decided to run in Ron's car for him by making the 1,400km round trip to pick up his dad, who had just got off the inaugural Qantas flight to Vienna.

For the next four years, Ron and the 901 could be seen tearing back and forth between the Barossa and Adelaide, with the distinctive snarl of the air-cooled six becoming a familiar sound for the locals. Always chasing the latest model, Angas would sell

THE ANNIVERSARY 911S

The Type 991 anniversary edition marks 50 years of production, but what were the other anniversary 911s?



250,000th 911

The first such special edition was based on the G-Series and introduced in 1987. Only 875 examples were built, offered in both Coupe and Cabriolet form and painted in Diamond blue metallic with body-coloured Fuchs alloy wheels. These also had the 'Ferry Porsche' signature embroidered in the head restraints.



'30 Jahre' 911

Introduced in 1993, the anniversary take on the Type 964 was limited to 911 examples. The model was based on the Carrera 4 Coupe with the Turbo wide body, Turbo suspension and brakes and 17-inch alloy wheels. The '30 Jahre' anniversary 911 was available in Viola metallic with a Rubicon grey interior and titanium badging.



'40 Jahre' 911

The Type 996 was attributed with a '40 Jahre' anniversary model, limited to 1,963 examples and introduced in 2003. Notable features included a 3.6-litre flat six engine, lowered sports suspension, limited slip differential, Turbo-style front radiator grilles, polished 18-inch alloy wheels and Bi-Xenon headlights.



'50 Jahre' 911

The anniversary Type 991 mixes modern technology with nostalgic aesthetics. It once again utilises the Carrera S engine, with various current options as standard. Chrome slats on the rear decklid and detailing on the front air intakes carry a hint of Sixties styling, with period green dials and cloth seat centres inside.

Specification

901

(1965)

Engine

Capacity: 1,991cc

Compression ratio: 9.8:1

Maximum power: 130bhp @ 6,100rpm

Maximum torque: 129lb ft @ 4,200rpm

Transmission: Dog-leg five-speed manual, RWD

Suspension

Front: Independent

MacPherson struts; hydraulic dampers; torsion bars; antiroll bar

Rear: Semi trailing arms; hydraulic dampers; torsion bars

Wheels & tyres

4,5x15-inch wheels with 165 HR15 tyres all round

Dimensions

Length: 4,163mm

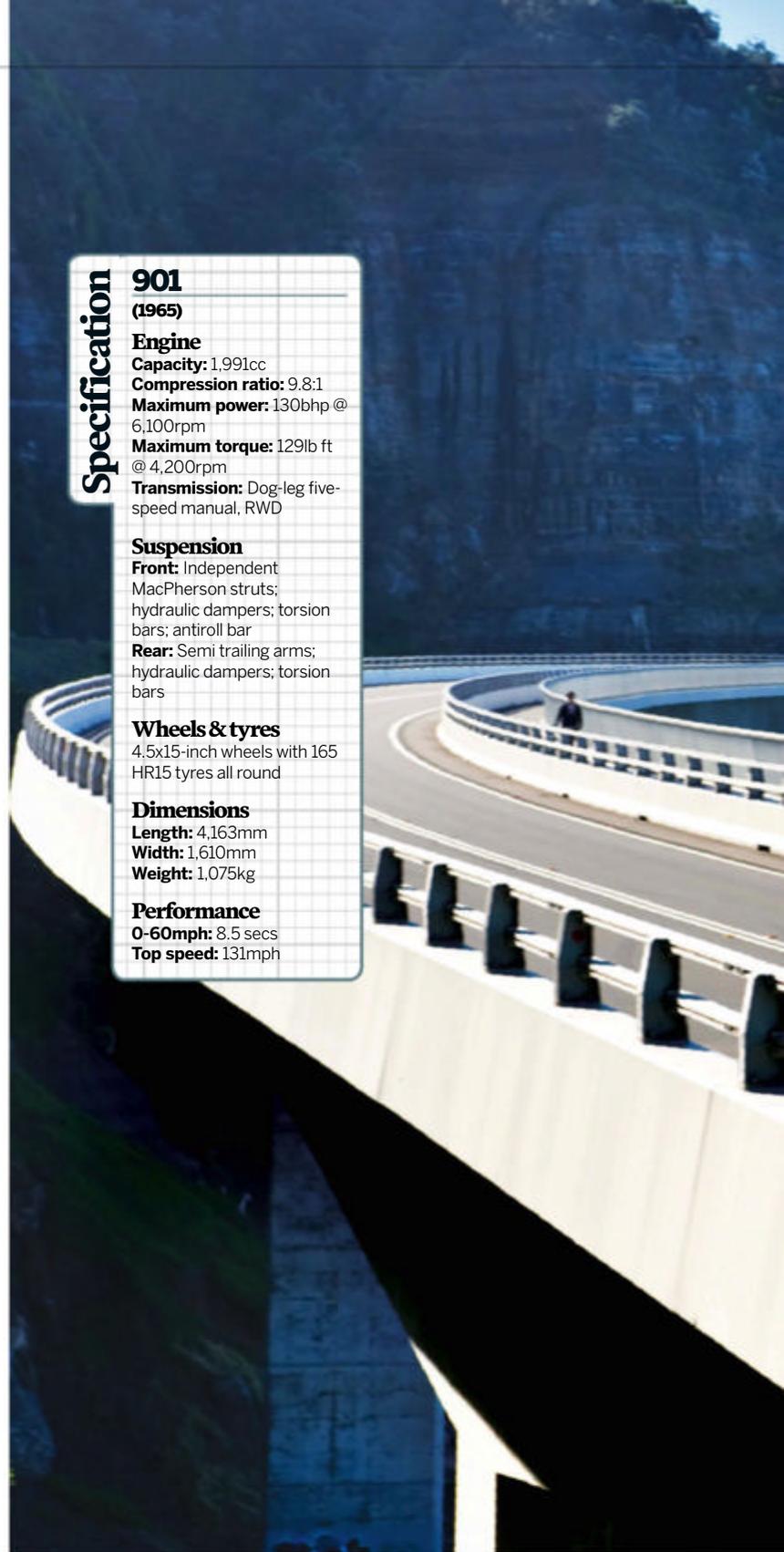
Width: 1,610mm

Weight: 1,075kg

Performance

0-60mph: 8.5 secs

Top speed: 131mph



the car to his friend Roy Wilson in February 1969 with 54,000 miles on the clock. Although he wasn't a Porsche fan as such, as an architect Roy appreciated good design and bought it as a daily driver. As fate would have it, he would still have the car in 1989 when a student by the name of Stewart Kay turned up to interview him for a university paper.

"He actually lived just around the corner from my folk's house in Adelaide," remembers Stewart. "I went to talk to him for the paper about his days as an architect, and he offered me a little tour of his house. We eventually got to the garage, and there was this 911, just sitting there.

"I'd always been into old cars, but it was at this point that I'd started dealing in number plates. I was given a list of all the early registration numbers beforehand, and noticed a registration for a Porsche that read '119' Collingrove, Angas. I can remember thinking, 'What a cool number to have for that car' – and there it was sitting in this bloke's garage!"

Intrigued, Kay made a note of the chassis number and got in touch with Porsche Australia to learn more. Needless to say, he was stunned to discover its significance. "After I found that out, I had to own the car – even though I was only 19 at the time. I used to wash it for him every now and again just to

keep an eye on it. Then, out of the blue, he phoned up and said, 'Do you still want that car? If you do, come round tomorrow and pay cash.'

"It was 1992, and as luck would have it I'd just sold my little Golf and had a company car. I had \$7,000 of my own, he wanted \$22,000 for the car, so I borrowed the extra \$15,000 and bought it."

By the time Roy sold the 901, he had added some 85,000 miles to the odometer in the 23 years he had owned it and, aside from the plastic fan indentations and teeth marks in the seat, it was still completely original and in good condition. What's more, it even came with its original toolkit and all



“It’s amazing to see that little flat six taken out to a whopping 3.8 litres”

its manuals, along with several folders and boxes crammed with everything from the Solex carbs it was supplied with to receipts for every bit of work it ever had done to it and, of course, Ron’s impressive collection of speeding tickets.

“Finding a car that came with all that history was like a dream come true,” beams Stewart. “It’s amazing just how original it is. It’s got the original seats and the original carpets. The original AM radio is still there – the fact that no one was ever tempted to replace it is remarkable.”

Kay has had to do little to keep the old 911 going. He fitted a new set of Koni dampers and had the

POWERING THE SIXTIES PORSCHE

When thoughts turned to designing a successor for the 356, nobody had any fixed ideas on what type of engine should power the new Porsche. Not even Ferry – his only demand was that the engine should deliver the same performance as the quad-cam Carrera, minus the noise.

After dismissing a flat four for not being sufficiently refined and deeming an eight too expensive, a six became the obvious solution. Initially, Porsche developed a twin-cam pushrod flat six with side-draught carbs and twin axial impellers, but it was rejected for being too big and noisy.

A reshuffle in the engineering department in 1962 saw Klaus von Rucker replaced by Hans Tomala who, with the help of a promising young engineer by the name of Hans Mezger, set about designing an all-new engine.

Although the 2.0-litre engine produced the 130bhp Ferry was looking for, its performance was hampered by underdeveloped Solex carbs. Both Stuttgart and Solex tried in vain to find a solution, but ultimately Porsche just switched to Webers for the revised Type 901/05 engine, which was released in February 1966.

gearbox rebuilt with a longer final gear to make it more useable on the road. Aside from that, the car has required nothing outside routine maintenance.

“It’s remarkable just how reliable the thing is,” says Stewart. “It’s not as if I’ve treated it like some garage queen either. It’s been on holiday with us, I still drive the kids to school in it and take it for a blast up the Adelaide hills at the weekend.

“I drove it as hard as I’ve ever driven it when I was on the track for the Rennsport festival, and it was perfect. It didn’t miss a beat. That’s what I love about 911s; they’re like a Swiss watch, they do exactly what they were designed to do.”

Of course, if you’re going to use a 911 as its maker intended, it’s always going to pick up some war wounds along the way, and that inevitably leads to the dilemma of just how far you should go with a restoration – if you decide to restore it at all.

“That’s the \$64,000 question,” says Stewart. “I’d like to have it repainted at some point. The original

colour was a bit darker than it is today, and it would be nice to return the car to how it’s supposed to look, but I don’t want to restore it as such.

“It’s got the patina of a car that’s been used all its life, and that’s part of both its history and its appeal. So long as it’s not deteriorating or rusting away, I just want to preserve it as best I can.”

Although there’s been no shortage of interest in the car over the years, Stewart has no plans to sell his beloved 911. For starters, he has no idea what he’d ever replace it with. But, perhaps more importantly, it’s been with him for so long that it’s become part of the family and, as far as he’s concerned, that’s where it should remain.

You can forgive young Lachlan then for not getting too excited about the prospect of inheriting his old man’s car. One day, though, he’ll be old enough understand just how special that old 911 is, and the responsibility that comes with it. Maybe then he’ll realise just how lucky he is. **911**





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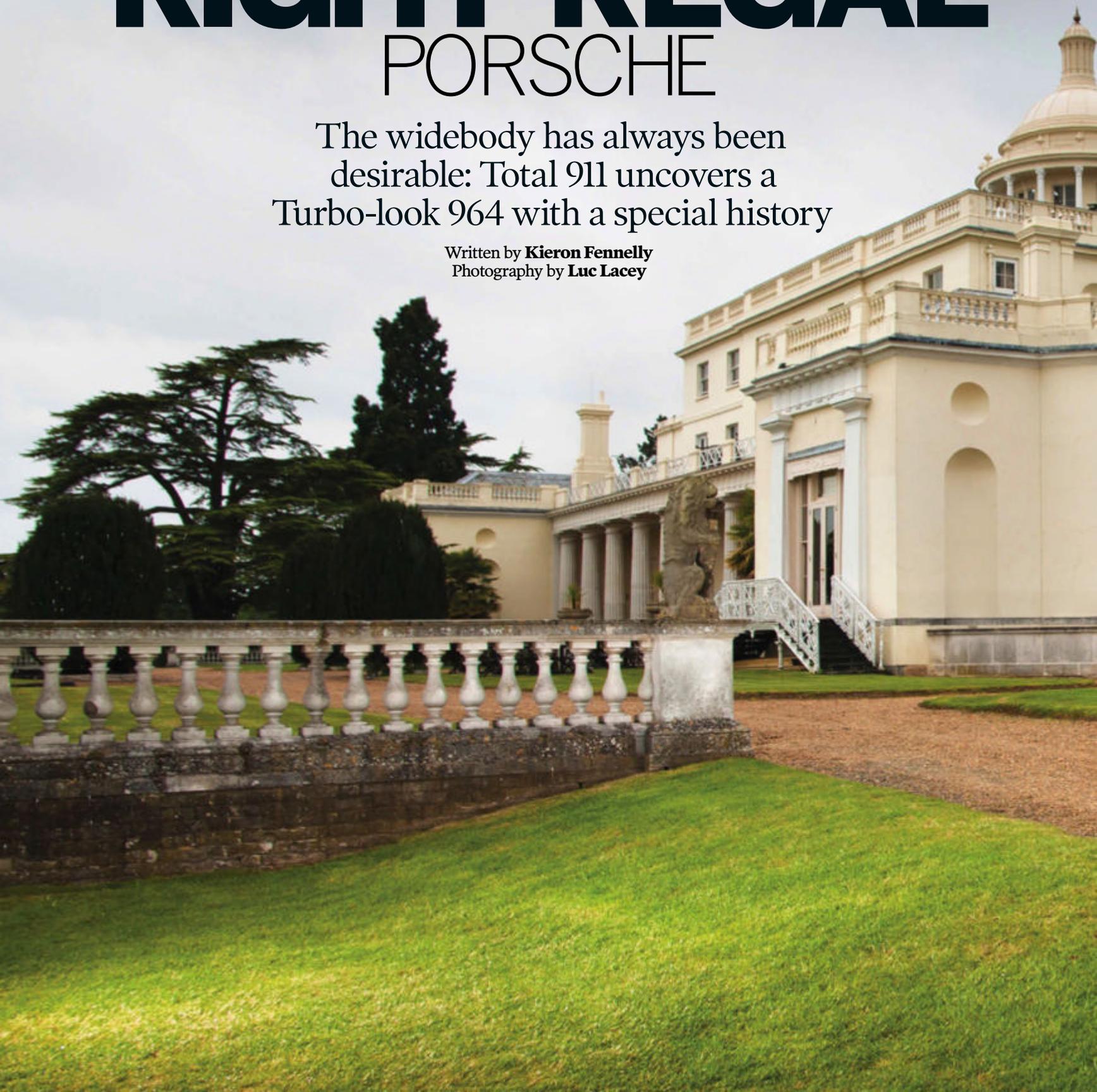


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THE RIGHT REGAL PORSCHE

The widebody has always been desirable: Total 911 uncovers a Turbo-look 964 with a special history

Written by **Kieron Fennelly**
Photography by **Luc Lacey**







The Oak green colour is unique, much like the history of L62 XLN



A 250bhp naturally aspirated engine sits in the Turbo-look widebody 964's bay



Two features in particular made the 930, Porsche's first production Turbo, stand out: its imposing rear wing and massively flared rear arches, widened to house the rubber necessary to transmit the torque. The 930 started a trend, and by the mid-Eighties there were countless body shops and tuners ready to graft wider wings onto your 911. Porsche itself produced a widebody non-turbo Cabriolet, and the 3.2 Speedster came in both narrow and widebody styles. However, it was not until the 964 model that Porsche extended the widebody or 'Turbo-look' to a non-turbo 911 Coupe.

The early Nineties was a difficult period for specialist car makers, and Porsche was

no exception. Since the mid-Fifties, half of Zuffenhausen's production had gone to the US, but between 1987-8 the dollar collapsed and with it Porsche's sales and profits, a situation compounded by recession in Europe. By 1992, only the fact that Porsche's borrowing was so low kept the company from bankruptcy, and for a period there was speculation that Daimler-Benz, BMW or even Toyota might take over.

It was against this background that Porsche devised its 30 Jahre 911, introduced, as the name implies, to celebrate 30 years of what was already a motoring icon. This model used the Coupe version of the widebody, a style already seen on the 911 Turbo, which appeared on the scene two years after the 964

C4 in 1990. As the anniversary (September 1993) would fall at the end of the 964's production run, it put Porsche in a quandary. Ideally the 993, which first appeared in autumn that year, would have carried the honour, but Porsche did not wish to complicate this launch, so presented the 30 Jahre at the traditional spring show, the Geneva Salon, in March. A top-specification car was planned to milk as much money from the market as possible. The 30 Jahre would have the Turbo body and chassis, including its brakes and the 300bhp 3.8 engine, which powered the 964 RSR in GT competition.

Alas, Porsche got cold feet. 964s (and 968s) were stockpiled everywhere, often taking over six months to find a buyer. Since 1991, Zuffenhausen

“The first owner was none other than King Constantine of Greece, who has lived in London since 1974”



Specification

**964 Carrera 4
(1993)****Engine****Capacity:** 3,600cc flat six**Compression ratio:** 11.3:1**Maximum power:** 250bhp
@6,100rpm**Maximum torque:** 310Nm
@4,800rpm**Transmission:** Five-speed
manual; four-wheel drive
with torque bias 31:69 to rear**Suspension****Front:** MacPherson struts
with combined coil springs
and dampers**Rear:** Semi trailing arms
with combined coil springs
and dampers**Wheels & tyres****Front:** 6x17-inch 'Cup' alloys,
205/50/17 tyres**Rear:** 8x17-inch 'Cup' alloys,
255/40/17 tyres**Dimensions****Length:** 4,250mm**Width:** 1,775mm**Weight:** 1,500kg**Performance****0-60mph:** 5.7 secs**Top speed:** 158mph

The Turbo-esque protruding rear arches housed the 17-inch 'Cup' wheels

**964 IN NUMBERS**

Total 964s (all types) 1988-1993	60,000 (approx)
• Total widebody 964 Coupes	6,505
• Total C4 widebodies (RoW)	1,085
• Of which 30 Jahre model	- 911
• Unbadged, but similar to 30 Jahre specification	= 174 (est)

had been using spare production space to build the Mercedes 500E, a Weissach-designed 5.0-litre hot rod based on the W124 saloon. The finance department, however, claimed that Porsche could not risk a 911 with so much "added value" becoming another slow-moving inventory item, so the 30 Jahre model was Turbo-bodied only, and didn't include the whaletail. The chassis would be standard 964 with minor modifications to the suspension arms to accommodate the wider rear track, and the stock 250bhp engine would be fitted. However, the 30 Jahre would be a C4. The interior, on the other hand, was given the full leather treatment, including the door panels, dash and a neat aluminium plaque on the parcel shelf which identified it as one of the 911 limited edition models. Externally, a 911 script on the engine cover distinguished the 30 Jahre.

Porsche devised a special colour scheme for the model: viola metallic outside and Rubicon grey leather on the inside. A handful were finished in Polar silver metallic. Air conditioning was a standard fitting, as were the 17-inch 'cup' alloy



The all-leather interior is Anniversary-like, though not in the traditional Rubicon grey colour

wheels. The result was a striking 911, its stance a little too high for some tastes, but otherwise purposeful in appearance. Porsche, however, did not seem to promote the model – researchers have commented on its omission from Christophorus and the lack of sales literature, and the 30 Jahre melted away into the market to be quickly forgotten as the next 911, and Porsche's great hope for the immediate future, the 993, arrived on the scene.

A dozen years later, air-cooled 911s had already become history and Porsche had just introduced second editions of its water-cooled 911, the 997, and its mid-engined sister, the Boxster.

Meanwhile, Berkshire-based Chris Scott decided to do something about the Porsche he had been promising himself since his teenage years. But rather than opt for a contemporary model, he thought back to the posters on his bedroom wall.

"I decided to look for a 964," he recalls, "because it was the last of the traditional 911 shape, including the upright head lamps. I remember driving behind one when they were new and as we decelerated off the M4, I was struck by how the spoiler retracted. I thought, 'I must have one of those.'"

Retailing at around £60,000, the 964 was well out of the graphic designer's reach. 15 years later, ➔



though, the idea would resurface. “I decide to go to a specialist, as I had a very precise specification in mind,” he says. Chris turned to **Total 911’s** founding editor, Phil Raby, who has long specialised in sourcing Porsches, and presented him with a set of requirements. Chris wanted a low-mileage, right-hand-drive manual C4 with air conditioning. It had to be original both mechanically and bodily, and not in Guards red or white! It was a year before Phil uncovered such a 964. It was in London, which was where Chris was working at the time, so the short journey over to St Bartholomew’s hospital was straightforward. L62 XLN was owned by a doctor who had upgraded to a 996 Turbo and wished to dispose of his 964 C4. Chris was struck not just by the unusual colour – oak green metallic – but by the Turbo rear arches housing 17-inch Cup wheels. He had been assured that this was a standard car, but which model 964 was it? This was supposedly the 1993 30th anniversary model without the 30 Jahre badging, prompting further questions: if there were 911-badged anniversary cars, how many of these ‘unbadged’ 964 widebodies existed?

The next surprise was the logbook, for the first owner was none other than King Constantine of Greece, who has lived in London since 1974. A keen sportsman, sailor and horseman in his youth, the King had a passion for driving too. Based in London, though, his 964 not surprisingly had led a pampered and mostly garaged life, averaging only 3,000 miles per year with regular service visits to AFN in Isleworth.

Proving that good things come to those who wait, Chris had the 964 he wanted. Curious to

“Chris wanted a low-mileage, right-hand-drive manual C4 with air conditioning. It had to be original, and not in Guards red or white!”

know more, he consulted Adrian Streater’s *Porsche 911 Enthusiast’s Companion*, which suggested that 12 widebody cars were left after Porsche produced the requisite 911 units, and that Chris’s green car is one of three right-hand-drive models in the UK. This seemed like a logical explanation, but alas for those who like their statistics cut and dried, later research appears to contradict Streater’s thesis. A couple of websites, www.turbo-look.de and www.jubi.pocg.de, are devoted to the 1984-94 widebody 911s, and both illustrate the complexity of trying to interpret Porsche’s published production figures and codes.

Until Zuffenhausen was totally automated with production of the 986/996, internal third parties such as Porsche Exclusive or Weissach third parties could ‘steal’ cars off the line for their own versions, and Porsche never consistently recorded this – and woe betide anyone who tries to ask Zuffenhausen about this today. “Porsche AG is not prepared to help at all,” concludes Norbert Franz, who has nonetheless published his extensive Turbo body research on the Turbo-look website. Both sites suggest that while Chris’s oak green widebody is a factory car, whether it was from the last production

is less likely. First registered in September 1993, it would have been ordered by AFN somewhat earlier in the year, and as regards non-anniversary widebody 964s, “more keep turning up.” Porsche claimed that 1,085 RoW widebody C4s were built, and if 911 of these were the anniversary, then logically 174 non-anniversary variants, like Chris’s 964, exist. It’s another of those air-cooled mysteries; part of the charm of Porsche history.

Nevertheless, the importance of the Turbo-look widebody should not be underestimated. From the 993 onwards, Porsche would produce a premium and C4 widebody non-Turbo model and continue this variant on the water-cooled 911s, creating a link between the base 911 and Turbo. The timing of the 30 Jahre 911 was unfortunate, falling at a time when Porsche’s prospects were at their lowest, but the idea was well conceived and today the (non-Turbo) widebody models are among the best-looking 911s.

Chris is still besotted with L62 XLN. Would he ever consider trading it? “I don’t think so. The Cayman impressed me, but it doesn’t have the 911’s personality. I have only one complaint about my 964: I don’t drive it often enough.” **911**

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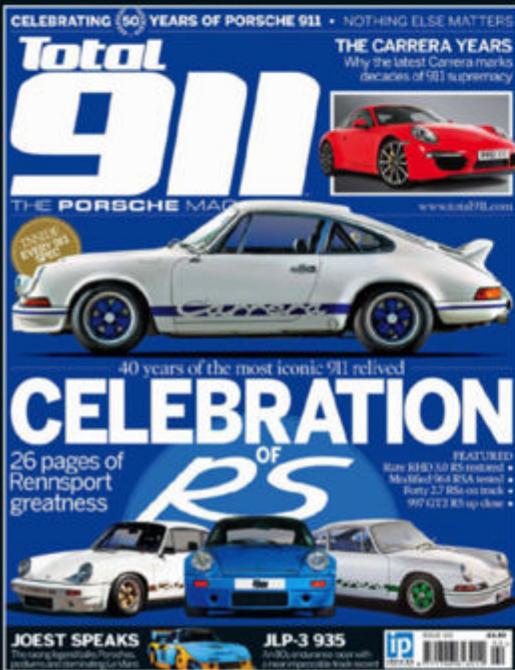
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PORSCHE'S COLOURFUL PAST

Total 911 embarks on the Porsche-only Rallye Privé for feedback on a Type 991 Carrera that's immediately startling to the eye

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





Porsche archives show some vibrantly coloured 911s for the 1973 International Race Of Champions, above and right

If you browse the Porsche.com website or call in at your nearest OPC to discuss the purchase of a new 911, you'll quickly become immersed in the seemingly never-ending options list available to you as you construct your perfect sports car.

This is not new. Porsche has long been famed for an extensive, if not at times pedantic, array of options to help mould your perfect 911. And on top of this plethora of yes/no decisions bestowed upon you and your chequebook, the Porsche Exclusive range offers yet further personalisation direct from the factory – and it's one of these exquisite options that held the most interest as I headed for France in a Type 991 911 Carrera.

As you can see though, this 911 stands out rather more than a basic Carrera is perhaps used to. Part of

Porsche Exclusive, the impressive Colour to Sample range sees the company use paint shades that match a customer's precise preference – and it's under this program that the Carrera is brilliantly hued in a vibrant shade of Pastel orange.

Perhaps most notable from the Seventies, shades such as Pastel orange, Mexico blue and Gulf blue as seen at the 1973 IROC remain available to this day. Porsche are proud to continue to offer such colours from their back catalogue as Exclusive options, but with the caveat that current paint technology has to enable “a guarantee to the highest standards of quality”. What this means is that where some past colours are no longer available due to changes in paint composition and spraying technology, Porsche will offer a similar shade.

Of course, there is a school of thought that

having your 911 ordered in a one-off colour may be detrimental to the chances of it selling at a later date (a point made by Chris Dearden in his **Total 911** column from Issue 96). But surely a happy medium between being ‘too unique’ and avoiding the more commonly seen shades is to have your modern 911 hued in an official colour from the past?

On first thoughts, this shouldn't work. Porsche have always been well considered when it comes to their contemporary standard colour spectrums, and with the exception of Guards red, few can truly be deemed timeless to suit all generations. Right?

This Pastel orange 991 certainly suggests otherwise. Delve a little deeper into Porsche's colourful past, and you'll also realise that the GT3 has referenced such historic colours for the water-cooled generation, with Viper green and orange

THE ROUTE



In contrast to last year's Porsche-only Rallye Privé, a three-day event from Saint Tropez to Monaco along France's south coast (see **Total 911** Issue 88), 2013 saw a revision in the format to just one day of the regulation rally. The route was also moved to northern France, a step which proved popular among the more northerly contingent, who didn't have to travel as many miles to begin the rally in the first place. Starting just north of Paris in the quaint town of Chantilly, the rally then took in challenging if rather flat terrain, finishing at Cabourg on the north-west coast. The total drive distance was approximately 300km.

“The rasp of flat sixes overawed the tranquil of the countryside”





The rest of the Porsche contingent prepare their cars for the start of the Rallye Privé



Organiser Laurent Blomet runs a smooth operation

being two of the more prominent. But is Colour to Sample a hit among the Porsche community?

As the photographer and I arrived at the breathtakingly picturesque Auberge du Jeu de Paume in the sleepy north Parisian town of Chantilly for the start of the Rallye Privé, the Carrera had unquestionably caught the eye and aside from the 'A 911' registration plate (valued at more than the car it's adorning), the Pastel orange hue provided many a glowing appraisal from fellow entrants throughout the day-long event.

Moreover, as the regulation rally began and 25 teams of Porsches set off from the start point at timed intervals of 90 seconds, I was handed the perfect environment to confirm my initial assessment on what a fantastic driver's car the base Carrera is beneath that Pastel orange glow.

By the time we'd stopped for lunch in the Vexin at the beautiful Chateau d'Aveny, the Carrera had already provided a spectacular driving ally, proving effortlessly easy to drive at modest speeds as we first negotiated our way through picturesque French villages before attacking the faster roads with aplomb. A direct provocation of the 991's dimensions as the longest and widest 911 yet, I've never felt so planted in a sports car of this magnitude, though reassuringly there is scope to upset the car should your driving ability permit it. In Sport mode and with the sports exhaust deployed, the 911 revelled in the upper echelons of the rev range as it rocketed along to a simply gorgeous flat six symphony. Granted, it wasn't quite a match for the 997 Turbo or even a 997 C2 GTS during a quick sprint in the unregulated segment

of the rally in late afternoon, but the 991 Carrera's performance was satisfying nonetheless.

Much positive sentiment has already been issued regarding the seven-speed PDK gearbox too, but it must be said that throughout the journey I found Porsche's latest automatic technology little short of sensational. As intelligent as it is fluent, very rarely did I feel the need to override the system and manually change up or down using the slick paddle shift behind the steering wheel. It even occurred to me that perhaps the arrival of the Carrera 4, GT3 and Turbo in the last 12 months has left the brilliant 'base' 3.4-litre Carrera rather overlooked.

The Type 991 wasn't the only star of the show in France though, with some stunning Porsches from past and present turning heads and wowing bemused onlookers as a continual carriage of ➔



The 3.4-litre Carrera proved as inspiring to drive as it was to look at, complemented by exceptional PDK transmission and a harmonic flat six



“The 991 Carrera is an astounding Porsche”



Specification **991 Carrera (2012)**

Engine

Capacity: 3,436cc
Compression ratio: 12.5:1
Maximum power: 350bhp
Maximum torque: 390Nm @ 5,600rpm
Transmission: Seven-speed Porsche Doppelkupplung

Suspension

Front: MacPherson axle with wheels independently mounted on transverse control arms
Rear: Multi-link with wheels independently guided on five control arms

Wheels & tyres

Front: 8.5 x 19-inch alloys with 235/40 ZR 19 tyres
Rear: 11 x 19-inch alloys with 285/35 ZR 19 tyres

Brakes

Front: 330mm discs
Rear: 330mm discs

Dimensions

Length: 4,491mm
Width: 1,808mm
Weight: 1,400kg

Performance

0-60mph: 4.6 secs
Top speed: 178mph





A plethora of stunning Porsches spanning over 50 years ensured the Type 991 Carrera wasn't the only star of the show in Paris and Normandy

Thanks

Thanks to Laurent Blomet and Happy Few Racing for their hospitality. For more information on future Happy Few Racing rallies, visit www.happyfewracing.com.

impeccable 911s streamed through a selection of charming towns. If the sight of multiple Porsches was good, the sound of them was even better: away from the municipalities, a beautiful rasp of flat sixes overawed the quiet hum of the intermittent countryside as Porsche owners revelled in the rally's idyllic settings.

A quick stop for afternoon tea enabled the teams to take stock of their timing (this was a regularity rally, remember) before a final drive to the impressive spa Hôtel Les bains de Cabourg on the Normandy coast. By the end of the day, we'd taken in a variety of challenging routes among a backdrop of stunning scenery in some of the best Porsches to leave Zuffenhausen, with a lavish five-course evening dinner and ensuing awards ceremony proving the perfect way to end a perfect day.

My time spent smiling in awe at the capabilities of my 911 wasn't lost on others at the rally, either. Guy Glennon, a 997 Turbo driver and winner of the **Total 911** competition for free entry to the Rallye Privé, found similar pleasure in the occasion for his own Porsche: "I discovered more and more how much of a great all rounder the 911 actually is; my Turbo far exceeded all of my expectations and I cannot imagine any other supercar being able to contend with all the different demands the route

threw at it. I am now even more in awe of what it's like to be a Porsche owner.

"It was also a true pleasure to meet such an equally fanatical collection of people who, no matter what age, were so passionate about their cars. The sheer enthusiasm and energy shown to each other, no matter what nationality, was humbling to see and be a part of."

Chris Pointon, the second winner of **Total 911's** competition, also enjoyed similar exuberance: "My 996 Targa performed brilliantly among a great array of 911s – it's great to see so many cars of the same make crawling through sleepy villages with locals looking on with dropped jaws, although next time I'll try not to come 25th out of 25!"

The rally then, much like the 991 Carrera, proved to be exemplary among the thriving European Porsche community. As I made my way back to Britain in the car the following morning while forming some conclusions for this feature in my head, it occurred to me that some may find it hard to believe that a colour alone can help to define an overall impression of a car. Well, let me assure you that it doesn't.

The 991 Carrera is an astounding Porsche regardless. As the latest and perhaps greatest evolution of the 911 yet in terms of sheer mechanical

991: OUR OPTIONS

- Seven-speed PDK: £2,387
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- Sports exhaust: £1,772
- Porsche Active Suspension Management, lowered by 20mm: £1,691
- Porsche Torque Vectoring Plus: £1,012
- Sports seats: £312
- Brushed aluminium interior package: £320
- Automatically dimming rear view mirrors: £372
- Telephone module with Bluetooth connectivity: £558
- Park assist front and rear: £639

and technological wonder, such a special hue only adds to its already sparkling splendour.

Moreover, in a year in which the 911's decorated past is thrust firmly into the very public spotlight of the worldwide motoring community, this may be the best time yet to fuse your penchant for Stuttgart nostalgia with Zuffenhausen's latest evolution of motoring modernity. Interested parties can discuss the Colour to Sample offerings from Porsche Exclusive available for their particular car at their local Porsche Centre. **911**



THE TRUTH ABOUT TYRES

Choosing the right tyre is important,
but as Total 911 reports, there are
many factors to bear in mind

Written by **Joel Newman**
Photography by **Continental**



The significance of correct tyres and the effect differing rubber will have on handling, braking and grip characteristics in both wet and dry conditions should never be neglected. While we are aware that worn rubber is 'bad' and premium tyres are 'better' than economy, the truth is that many vehicle owners underestimate the impact the right or wrong tyre choice can have on the driving experience – never mind your own life expectancy!

After taking a trip to Continental Tyres' facility in Hannover, enjoying over nine hours of testing on various surfaces in various conditions and with every conceivable setup of tyre, there are a few discoveries regarding tyre wear that should be elaborated on.

First, never underestimate the importance of fitting a premium tyre or having the



correct pressures. We tested a plethora of cars fitted with multiple amalgamations of premium and economy rubber alongside various tread depths on various surfaces and tracks, and the results were astounding.

We began with the wet circle test, which highlights the effect of leaving a motorway onto a curved slip road. We were placed in four identical cars with a mixture of economy and premium tyres – all we had to do was get our foot down and see how the car reacted. ➡





Continental espouses the virtues of premium tyres

Not one of the journalists who took this test will ever fit economy tyres again. Not only did budget tyres have hugely underwhelming grip levels (we are talking a difference of 45kph versus 80kph around what was fundamentally a roundabout) before they lost traction, it was the immediacy with which they gave up the fight, with no progression or feedback; just 'on' and 'off'. Although it was no doubt fun on track to 'test' a car with premium fronts and economy rears, it would be downright dangerous on public roads – and not something you should chance on.

When an economy tyre loses grip, it happens with no warning at lower speeds, and there is little opportunity to recover, even when you're expecting it. Apart from this lack of grip, the inability to stop (over four car lengths, some 18 metres further at 50mph than a Class A tyre!) as well as differences to sharpness and responsiveness to steering inputs are worlds away from a premium tyre.

As many Porsches run different widths front and rear, the oft-seen shortcut of swapping your rears over to the front is thankfully impossible, but as you would expect, having matching, quality rear tyres is imperative. Pairing premium front tyres with budget rears may be fun on a closed track with oversteer just a toe edge away, but on the road it's a different story. Budget tyres have such an immediate transition from grip to no grip and are so limited in the wet that a car becomes snappy and

“When an economy tyre loses grip, it happens at lower speeds and there is little opportunity to recover, even when you're expecting it”

Here, you can see more closely the layering of the textile cord body and nylon cap ply of a tyre



unpredictable even at sensible speeds. With such a distinct clash in behavioural characteristics it will never enable a driver get the best from the chassis beneath them. The message here is to invest in premium rubber for your coveted Porsche.

Another test was aquaplaning, where we drove through a pool of water 1.5 inches deep round a curved road at various speeds. At 8mm (full tread depth) the car held its line. With premium tyres at 80kph and 5mm of tread depth, the car shifted about a foot off line – scary, but not life-threatening. The biggest shock, however, came at 1.6mm, which is still a legal tread depth in the UK. At this speed, the car literally moved eight feet over in an instant, which would easily be enough to send you into an oncoming lane with no means of escape in the real world. Continental themselves explained that at 1.6mm, even premium tyres are only 55 per cent as efficient and take a further 13 metres to stop in wet braking tests. With all control of the car

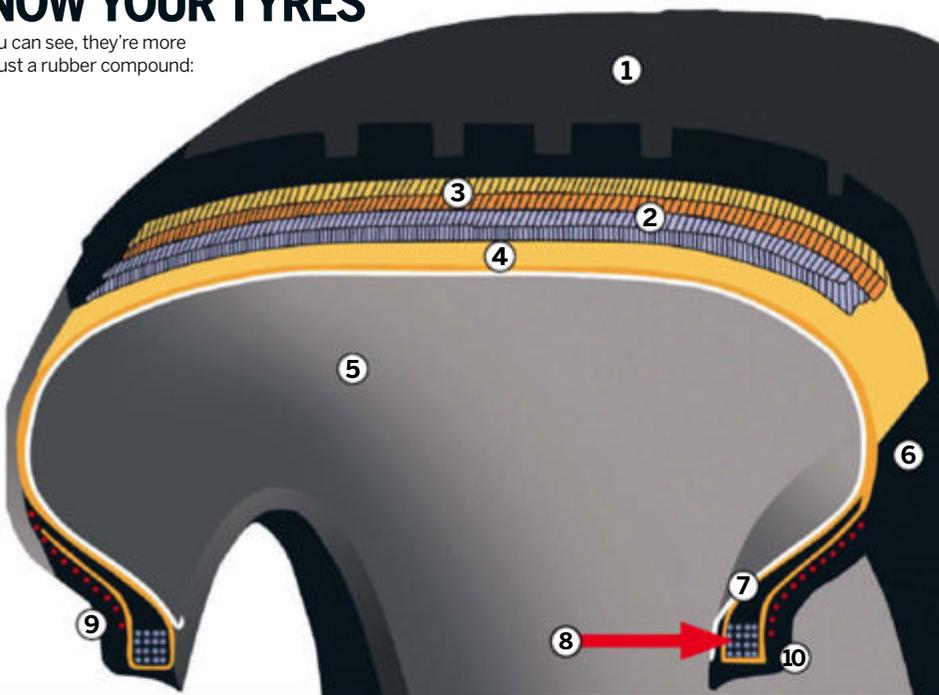


Joel enjoyed numerous tyre tests in Continental's Gen1 997 GT3 RS



KNOW YOUR TYRES

As you can see, they're more than just a rubber compound:



- | | | |
|---|--|---|
| <p>1. Rubber tread (Synthetic / natural Blend)</p> <p>2. Steel Cord belt ply</p> <p>3. Nylon cap ply</p> | <p>4. Textile cord body ply</p> <p>5. Butyl inner liner</p> <p>6. Rubber sidewall profile</p> <p>7. Hard rubber apex</p> | <p>8. Steel bead wires</p> <p>9. Textile bead reinforcement</p> <p>10. Abrasion-resistant rubber rim strip</p> |
|---|--|---|

immediately taken away, the knee-jerk reaction is that of fear. It does make you question the current UK legislation but regardless of the law, at below 3mm you are on dangerous ground. Although this may be obvious, what may surprise is the wider the tyre, the worse aquaplaning can become.

The answer, then, is to ensure that especially in the wet, your rear tyres have at the very least 3mm of tread, because even when you know what's about to happen you still can't stop it, and efforts to recover are simply too little too late.

Having established why we all need to run premium tyres and why at 3mm you are better off investing in new rubber, the next important decision is which tyres to choose and what Porsche's 'N' rating system means. From my

research, it does appear that many OPCs will insist that all tyres are 'N' rated, so it is worth checking with your dealer if you are under warranty. However, I have found no evidence that an N-rated tyre performs any better than one without such markings, and that you would not be covered by your insurance in an accident – many believe the N system is simply a marketing tool from Porsche, as a lot of manufacturers recommend a different letter (Ferrari K, Bentley B, Mercedes MO etc).

The fact is that premium tyres offer impressive levels of grip in both wet and dry conditions, and for road use more than you will likely ever need. There is a balancing act, however – the better the grip and softer the compound, the faster the wear. Perhaps that is the main factor to bear in mind. **911**

SUMMER VS WINTER TYRES

The debate over summer and winter tyres is twofold: what is different about them, and is it worth the hassle and expense of the changeover? What's clear is that winter tyres offer far superior grip below seven degrees celsius as the rubber is manufactured to remain soft at lower temperatures, unlike summer tyres which remain harder and resist heat and therefore grip. Due to their complex tread pattern and high silica content, winter tyres work more effectively in snow and on ice and so are far safer, offering vastly improved stopping distances (up to three times better), improved traction and better responsiveness in emergency conditions. Summer tyres are not designed to operate in freezing conditions, and below zero degrees can become dangerous. It's advisable to swap over if you use your car regularly in winter, and as you will be driving more serenely they should last you a good while.



Summer tyres are not designed to operate in temperatures below freezing...



...while winter tyres will shorten stopping distances by up to three times during the cold snap

Jürgen Barth

One of the seminal figures of Porsche Motorsport, the 50th celebrations of the 911 mean Jürgen Barth is in demand this year. Total 911 caught up with him at the RS Club de France's gathering at Reims

Written by **Kieron Fennelly**
Photography by **Laurens Parsons** and
Porsche Archive



In a unique career spent entirely at Porsche, Jürgen Barth was apprenticed to the company in 1963 and did a variety of jobs before graduating to support mechanic on the Tour Auto, then becoming racing and test driver.

He made 13 Le Mans appearances in Porsches – a record in itself – including victory with Jacky Ickx and Hurley Haywood in 1977 and second the following year. Jürgen's father, Edgar Barth, was Porsche's most consistent works driver for almost ten years, but it was Edgar's untimely death from cancer in 1965 that really brought the younger Barth into the Porsche fold. After his racing career and extensive experience assisting competition clients, Jürgen built up the Motorsport Division and laid the basis for the operation, which for 25 years has run the Porsche Cup. As assistant to racing and PR manager Huschke von Hanstein, Jürgen was also responsible for starting what became the Porsche Archive. Aptly, he went on in later years to produce *Das Porsche Buch*, a

ESSENTIAL FACTS

- Porsche works & test driver like his father.
- Founded Porsche Motorsport division.
- Homologated the RS 2.7 and built 964 C4 lightweight.
- Made a record 13 Porsche appearances at Le Mans.
- Started Porsche photograph archive.
- Restarted GT racing in the Nineties with the BPR championship series.

series of volumes on not just production models, but all Porsche's vast range of racing and prototypes – a work regarded as the definitive technical and historical reference guide to the Porsche 911.

You and your family were smuggled out of East Germany by Huschke von Hanstein so that your father could drive for the works team. Would you say you were predestined to a career at Porsche?
It's true: Porsche and racing were part of my life by the time I was ten. Our home was near the Solitude circuit,

and after the Grand Prix the drivers used to come back to our house. My father had installed a bar in our cellar, and I knew all the Sixties stars. At weekends he used to take me to the Nürburgring if he was testing a car, but I preferred to go bowling in the Nürburg Hotel, then one day I had to do both timing and pit signals as nobody else was available. Suddenly, I got really interested in being involved and the sport began to mean something to me. Dad's racing became the high point of life, and I suppose it was inevitable that I would want to follow in his footsteps.

You owe a lot to von Hanstein...

Yes, he really took me under his wing when my father died. I was already a Porsche apprentice but he got me into the racing department such as it was, organising his photographs and preparing paperwork for rally cars. He took me along on the 1968 Monte (Vic Elford's works 911T would win), and I really got a taste for rallying. Porsche training was very varied: as well as office jobs, I did a lot of machine shop work, dismantling and rebuilding the Fuhrmann 





On the 1977 24
Hours of Le Mans
— his speciality
circuit



Jürgen was with the Porsche works team as Vic Elford won the 1968 Monte Carlo rally in a 911T

twin cam and sectioning a flat six and gearbox, which is still on show in the museum today!

When was your first competition?

In the evenings I helped out at a local garage. The proprietor asked me to be his navigator in his 356 SC on the Stuttgart-Lyon rally, but because reading in the car upset my stomach I did most of the driving and in a field of 911s we finished fourth. I was also preparing a 911T for an American serviceman as well as driving in rallies for him, but the first tarmac outing in my car was at the Schauinsland hillclimb. The organisers invited me and Hans-Joachim Stuck, both of us being sons of famous hillclimbers. I managed to scrape together enough money to buy an ex-rally 911T with a broken engine, which I rebuilt – it just needed cams and valves, and I came sixth in the GT class.

When did Porsche first send you abroad?

In 1969 I drove in the service VW Beetle supporting Zasada's semi-works 911T in the Safari rally, and later went to Le Mans, officially as an observer. It was quite a moment to step onto the track where my dad had competed. One of the 910s came in with the

exhaust hanging off, so I welded it back together. It was the start of customer service! This developed into a commercial operation, selling parts to racing customers – the beginning of the Motorsport division.

When did you first race at Le Mans?

I shared a 911S with René Mazzia in 1971. We finished eighth, and the next year with Louis Meznarie's 911 2.5 ST we came 13th and won our class. I did Le Mans every year until 1982, and went in a 964 RSR in 1993.

What was special about Le Mans?

I like long-distance events, and it was there that I learned how to conserve the car. Sports racers were more fragile in the Seventies than they are today. I got a reputation as a driver who could hold them together.

You never lost your taste for rallying?

No. I especially liked events that ran over several days. I did the 1978 Monte in a Toyota, though that was to support Jean-Pierre Nicolas in the Alméras 911, which won. It gave me the idea that the 911 could still be competitive. Alméras entered a 280bhp SC for me and Roland Kussmaul for the 1982 Monte, and we



Barth was responsible for homologation of the iconic 2.7 RS, pictured above and below



“Seventies sport racers were more fragile than they are today: my strength was getting them to the finish line”

finished ninth and second in Group B. Porsche was working on the 959 for Group B, but it wasn't ready, so [development director] Helmuth Bott allowed Kussmaul and me to devise a Group B 911. Because the 3.2 had already been launched, we got the SC RS. It was outclassed by the 600bhp Turbos, but Prodrive SC RSs won three Middle East Rally championships and numerous European rallies. I even finished sixth at Monaco ahead of a flotilla of Turbos! ➔



Barth's late father Edgar at the 1964 European Hillclimb Championship

What was your involvement with the RS 2.7?

I was responsible for homologation, and we fooled the FIA into homologating it at 975kg when they should have taken the weight of the Touring, which was over 1,000kg. We also got away with describing the 3.0 RS as an 'evolution', so only had to build 100 rather than 500 for a new model – which, of course, the 3.0 was!

As Motorsport manager, you were behind the 964 C4 lightweight. How did that come about?

We had gear left over from the 953. After the 964 RS was launched, I built a 4x4 version, which was 100kg lighter than the RS. There were 21 sets of transmissions, so that's how many cars we built.

They cost more than twice the 964 Cup car. How did you justify that?

[Smiles] These were hand-built, and we sold them all!

But you didn't always get your own way.

I wanted Porsche to develop a Rennversion of the Carrera GT. It needed a race series to promote it, like we did with the RSR/GT2 in the early Nineties. There was interest, but the company wouldn't do it.

You left Porsche in 2007. What have you been doing since then?

I'm involved with homologation of historic race cars, and I've set up an all-comers Porsche Sports Cup,

which is in its third season with five rounds in France, one at Zeltweg and one at Spa.

You said you were leaving for China next week. What are you up to there?

There's no tradition of motor racing in China, and the Chinese Motoring Federation has asked me to help create awareness of the sport. One of the things we have done is set up a driving slalom in a shopping centre to get people interested in car control and competitive driving.

You've written a number of seminal works on Porsche in the past. What else do you have in the pipeline?

Besides updating *Das Buch*, I've been writing books on particular models – the next is on the 936. I'm also working on the 964 RSR to come out in 2014.

A serial of your early career in Porsche is currently in the media. Does this mean we can start looking forward to the autobiography?

Not for a very long time – I've got far too many other things to do first! **911**



“Porsche should have had a series to promote the Carrera GT. There was interest, but they wouldn't do it”

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997 GT3 RS



The Gen2 GT3 RS has wider front arches than the Gen1, to accommodate for slightly wider wheels and tyres

“
IN THE DAYS OF
AIR COOLING,
RS DENOTED A
LIGHTENED CAR

Centre-locking wheels hide huge 380mm brake discs and iconic Big Red callipers

”

Revered as much for its reputation as it is for its performance and dynamics, the 997 GT3 RS is the ultimate expression of the road-racing automobile

Written by **Kieron Fennelly** Photography by **Phil Steinhardt**

The GT3 RS enjoys extra vents in the front bumper, with the front centre grille being colour coded



Specification

997 GT3 RS Gen 2 (2010)

Engine

Capacity: 3,797cc water-cooled flat six

Compression ratio: 12.2:1

Maximum power: 450bhp @ 79,00rpm

Maximum torque: 430Nm @ 5,500bhp

Transmission: Six-speed manual

Suspension

Front: Lower wishbones and MacPherson struts with combined coil springs and dampers; antiroll bar

Rear: Multi link with parallel wishbones; combined coil springs and dampers; antiroll bar

Wheels & tyres

Front: 8.5x19-inch alloys and 245/35/19 tyres

Rear: 12x19-inch alloys and 325/30/19 tyres

Dimensions

Length: 4,435mm

Width: 1,770mm

Weight: 1,385 kg

Performance

0-60mph: 4.0 secs

Top speed: 193mph

When the GT3 appeared in 1999, there was no RS version. This turned out to be as much a question of timing as anything else, but it did leave enthusiasts wondering whether the original lightweight concept had disappeared with the demise of air cooling. However, the original 996 GT3 was built to Euro 2 emissions levels only, so all production had to be registered (for European markets) before January 2001, and is also why the model was not offered in the USA, where EPA requirements were ahead of Euro norms. Given the major development programme at Weissach with the Cayenne and the next Boxster/911 generation in the pipeline, it would be three years before Porsche was ready with an updated GT3. The strength of demand for this model, as well as its predecessor, convinced Porsche that even with the 997 launch only a year away, there was a market for a more obviously track-orientated 996 GT3, which in the hallowed Porsche tradition was duly called the RS.

In the days of air cooling, RS denoted a significantly lightened car. The original RS 2.7 was homologated at 975kg when the production 2.4 S weighed 1,080-1,100kg. The 1991 RS 964, that exemplar of weight saving, was 140kg lighter than the 964 C2. But in the 21st Century, the need to meet crash requirements meant that taking weight out of a car's structure became more difficult. There was initially disbelief when Porsche revealed that the first 996 GT3 was 30kg heavier than the base Carrera until it was understood that the GT3 used the more substantial Carrera 4 bodysheet, which had greater torsional rigidity. Only the wholesale use of exotic materials such as carbon fibre could reduce its weight significantly, as McLaren's F1 demonstrated, but this was not practical in a production car selling at roughly a sixth of the price of the boutique-volume F1. Nevertheless, by introducing an RS derivative, Porsche was able to show that the GT3 could be lightened.

The 996 GT3 RS was revealed at Frankfurt in 2003. Besides having the GT3's optional Clubsport

cabin – a half roll cage, lighter racing seats and simplified door trim – a further 50kg was saved over the stock GT3 thanks to a bonnet, rear wing, mirror housings and rear window in polycarbonate. Enhancing the new RS's credentials further, Weissach fitted a stiffer, lower suspension and the engine was modified with the Cup car's intake and exhaust ports. Reportedly, this added 20bhp, but Porsche still homologated the GT3 RS at the 381bhp of the standard car. A blue or red RS flash harking back to the 2.7 distinguished the GT3 RS. Still something of an experiment, only 300 were built, none of which were sent to North America, where the 'base' GT3 had only just been launched.

When the 997 GT3 was presented in 2006, the RS was not far behind. Once again at its heart was Porsche's superb 3.6 'Mezger' engine, now rated at 415bhp. But if this represented only a marginal increase over the 996 GT3 RS, the real development was in the chassis. The first GT3 was a product of a philosophy that favoured circuit handling qualities over the road user, which was why people bought ➔

RS TIMELINE

1955

1500 RS: the first RS dominated the 2.0-litre class for five seasons and came third overall at Le Mans.

1972

Carrera 2.7 RS: the grandfather of the GT3 and iconic 911, one of the twin pillars with the Turbo of Porsche's reputation.

1983

Carrera SC RS: a lightweight designed for a successful rally career which never entered series production.

1991

Carrera 964 RS: admired, uncompromised and lightweight, it reprised much of the character of the 2.7 RS.

1999

996 GT3: ballistic performance from the flat six showed competition instincts at Porsche had not died with air cooling.

2011

997 RS 4.0: a unique blend of racing technology in a manual gearbox and eminently usable road car.

SPECIALIST VIEW

"Fittingly, the 997 GT3 RS is a truly sensational Porsche to mark the end of the purest era, and is soon to be a collector's car for sure. Our superb example seen here has been known to us for some time and has driven just 8,293 miles from new in 2010. Factory-fitted options include touchscreen satellite navigation and Sport Chrono Pack Plus. With the GT3 RS, prepare to frequently replace your tyres – they come with less tread than conventional road cars and the increased performance means they'll wear quickly."

Mark Sumpter, Paragon Porsche





The dual centre-exit exhausts are continued on the 991 GT3, while the carbon rear wing is multi-adjustable



“

WEISSACH WAS AWARE OF THE TENDENCY OF THE 996 TO LIFT, AND THE 997 RS SHOWED THE RESULTS OF THE RESEARCH INTO CORRECTING THIS

”

GT3s. Their unyielding suspension always made both the earlier and later 996 GT3s something of a compromise for road driving though and the RS, which sat 30mm lower with firmer springs, dampers and bushing, was simply too hardcore to drive far off the smooth bitumen of the track.

The 997 GT3 RS would overcome this compromise thanks to the fitting of PASM, which offered the choice of normal and sports damper settings. If such sophistication suggested that RS ethos was being compromised, this was outweighed by the new RS's improvement in ride quality and usability, despite having firmer springs and dampers than the standard car. To justify a price increase of around 20 per cent over the stock GT3, such upgrades were important. Again, the RS showed a weight saving of 20kg over the GT3

thanks to the same polycarbonate body panels as its predecessor and fitting of a single mass flywheel; the cabin again was based on the GT3 Clubsport specification, including carbon fibre bucket seats.

The other major advance over the 996 GT3 RS was in aerodynamics. Weissach was aware of the tendency of the front 996 to lift at high speeds, and the body of the 997 RS showed the results of the research that had gone into correcting this. The rear wing was derived from the GT3 Cup cars and together with the new front valance made the 997 more stable as it approached its maximum velocity.

A change in FIA GT competition rules meant that from 2008, maximum capacity rose from 3.6 litres – the engine size which Porsche had homologated for the 997 GT3 – to 4.0 litres, and Weissach took advantage by developing a 4.0-litre race engine. ➔



The absence of leather inside is immediately noticeable, where the steering wheel in particular gives off distinctly race-bred connotations in both looks and touch. Technology is not in short supply, however, and this model is treated to Porsche satellite navigation and air conditioning. Contrasting extremes of both road and track are therefore evident



THE 997 RS: WHICH TO PICK?

A difficult question, this one. In a perfect world we would probably choose the 4.0, but with such a limited series there is a danger that this model will become like the RSRs and be salted away as an investment. Rumours suggest that 4.0s have already changed hands for 30 per cent premiums. The 3.6 and 3.8 offer almost the same sensations and are altogether more accessible. The 3.8's more sophisticated suspension may sway the decision for some buyers, but what is important is to understand the GT3 RS. A hugely rewarding car, it is nevertheless an intense drive, and ownership of one requires commitment.



The 4.0-litre may be the very pinnacle, but the Gen1 3.6-litre and Gen2 3.8-litre are superb 911s



The interior of a 997 GT3 RS is a great place to be. The colour-coded roll cage immediately excites with its mark of intent, and the bucket seats are purposeful but comfortable over long periods. The driver has a choice of road belts (as shown here) or race-bred harnesses, widening the car's accessibility as a road or track sports car



Rather than install this in the road-going RS, however, Porsche introduced it in two stages. The Gen2 997 GT3 RS 3.8 appeared in 2010. Visually, it incorporated the final round of changes to the 997 – the new front and rear lights; a racing-inspired, aluminium leg-suspended rear wing with ‘3.8’ embossed on each side distinguishing it from its predecessor, as did its centre-lock wheels. The additional 200cc brought 15bhp and 25Nm, and contributed more to ease of driving than increased performance figures, but the main advance with the Gen2 was once again in suspension and aerodynamics. The PASM was augmented by stability management which could be brought in with or without traction control or turned off altogether, a system said to be particularly reassuring on wet surfaces. The RS also featured the first application of Porsche’s Active Engine Mounts. The revised front and rear bodywork, again derived from the previous season’s racing, more than doubled downforce, Porsche claimed. Certainly, when he tried this RS for **Total 911**, Ian Kuah, who has followed every development of the GT3 and before that its RSR forebears, noted its stability at 300kph.

With two generations of the 997 GT3 RS in five years and the 991 due for launch in 2011, the second 3.8 should have been the swansong of the 997 RS – but Porsche had other ideas. The 4.0-litre engine had not been offered initially for reasons of cost: with the bore at maximum, capacity was increased by raising the stroke to 80.4. This required a bespoke crankshaft and other reworking of the engine. Weissach also revised the suspension with components in aluminium and new spring and damper rates; externally the 4.0 featured the GT2’s polycarbonate front wings and bonnet and carbon fibre bumpers. The ‘dive planes’ enhanced downforce by 15 per cent, and the 4.0 clearly had an unimpeachable competition heritage. The result was an RS weighing 1,360kg and a power-to-weight ratio of 365bhp/tonne compared with the 3.8’s 329bhp/tonne. Yet the outcome was as far from an undrivable, fire-breathing monster as could be imagined. Project manager Andreas Preuninger says he proved this to his satisfaction by commuting in the 4.0: “It is astonishingly usable and the engine is bulletproof.” With this final batch of GT3 production, Porsche wanted to sign off with a flourish and make this pure racing technology and “god-like engine,” as Preuninger put it, available on the street.

Of course Porsche was hardly going to sell the 4.0 at a loss. However, even priced with a premium of around 25 per cent over the GT3 RS 3.8, the announced production run of 600 units sold out

BUYING TIPS

There are several main differences over daily life with a base 911. There’s less usable cabin space while the clutch and gearshift are firm, especially from cold, and the RS demands a more involved maintenance regime. Road noise levels and internal comfort are not much worse.

- **Service it regularly:** Understand service requirements and do not take shortcuts.
- **Trust your seller:** Buy from known specialists or Porsche Club members and make a geometry check part of the sale.
- **Make sure you have comfy seats:** Ensure you are comfortable over long distances in standard bucket seats.
- **Don’t discount racers:** Don’t dismiss a car with a track history; it may have a more thorough service record.
- **Choose your accessories wisely:** One worth looking for is a/c: its weight and power requirements are almost negligible, and the RS in particular demands that the driver is in an alert state.

“

WITH THE 991 DUE FOR LAUNCH, THE SECOND 3.8 SHOULD HAVE BEEN THE SWANSONG OF THE 997 RS, BUT PORSCHE HAD OTHER IDEAS

”

An impressive 450bhp is produced from the Gen2 GT3 RSs naturally aspirated flat six

OWNING A GT3 RS 997

- **Current price:** £89,995 from Paragon Porsche (call 01825 830424 for details)
- **Total RS numbers sold:** 14,145 since 1999
- **Service intervals:** 2 years/12,000miles
- **Service costs minor:** £395 minor
- **Service costs major:** £695 major (inc VAT, as charged by Paragon Porsche)

Thanks

Thanks to Paragon Porsche for use of the Gen2 997 GT3 RS, which is currently for sale. Details of the car can be found at www.paragongb.com or by calling 01825 830424.



in a matter of weeks. By comparison, a decade ago Porsche struggled to reach its target of 1,500 Carrera GTs, stopping at production of 1,200 cars.

The brilliance of the GT3 RS is in the way it brought the dynamic qualities and finesse of a track car to the road. As the model developed, it became ever better at this, squaring the circle of providing ever-greater performance with more forgiving handling and everyday driveability and comfort. On the track, the Porsche's larger-engined and mid-engined competitors may have proved quicker in recent seasons, but none of them can build a homologation road car that is more than a token gesture to its track sister. The GT3 RS is not just the benchmark sports car; it is quite unique. **911**

"I'VE GOT ONE"

San Diego-based Tony McGuinness regards his 3.8 RS as the pinnacle of his driving career: "The way it responds, handles and goes verges on perfection. I bought it with trackdays in mind, but I didn't want to risk it in close combat. It has such reserves and balance and it's so sure-footed, you always have confidence you'll never get into trouble. It's as if you strap this car on and it becomes a part of you. The RS is the last of the analogue 911s and surely the best."



Tony McGuinness



THE GOLDEN TICKET

Thanks to his '73 911, Eric Williams has his own
21st Century take on the Californian gold rush

Written and Photographed by **Maurice van den Tillard**



In the mid-19th Century, thousands of people flocked to the west of the United States. The California gold rush was in full swing, and everybody wanted a piece of it – and even nowadays, people are still coming to California to find their own slice of luck. You'd think gold wasn't in such demand anymore, but in the case of Eric Williams it's a different story.

Eric came to Los Angeles in 1991, having lived in Michigan where he studied architecture. While his dad and brother shared that same interest, Eric's career path ultimately took a different direction when he became immersed in graphic design. Catching the car bug, however, was always an inevitability. His dad was a car guy, and 'Motor City' Detroit was around the corner, where all the big car manufacturers were based, so naturally

Eric grew up with cars around him. His dad even owned a couple of Austin Healeys when Eric was a kid, and later a Jaguar XKE. In Michigan these were very unique cars, especially with those dominating American models a few hours away.

Eric was the youngest of five, and when he got older his parents got a station wagon, banishing the car bug for a while. This didn't last for long, though, as Eric's dad obtained a Datsun 240Z. Eric had just received his driver's license by that time, and his dad would let him run around town with the Datsun. Eric knew right away that one day, he would have a sports car of his own. His dad's love for design left a strong impression on him, and that first drive led to a lifelong passion for sports cars.

Fast-forward several years and Eric was now living in Pasadena on the outskirts of LA. After

working as a graphic designer, he landed a job at Mattel, where he did designs for the original *Harry Potter* product line, Looney Tunes and Nickelodeon Toys before working for Hot Wheels.

One particular day he was sitting at his desk playing with a tiny Turbo 911, which got him thinking: "I need one of these cars in real life to drive on the street and track." He already owned a 1970 Datsun 510 track car, which he had been racing since 1998 with the Vintage Auto Racing Association (VARA) and HSR-West. Eric also owned a BMW as a daily driver, so out it went and in came a black '91 911 Turbo with tan interior.

After a short period of time Eric found that the 964 Turbo was still a great car, but a little bit too aggressive-looking. It stood out too much, and he couldn't shake the feeling that he was driving the



Batmobile. Eric wanted more of a vintage look, so he bought a '72 911, set up for both street and track. Eric raced this car in several PCA (Porsche Club of America) events, but the '72 didn't do it for him; it was too much of a track weapon. Eric thus kept looking for more of a canyon-carver kind of car, which was when he saw an advert on eBay for a '73 RS clone in Camarillo, California, back in 2007.

A '73 was high on the wish list, so this was one he had to check out. After receiving a couple of photos via email, Eric went to take a look before making an offer on the spot. A price was agreed, and although Eric hadn't previously contemplated hunting for gold, he was now the new owner of a 1973 Porsche 911 that was covered in a layer of gold laquer.

It was the previous owner who painted the car, who also installed the RS flares, ducktail decklid and fibreglass bumpers. The front bumper is an RS-style example, with brake ducts taken from

a track car and a custom-made splitter. It also came with a set of black 15-inch Fuchs rims still in immaculate condition. Eric put those on the shelf and got another set of rims in the same size, which he polished and painted to further complement that Seventies look. The classic style of the DOT Michelin Pilot Sport Cup R tyres are the cherry on the cake: 205/50 in the front and 225/50 on the rear, and really add to the vintage flair. Eric admits that they don't perform well on wet surfaces, but as he doesn't drive when it rains this isn't an issue for him.

Eric looked around for seats, eventually settling on some made by Dave Bouzaglou at TRE Motorsports in Van Nuys. He wanted something special, so they were done in high-quality leather, with perforated centres, French stitching and leather-wrapped harness openings. They were twice the price Eric had in mind, but were exactly what he wanted. TRE also manufactured the

vintage-styled roll bar, and they installed the RS carpet and RS door panels. All this was combined with a new Momo Prototipo steering wheel and Willans three-point harness. Eric likes to enjoy some tunes during his mountain drives, so a stereo/CD player was installed under the dash, connected to TRE's low-profile speakers under the rear shelf carpeting. The stock factory radio was left untouched to retain the vintage, early vibe.

Eric's RS replica is powered by a 3.2 motor, one of the last units produced by Porsche and a 1989 model, also installed by the previous owner. During our photoshoot it had about 65,000 miles, and Eric had the 3.2 tachometer and the 180mph speedometer backdated to match the original '73 gauges.

The engine received a clean up by Eric, too. He re-did the fan, cleaned up some hardware and installed a K&N intake filter to get rid of the stock airbox. There were also some minor problems



The previous owner laid some good groundwork, but Eric's vision and know-how has made this '73 a beautiful RS replica with 3.2-litre power

Specification

2.7 RS replica

(1973)

Engine

Capacity: 3,164cc

Compression ratio: 10.3:1

Maximum power: 231bhp @5,900rpm

Interior

TRE roll bar; RS carpet, door handles, leather seats; Momo Prototipo steering wheel; backdated gauges; Willans three-point harness

Exterior

RS-spec flares, ducktail decklid and bumpers; custom front splitter

Suspension

Bilstein shocks; Carrera torsion bars; 20mm Carrera sway bars; alloy trailing arms

Wheels & tyres

Front: 6x15-inch Fuchs alloys 205/50/15 tyres

Rear: 7x15-inch Fuchs alloys 225/50/15 tyres

Brakes

SC brakes all round

Dimensions

Length: 4,291mm

Width: 1,610mm

Weight: 1,075kg



which Eric had to take care of, which also resulted in him installing new wiring and hoses.

To receive the proper stance, Bilstein sport shocks were installed, combined with Carrera torsion bars, 20mm factory Carrera sway bars, aluminium trailing arms and new rubber bushings. Stopping power comes from SC brakes with cross-drilled vented rotors, which are mounted to Carrera front struts. While looking at the brakes, I also noticed the gold fender wells. Eric explained that the cosmoline undercoating was carefully removed, and that the factory-original gold paint was found underneath. Gold Mica, as this is officially known, was on special order in 1973. There was no corrosion, so the factory paint was left alone.

On a beautiful Friday afternoon in March, we met up with Eric and his '73 at Magnus Walker's warehouse in downtown LA, having already seen the car at the annual Anaheim Porsche swapmeet.

“Although Eric hadn't previously contemplated hunting for gold, he was now the owner of a 1973 Porsche that was covered in it”

Eric had a hell of a time zipping up and down the 6th Street bridge with the epic views of downtown LA in the background. Being in filmshoot central in the Los Angeles Arts District, I felt like I was in *Gone In 60 Seconds* when I saw Eric's 911 disappear in the sunset. It made for another fun-filled day playing with Porsches. Eric's 12-year-old son started to nickname the car the 'Golden ticket', which was when Eric decided to get the 'GLD TKT' plate.

Eric's '73 is being driven at least once a week, usually on canyon drives in the mountains surrounding Los Angeles. Once a month, he likes to attend a local Porsche coffee meet, and there are also many club routes which offer spirited drives on the best roads in California. Eric has experienced the beatings a 911 track car takes, and he still has his beautifully prepared Datsun 510 to attack the race tracks, so this Golden ticket is strictly reserved for street use only. **SM**



THE RETURN TO



Specification

991 RSR

(2013)

Engine

Capacity: 3,996cc

Maximum power: 460bhp

Transmission: Six-speed sequential; dog-type gearbox; steering-mounted paddle shift

Bore x stroke: 102.7mm; stroke 80.4mm

Air restrictor: 2 x 29.6mm

Suspension

Front: Fully adjustable double wishbone; four-way gas pressure shock absorber; Double coil springs (main and helper); adjustable blade-type antiroll bar

Rear: Multi-link axle with rigidly mounted cross member; adjustable ride height camber; four-way gas pressure shock absorber; double coil springs (main and helper); adjustable blade-type antiroll bar

Wheels & tyres

Front: 12.5x18-inch alloys and Michelin racing 30/68-18 tyres

Rear: 13x18-inch alloys and Michelin racing 31/71-18 tyres

Brakes

Front: 380mm steel disc

Rear: 355mm steel disc

Dimensions

Length: 4,491mm

Width: 1,852mm

Weight: 1,245kg

Performance

0-60mph: 3.5 secs

Top speed: 180mph

Further modifications:

Welded-in safety cage; removable roof hatch

LE MANS

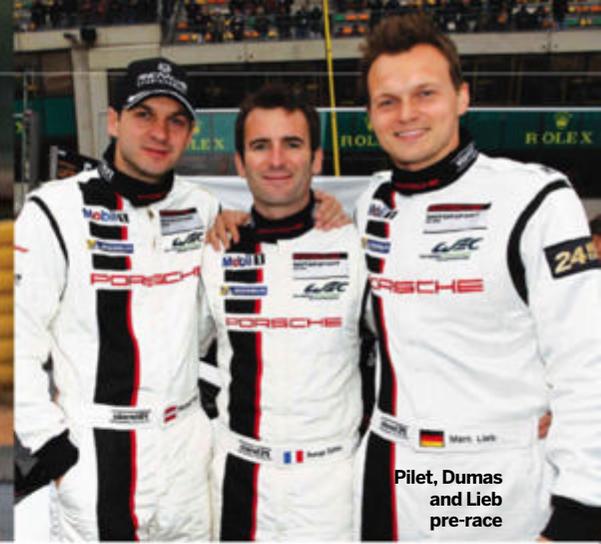
On the Circuit des 24 Heures, the Porsche signage says “Mission 2014. Our return.” We check out how the 911s fared as a warm up...

Written by **Glen Smale** Photography by **Glen Smale** and **Porsche AG**





Porsche were well represented in the GTE-Am class too



Pilet, Dumas and Lieb pre-race

Le Mans has traditionally been a happy hunting ground for Porsche. Having said that, they arrived for the third round of the 2013 World Endurance Championship (WEC) having not yet scored a podium finish this season. As a works team, this level of non-achievement is unfamiliar territory for Porsche. The opening race at Silverstone in April saw the two works cars finishing in fourth and sixth places, while at Spa the team scored fifth in class and a DNF when the second car crashed out. However, in between Spa and Le Mans Porsche has completed three comprehensive test sessions, so with many hours of valuable racing experience and data for the team to access, the car was in a stronger position.

Having been granted a waiver allowing for a slightly larger 29.6mm air restrictor (up from the 29.3mm used at Silverstone and Spa), all eyes were on the Stuttgart cars to see if this gave them the edge. The RSR's aero package saw the rear wing 100mm lower than the roofline, now level with the back bumper. Team Manager Olaf Manthey said, "The Porsche is the fastest GTE car at Le Mans in a straight line thanks to an improved aero package resulting in less drag, and it is also faster than before in the medium and fast corners due to the longer wheelbase. This is despite having the smallest engine in class."

Although the first free practice of the day (Wednesday 4pm-8pm) was intermittently damp and dry, the drivers were eager to get some track time. Several incidents marred this session, which was ultimately red flagged, but both Porsches performed well, finishing first and third in class. The official qualifying practice session was scheduled for 10pm-12pm, and under a heavy sky the cars set off. The qualifying procedure for the 24 Hours remained unchanged from the six-hours WEC races, meaning the grid positions would be a straight shoot-out where the fastest driver would gain pole position – just like it should be.

A HISTORY OF PORSCHE AT LE MANS

Porsche's participation in Le Mans was the result of a meeting with race organiser Charles Faroux and Ferdinand and Ferry Porsche at the 1950 Paris Motor Show, aimed at persuading Porsche to enter the 1951 race. The benefits the exposure would bring was not lost on Ferdinand, and he approached Porsche importer Auguste Veuille to organise a team. It was planned that a pair of 356s would be entered, but one was destroyed before the race. The single remaining entry won the 1,100cc class and finished 20th overall, setting the company on a path to unrivalled international motorsporting success.



The opening laps of the first qualifying practice session saw the #92 Porsche (Richard Lietz) in the sand at the Dunlop Curves, the result of a missed braking point. After being pulled out of trouble it re-entered the fray, finishing in fifth place in class, less than a second off the pace of the lead Aston Martin, with the #91 Porsche back in seventh place. As Wolfgang Hatz (Head of Porsche R&D) mentioned, Le Mans is more than an endurance race; it is a 24-hour sprint, and drivers have to push for the entire race so these incidents can be expected.

The word before the race was that the dark horse in the GTE class was the RSR, and being a full works effort it was felt that the Porsche had not yet shown its full potential. Hatz pointed out that the Silverstone race in April was more of a trial event where the team were finding out for themselves

The Fifties were characterised by increasingly high-performance sports cars including the 356 Carrera, 550 Spyder and 718 RSK. The Sixties bore witness to an explosion of innovation and development via the introduction of the 911 and later, the 'plastic Porsche' era. The Seventies were known as the 'Turbo era', as the 934 and 935 broke cover with the Kremer Brothers by becoming the first privateer team to win Le Mans in 1979.

With the demise of the Group 5 and Group 6 racers, this paved the way for the introduction of arguably the most successful race car ever: the 956 and its successor, the 962C. These two totally dominated the Eighties with no fewer than seven Le Mans victories, and in a 12-year career amassed a mighty 232 international wins.

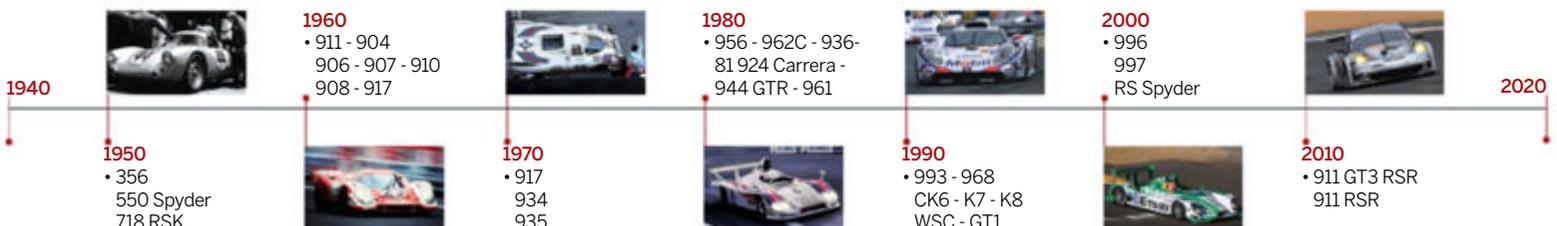
Porsche halted development of the 962C in the Nineties. 1996-98 saw the works team reappear with the 911 GT1, and on the company's 50th birthday in 1998 the works car took the laurels with the GT1. Later, Porsche was again represented by privateers, but in 2008-09 the company introduced the RS Spyder into the LMP2 class, winning both years.

2013 saw the factory back on the international stage with the new 911 RSR. After some teething trouble, the works team was once again victorious at Le Mans, snatching the two top slots in the GTE Pro class.

what it was like to be back at this level with a works team. Performance there, with a car that was oversteering badly according to Hatz, was reliable if not spectacular, but the Spa race revealed a bit more of the car's capability. The team had since made several improvements to the car and when the stopwatches were checked after the Le Mans qualifying sessions, the top Porsche occupied third place on the grid (#92), just eight-tenths of a second off the pace of the lead Aston Martin. The #91 car was back in seventh, but this was more the result of unfortunate timing of red flag incidents thanks to a torrential downpour and driver changes.

Friday is traditionally the day for press conferences and team briefings, and as there was no action on the track the pit lane was open to the public to wander up and down taking photos. An

Six decades of Porsche's main Le Mans contenders





“Le Mans is more than an endurance race; it is a 24-hour sprint, and the drivers have to push for the entire race”

The number 91 and 92 RSRs proved to be consistently reliable throughout the whole Le Mans weekend

invitation to a Porsche breakfast on Friday morning was therefore a good opportunity to meet the team personnel and drivers.

Last year, the #80 Flying Lizard 911 GT3 RSR GTE Pro car posted a best lap of 3:57.824, while the race results this year showed the fastest lap set by the #91 RSR factory car as 3:55.323. The fastest part of the circuit for the Porsches, according to Jörg Bergmeister, was just before the first chicane on the Mulsanne Straight, where the RSR would top out at around 290km/h. Upon being asked what made this car faster, Bergmeister replied, “It is set up as a proper race car, everything is a little better so there is not one thing that stands out as exceptional. The old car was good as well, but the improvements this year add up to a better car, and the aero package for Le Mans offers an advantage over the last car.” ➔

LE MANS TALK: WOLFGANG HATZ



Asked why it was important for Porsche to return to Le Mans with a works team, Wolfgang Hatz, Head of Research & Development at Porsche, said, “Because the 911 is the core of our company, and it is an iconic product.” Not forgetting that this year is the 50th anniversary of the 911,

Hatz went on, “I then said to them (the Porsche Board) that we have to compete with our own factory team.”

Getting a full works GTE programme off the ground is no mean feat, even for a company like Porsche. The last works effort was back in 1998, the 50th anniversary of the founding of the Porsche company, when the 911 GT1 took victory in the hands of Laurent Aiello, Allan McNish and

Stéphane Ortelli. 15 years later, the 2013 works push would require the Porsche team to learn to work successfully again as a coherent and efficient unit to produce the results for which the company is so well known.

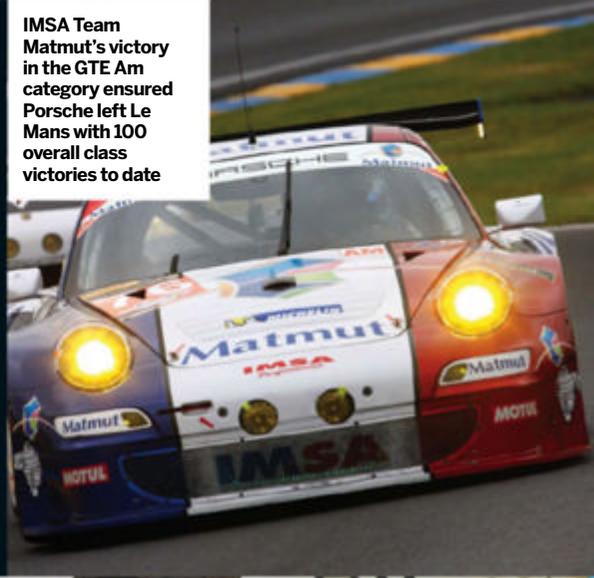
Hatz says, “It’s an in-house team; the cars are built in Weissach and Olaf Manthey is a part of our works team. The mechanics are from Weissach, and some mechanics are from the Manthey operation at the Nürburgring, but this is a full works team.”

About 18 months ago, Hatz established the two race car programmes as separate projects: the GT and LMP projects. The latter is not up for discussion yet, but the Type 991 GT is on track to finish the year as a factory car, and then as the 2014 car is developed, the 2013 RSR will be prepared for the company’s customer teams.

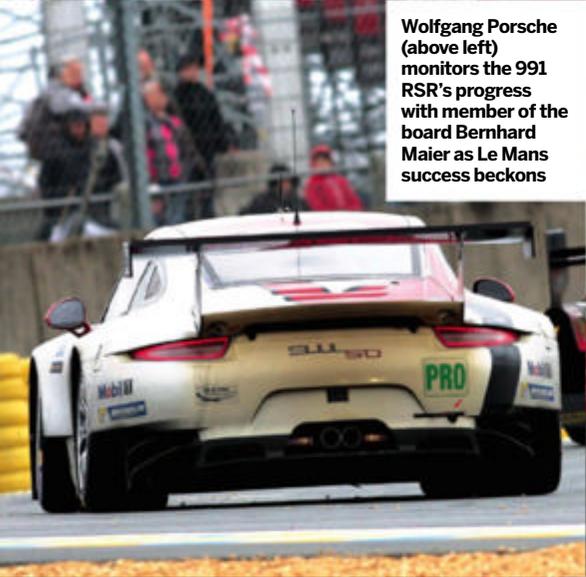




“The Porsche is the fastest GTE car at Le Mans in a straight line thanks to an improved aero package”



IMSA Team Matmut's victory in the GTE Am category ensured Porsche left Le Mans with 100 overall class victories to date



Wolfgang Porsche (above left) monitors the 991 RSR's progress with member of the board Bernhard Maier as Le Mans success beckons

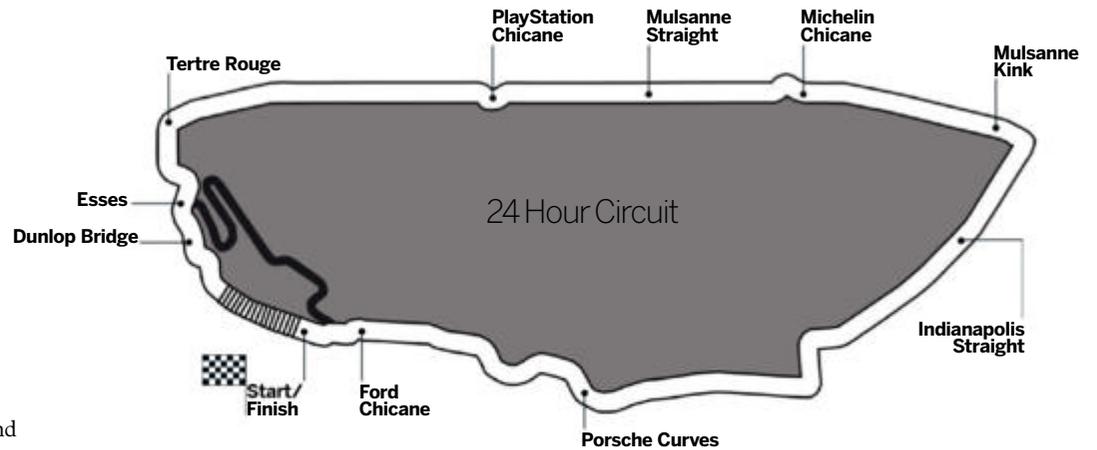


Race day arrived and the weather looked no more settled than it had for the whole week as Bergmeister was nominated to start the race in the #91 car and Lieb in the #92 car. The fanfare surrounding the start at Le Mans is like no other, as the cars are pushed out of their pit garages at around 2pm by the teams and out onto the grid, where they are lined up against the pit wall for team photos. The tension builds towards the 3pm start time, but the grid still looked like it would never empty of people, as hugs and backslapping from family, celebrities, team personnel, media and general hangers-on continues until the marshals laid down the law with shrill whistle blasts and barked orders to clear the grid.

With around 15 minutes to go, the cars are sent on a warm-up lap, this time lining up in their conventional positions. On the stroke of 3pm, the area around the famous circuit erupted with the sound of some 28,000 horsepower and as the pace car peeled off into the pits, the green lights signalled the start of the race and 56 cars accelerated over the line. It's a frantic time, but this is what the teams have been building towards for many months. The two Porsches flashed past the new Michelin sign standing proudly at the exit of the pit lane on the first of their 315 laps.

Although the new RSR only had two endurance races under its belt, it was already familiar to the drivers, as Bergmeister said, "It seems so long ago already, but I started with the RSR in October last year because I was always doing ALMS when they were testing." Asked if he had to adapt his driving style to the longer wheelbase car, he added, "That stuff you get used to quickly, but it's just more of a race car, it is very fast compared to the old car. There is less movement, more support, and you can carry more speed into the corners compared to the old car. It only took a couple of adjustments to get familiar with the new 911."

Because of the Porsche's rear-engine, the fuel tank is located at the front of the car and as Olaf Manthey revealed, "With the engine and gearbox at the rear, the fuel hose must be longer to reach to the front of the car, and refuelling is therefore slower." Manthey was hoping that they might be able to run the full distance without changing the brakes. "The brakes may last the full distance, but this will depend on whether the race is run in the rain and how many safety car periods there are." However, despite having spent five and a half hours behind the safety car, the furious pace meant the Porsches



A LAP OF LE MANS WITH JÖRG BERGMEISTER



"Approach turn one in fifth gear, then go wider than the track so you get a bigger radius. After this is the braking point for turn two. I go pretty hard over the left-hand curb in second gear, and then over the right-hand curb and accelerate through the gears through turn three and into four – a left-hander – where it's third gear again, then through Tertre Rouge, where you stay in fourth, then up to fifth, where you try to get a good exit and run as wide as possible, followed by sixth gear.

The braking point for the first chicane is just past 200m, then it's down to third again. You can gain some time on entry, but then you mess up your exit, so you want to find a compromise. For the second chicane you have a braking point of around 150m, so you use third gear. In both chicanes you run the inside curbs a little, and then down to Mulsanne, where the brake point is past 100m

shortly before the kink starts, and it's down to second, run the inside curb and wide on the exit curb. Approaching Indianapolis, I hit the right-hand kink in sixth, shift down one for the brake point at around 100m, down to fourth, then third, and up to fourth and second for Arnage.

I approach the right-hander in fourth and then up to fifth again, and then it is flat through the left-hand kink and the next left hander you have to lift and brake down to fourth for the long right-hander. Karting is just a slight lift off the throttle, and again I run pretty wide on the exit.

The first Ford chicane is down from sixth to third. I



touch the bumps there and on the last Ford chicane I run the curbs pretty hard to straight-line as much as possible. Hopefully, you will have just done a 3:55!"

couldn't go the full distance without a brake change, which occurred at around the 20-hour mark.

The Porsches circulated with a rhythm that was indicative of a slick operation, but in truth there was nervousness and butterflies galore in the #91 and #92 garages. There was a heart-stopping moment on Sunday around mid-day when a Porsche was tapped by a GTE Am Ferrari going into the Dunlop Curves, resulting in a 180-degree spin. Fortunately, no cars made contact with the stranded Porsche, which continued on its way.

The last couple of hours made for some tense moments as the heavens opened at regular intervals, dumping huge amounts of water on the circuit and resulting in numerous spins. Fortunately, the Porsches came through unscathed.

As the finish approached, the quiet, confident and measured manner of Hartmut Kristen remained

unaltered as the pair of RSRs started their last lap in the top two positions of the GTE Pro class. It could not have been expected that after 24 hours of tense racing, the two Porsches would finish on the same lap with just two minutes separating them. The smiling Hatz, also a calm figure in the pit garage, allowed himself the luxury of numerous team hugs, while the usually reserved Manthey was drawn into the celebrations as the Porsches crossed the start/finish line. A group hug with Kristen, Hatz and Manthey made for a warm sight.

Porsche leaves the 2013 Le Mans 24-Hours with a first and second in the GTE Pro class and a win in Am class, showing that last year's car is still a winner. Add to this the experience gained from working together as a victorious works team at the highest level in motorsport, and 2014 may also prove as successful for the company. **911**





RACE REPORT

ROUNDS FIVE & SIX

— SNETTERTON —

Oman Air Motorbase's first victory of the season propels Ahmad Al Harthy and Michael Caine's title defence

Written by **Paul Lawrence** Photography by **Oman Air Motorbase**

The fifth round of the Avon Tyres British GT Championship at Snetterton was a pivotal race for the Motorbase Performance team when its Porsche 911 GT3R was raced to victory by Ahmad Al Harthy and Michael Caine.

The team's first victory this season came after a mighty team effort and a slice of good fortune. Despite qualifying down in eighth place, the drivers battled hard through the opening hour-long race to fight up to second at the flag. However, Al Harthy and Caine were later elevated into first place when the rival Trackspeed Porsche of Jon Minshaw and

Phil Keen, which finished first on the road, was handed a 30-second time penalty for overtaking under yellow flags.

Still carrying a massive 75kg penalty due to the driver grading system, the Oman Air backed car added an eighth place finish in the second of the weekend's hour-long races. With the success in East Anglia, Al Harthy and Caine have jumped into the top four in the championship within seven points of the series leaders with four rounds left to run. From a feeling that the title contest was out of reach, the team are suddenly firmly in contention to retain their famous 2012 title.

Team boss David Bartrum was delighted with the result: "It was a very good weekend for us and the drivers did a brilliant job," said Bartrum. "The car never missed a beat, and in race two it survived two big hits from other cars. I'm over the moon with the result, as it has put us right up into contention in the points. We're the only team to have scored points in every round, and that says a lot about the reliability and consistency of the whole team."

Al Harthy started the first race in eighth place, and was immediately on the attack, climbing into fifth place on the opening lap. On lap seven he sliced past Steve Tandy's BMW Z4 at the hairpin



Caine and Al Harthy celebrate their first win of the 2013 British GT season



Perhaps the new Total 911 decals on the GT3R proved a lucky charm?

to take fourth, and then started to put pressure on Minshaw's similar Trackspeed-entered Porsche.

The Omani racer made his pit stop from fourth place at the end of lap 14 to hand the car to Caine. The team did a perfect job with the pit stop to send the Newmarket driver back into the lead ahead of the Minshaw car, which now had Keen at the wheel.

Despite Caine's legendary speed at his home track, the added 75kg was enough of a penalty to allow Keen to retake the lead, but Caine managed to see off the challenge of the M-Sport Racing Audi to cross the line second. That later became overall victory, the first such result for Al Harthy.

2013 British GT Championship Calendar

Event	Circuit	Start date	End date	Round
1	Oulton Park	01/04/2013	01/04/2013	Race 1, Race 2
2	Rockingham	05/05/2013	06/05/2013	Race 1
3	Silverstone	25/05/2013	26/05/2013	Race 1
4	Snetterton	15/06/2013	16/06/2013	Race 1, Race 2
5	Brands Hatch	10/08/2013	11/08/2013	Race 1
6	Zandvoort	06/09/2013	08/09/2013	Race 1, Race 2
7	Donington Park	05/10/2013	06/10/2013	Race 1

Round 5 Results – Snetterton

Pos	Car	Class	Drivers	Car	Time	Laps	Gap	Avg speed
1	1	BGT	Oman Air Motorbase	Porsche 997 GT3 R	1:00:17.853	31		94.96
2	10	BGT	M-Sport Racing	Audi R8 LMS Ultra	1:00:18.140	31	0.287	95.03
3	9	BGT	VonRyan Racing	McLaren MP412C	1:00:38.569	31	20.716	93.86
4	7	BGT	Beechdean AMR	Aston Martin Vantage GT3	1:00:39.427	31	21.574	94.49
5	25	BGT	United Autosports	Audi R8 LMS Ultra	1:00:41.893	31	24.04	94.72
6	14	BGT	Fortec Motorsports	Mercedes AMG SLS GT3	1:00:42.120	31	24.267	94.41
7	33	BGT	Trackspeed	Porsche 997 GT3 R	1:00:42.424	31	24.571	95.41
8	24	BGT	United Autosports	McLaren MP412C	1:00:42.851	31	24.998	93.85
9	18	BGT	FF Corse	Ferrari 458 Italia GT3	1:00:47.088	31	29.235	94.01
10	23	BGT	United Autosports	McLaren MP412C	1:00:55.265	31	35.436	94.56
11	40	BGT	CWS 4 x 4 Spares	G55 Ginetta GT3	1:01:04.329	31	37.412	94.42
12	6	BGT	PGF - Kinfaun AMR	Aston Martin Vantage GT3	1:01:04.329	31	46.476	93.94
13	22	BGT	Preci-Spark	McLaren MP412C	1:01:08.173	31	50.32	93.43
14	888	BGT	888 Optimum Racing	BMW Z4 GT3	1:01:12.093	31	54.24	94.82
15	13	BGT	AF Corse	Ferrari 458 Italia GT3	1:01:14.825	31	56.972	94.58
16	8	BGT	888 Optimum Racing	BMW Z4 GT3	1:01:31.065	31	01:13.2	95.43
17	78	BGT	Barwell Motorsport	BMW Z4 GT3	1:01:59.460	31	01:46.6	92.83
18	44	BGT	Optimum Motorsport	Ginetta G50	1:01:01.966	29	2 laps	87.38
19	53	BGT	Complete Racing / Steven Chaplin	Aston Martin GT4	1:01:44.073	29	2 laps	86.58
20	43	BGT	Century Motorsport	Ginetta G50	1:02:00.362	29	2 laps	86.7
21	50	BGT	Redgate Lifetime Racing	Ginetta G50	1:02:13.936	29	2 laps	87.25
22	69	BGT	APO Sport / Alex Osborne	Ginetta G50	1:00:20.820	28	3 laps	86.24
23	31	BGT	Trackspeed	Porsche 997 GT3 R	0:51:07.401	26	5 laps	95.01
24	41	BGT	Mtech	Ferrari 458 Italia GT3	0:42:05.066	21	10 laps	93.42
Not Classified								
--	79	BGT	Ecurie Ecosse	BMW Z4 GT3	0:02:04.391	1	30 laps	85.92
--	80	BGT	Barwell Motorsport	Aston Martin Vantage GT3				
--	32	BGT	Trackspeed	Porsche 997 GT3 R				
--	16	BGT	Team LNT	G55 Ginetta GT3				

In round six, Caine took the opening stint from seventh place, but dropped a couple of places and handed the car over to Al Harthy in tenth when they made their pit stop on lap 14. Al Harthy rejoined the race in 17th, and worked his way through to eighth place at the finish to cap the team's best weekend of the season to date. Despite being hit twice by other cars during the race, once from behind and once in the side, the Motorbase Porsche ran like clockwork throughout the weekend.

"It's great for everyone at Oman Air Motorbase to have won for the first time in British GT", said an elated Al Harthy. "It was a great race for us: we

qualified well, and to come through from eighth on the grid to second place was fantastic. To then take the win was the icing on the cake.

"Everyone back home in Oman, all my sponsors and supporters, they are the ones who deserve this win. The first few laps were very tough, I just had to stay out of trouble and keep pushing. The team did an amazing job in the pit stop, and Michael then did an incredible job in his stint as usual. It's great for everyone who has supported this programme."

There is now a summer break in the British GT schedule before round seven at the team's home track of Brands Hatch on 10/11 August. **911**

Living the Legend

Each month, we get to know our band of reporters as they share their real-life experiences with their 911s

This month: A sound investment



If your 911 didn't come with the sports exhaust optional extra, there are aftermarket alternatives as Chris found

Chris Wallbank

• Leeds, UK



2005 997S Cabriolet

Date acquired:
November 2012
Last report:
Issue 102
Total miles:
24,100
Costs:
£1,482

I remember reading a great article in Issue 93 of **Total 911** by Chris Dearden about the importance of having a car that sounds as good as it looks and drives, and to be honest I couldn't agree more. Since purchasing my 997S back in November last year, I must confess that the only thing I was a little underwhelmed by was how tame it sounded; I was predicting a little more of the rawness and soul that you would expect from such an iconic sports car.

Of course, Porsche themselves recognised that some people want a little more sound

"I was really impressed with the transformation; the car sounded much more alive, just like any 911 should! At higher cruising speeds on the motorway I was also suitably pleased"

from their 911, and did offer the option of a 'Sports Exhaust' switchable system from the factory, which sounds great, having since been a passenger in a car that had this option fitted. Sadly, the original owner of my car didn't go for this £2,000 option from the factory, so I started looking at the aftermarket options that would make my 911 sound as it should and hopefully improve the engine's performance.

My first call was to my friends at Milltek Sport, as I knew I had previously photographed a rather nice-looking 997.1

Carrera S cat-back system for them in my studio a couple of years back. They promised me that with the Milltek 'Cup' silencers fitted, the car would offer a more powerful GT3 sound as well allowing much better gas flow, in the process reducing back pressure. They also assured me that there would be no annoying 'drone' or resonance while cruising on the motorway. Perfect!

So after making the final decision to go ahead, I booked my car in at Milltek HQ in Derby where I was greeted by their chief system developer. He removed the old

Removing the OEM exhaust



Milltek removed the OEM system on Chris' 997 with relative ease, and didn't need to remove any of the rear body panels during the process



Fitting the Milltek system



The new Milltek system was duly installed in under two hours, and gives Chris the GT3 note he was after. New exhaust tips look great, too



It's out with the old, in with the new



system with a fair amount of ease – not even having to take off the rear bumper – and within about two hours the shiny new Milltek was fitted. At this point I should mention that all Milltek Sport systems simply accept your original OEM tailpipes, which is great, but as mine were looking a little tired I contacted Design911.com and got my hands on some new tailpipes, which had a slightly more aggressive look and filled the outlet surround much better, too.

Once the 911 was lowered back down from the ramp, it was time for the moment of truth, and

immediately after starting the car I noticed a more pleasing deeper tone on tick over! On the journey back home, I was really impressed with the transformation; the car sounded much more alive, just like any 911 should! At higher cruising speeds on the motorway I was also suitably pleased, as the sound within the cabin wasn't too intrusive at all. Big thanks must go to www.MilltekSport.com for delivering a great all-round exhaust package, and to Design911.com for their work on the tailpipes. **911**



The Porsches of the PCGB outside the Gravelines town hall



Ray Chandler

London, UK



2003 996 Turbo

Date acquired: August 2011

Last report: Issue 93

Total miles: 40,333

Costs: Lots of fuel!

Membership of the Porsche Club GB (PCGB) has lots of benefits. We took advantage of a trip organised by our region (R20) when we went with six other Porsches to Belgium and France for a weekend in May. Ed(wina) and Nick, our regional officers, planned, led and guided us through an excellent short break, giving the cars a good mix of routes and roads and us an excellent hotel – all at discounted rates for PCGB members.

As ever, the cars were the stars, and we had an electric mix of models. Our ROs led the group in their bright orange Boxster

This month: A trip to the continent in the company of Porsche Club GB

S, followed by a great-looking 25-year-old Carrera 3.2; a 993; a 996 with 118,000 miles on it and still storming along; our 996 Turbo ('Bella'), and two Gen2 997s, with the manual having a sports exhaust and the other PDK.

So it was on Saturday 11 May that we were up at 4.45am to meet Nick, Ed and the rest of the group at the Maidstone Roadchef at Junction 8 of the M20. Traffic and road conditions being good, we had a smooth journey, and were delighted to note the 30.3mpg logged by Bella. Next, it was a pleasure to discover that we were a group of seven Porsches and 12 adults. The Eurotunnel check-in went smoothly, and soon we were setting off for Bruges.

A brief stop followed by a short and scenic drive, albeit with some great long corners to attack, brought us to our overnight stop. Kortrijk (Courtrai) is an interesting Flemish town with strong twin towers over the river – a reminder of its strategic historical past. The RO's organisation even extended to providing us full addresses of each rendezvous and our hotel. Instead

of giving us just the address of our hotel in Kortrijk for that evening, they provided us with the particular coordinates of the car park behind the hotel – very important with one-way systems! The hotel (researched by Nick) was selected as it offered, as well as comfortable rooms and a lovely ambience, a locked and very secure car park for these valuable cars (although someone struggled with spelling Porsche!). Rooms listed at €270 (£230) per night were charged at €125 (£105) to the PCGB group. A special menu with wines and a champagne welcome was also on offer, too. Furthermore, the hotel staff were extremely helpful with everything, making us feel most welcome.

A jolly evening was spent in the hotel which, on closer inspection, had been visited by a host of famous people since the 14th Century including several European royals, George Bush, Margaret Thatcher, Eric Burdon (of The Animals), Slade and even the God of Hellfire himself, Arthur Brown!

Sunday morning, after a copious and delicious breakfast, brought a walking tour of the town led again by Ed (who had reconnoitred it earlier in a pre-breakfast run).



British Porsches were soon in abundance among the Bruges streets



A quick pit stop to refuel the Porsches



A shot of the author's car!

Of particular interest were the little white houses of the beguinage: in the late 12th Century a Flemish priest named Lambert le Bégue established a community in Liège for the widows of crusaders who had not returned from the Holy Land. Without a protector, such women often felt obliged to seek security by joining a religious order, but many of them did not wish to devote their lives exclusively to religion. Called Beguines, the women lived in walled districts called beguinages and elected women – Grandes Dames – to lead their communities. Rather poignantly, we learned a few days after our Porsche weekend of the death of Marcella Pattyn, the last of the Beguines.

Having stretched our legs we set off to stretch the cars' 'legs' on a mixture of roads, a lot of which we practically owned; we had some enjoyable sprints past one another. We motored past Ypres (leper) and its surroundings, all redolent of the awfulness and sacrifice of World War I. The house of the Queen of Belgium's daughter occasioned a stop and more photos of the cars by the roadside. Our destination was the northern French town of Gravelines, a

very pretty, flower-filled town protected by its immense fortifications constructed by the famous French architect Vauban. The temptation to park all seven cars outside the town hall was initially resisted. However, after a good lunch in the local brasserie, we succumbed to the temptation and lined the cars up, promptly bringing the square to a halt as local hoteliers, shop owners and their customers flocked to see the cars. There were many knowing nods and smiles all round; Porsche cars seem to touch heartstrings everywhere they go. The weather stayed fine – if very windy – which enabled us to explore energetically the fortifications and surrounding area, before heading for the cars and the Eurotunnel for the 5.20pm return journey.

All in all it had been an excellent weekend, feeling longer than the two days given the amount that we managed to accomplish. We had great company and used the cars as they were designed to be used – fast touring cars. So if you enjoy company, are keen to use your Porsche here and abroad with like-minded company, then do join the PCGB. **911**



Magnus Walker

1972 911T

Date acquired: October 2009 Total miles: 250

Costs this month: Fuel

Lowlights: None whatsoever!

Highlights: Appearing on Adam Carolla's *The Car Show*, along with the cover of *Road & Track* magazine.



Tony McGuiness

2010 997 GT3 RS

Date acquired: August 2010 Total miles: 16,121

Costs this month: Fuel

Lowlights: Porsche have issued a recall, as the guiding shaft for the resonance flap does not meet Porsche specifications.

Highlights: Took a drive down Pacific Coast Highway to La Jolla, San Diego. A spectacular drive with beautiful scenery.



Ben Przekop

2007 911 GT3

Date acquired: July 2012 Total miles: 13,670

Costs this month: £2,170

Lowlights: Significant maintenance (track alignment, racing brake pads and fluid, GT3 Cup car rear centre differential).

Highlights: Car felt dramatically better at autocross after new differential and brakes. Looking forward to trackdays at Barber.



Gina Purcell

1989 964 Carrera 4

Date acquired: December 2012 Total miles: 119,602

Costs this month: Escalating!

Lowlights: I am currently experiencing the symptoms of being Wolfless! For the next month, at least.

Highlights: Work finally started on 'Wolff's' restoration a few days ago. Thankfully, no major horrors have come to light.



Joel Newman

1999 996 Carrera 4

Date acquired: December 2011 Total miles: 96,900

Costs this month: N/A

Lowlights: My leather seat bolster is ripped and needs fixing! Who can help? Please advise chaps...

Highlights: I'm continuing to enjoy the car while the Sun is out, and the new Bilstein suspension is just epic!



Maurice Tillaard

1972 911T/RS Hot Rod

Date acquired: February 2012 Total miles: 4,000

Cost this month: £170

Lowlights: Nothing that I can think of really, so I guess that's a good thing, all things being considered!

Highlights: The car runs like a dream. I took it to the Porsche Days at Spa recently and everything went smoothly.



Ben James

996 GT3

Date acquired: March 2012 Total miles: 49,700

Costs this month: £3,000

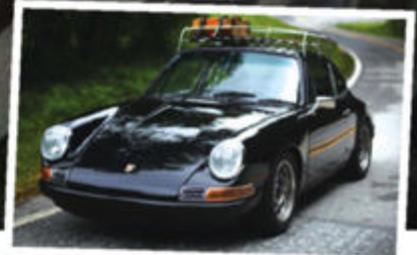
Lowlights: We had a mechanical failure with the car just before arriving at Bedford. The car went home on a flatbed.

Highlights: It has been well and truly sorted at Nine Excellence with some Guards LSD plates and RSS lower control arms.



This month: Addressing the 911's interior

The new seats, steering wheel and RS lightweight carpet mean Kris is satisfied with the car's inside



Kris Clewell

• Minneapolis, USA



1972 911T

Date acquired:

November 2012

Last report:

Issue 99

Total miles:

250 this month

Costs:

£650

If you had a house that needed work, but you still wanted to live in it, you probably wouldn't paint it first. As much as I feel that the exterior of the car is in limbo, the interior bothered me more than anything outside the car.

Other than the OE headliner, pretty much everything that could be wrong was wrong. The carpet was mismatched, worn and bunched up, the seats were incorrect, the dash trim matched the original tan interior, which now matched nothing at all, and the steering wheel belonged in a 964. Did I mention that the door cards are from an RS America? It had been dragged through an eclectic collection of owners with their own little touches. Add them up, and you have a theme that doesn't really work.

Recaro Classics are probably my favourite seat of all time. They are infinitely adjustable, heated and have ergonomic back support. In fact, there are three of the bladders for the ultimate in precise comfort. The only problem with these seats is that they are huge; really huge. They are big enough in an early 911 that I couldn't reach my cold



Kris was not happy with the previously mismatched interior



The new 315mm Momo Prototipo looks great in the 911T

start lever or heat valve lever. It was a tough decision to remove the Classics, especially after they cradled me comfortably on the 18-hour drive back from Virginia. However, they are not period-correct and didn't really match up with my plans to make the car my own.

Over winter, I decided to pull everything out. While doing so, I encountered some really poor choices by previous owners. The seatbelt hardware was incorrect, loose, or missing; there were missing washers and ruined buckle receptacle brackets; the chassis mounting point on the driver's side was barely hanging on, and under the carpet I found home carpet pad. With everything out but the dash, I sanded off some surface rust on the shelf by the rear window, rust-proofed it and installed RS lightweight carpet – which proved to be much harder than I anticipated!

The RS lightweight door cards themselves came out and went in fairly easily, as did the steering wheel. The biggest change was my

new seats. I wanted to get something period-correct, but I didn't want a factory seat. At a quick glance the factory seat looks like the seat in my 300d. I knew I wanted something supportive that matched with the RS door cards and carpet. In the end I decided to go with a top-of-the-line replica RS seat from Michael at vintageseats.com. I had them done up in vinyl to match my new dash trim, and I'm pleased with the work Michael did. The materials used match my dash perfectly, and the hand stitching on the upholstery and fibreglass work on the shell is top notch. My only complaint is that the foam, which is what they used for the factory, is a bit soft.

The rest of my time behind the wheel has been nothing short of a dream. I once sat behind other peoples steering wheels marvelling at the simplicity and utilitarian nature of the early 911 interior layout. Now, I'm always smiling – it's a great place to be. Now to paint the house... **911**

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911 PREMIER PORSCHE

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“Production of right-hand-drive 911s began on 3 May 1965”



20 911 SPEC PAGE 88
Full details of the earliest 911 can be found in our Data File beginning on page 88

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DATA FILE 88



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SPRINGWATCH

In 2013 Eibach Springs celebrates its 62nd year of business, adored by the motorsport scene and approved by Porsche themselves. But who are the people behind the coils?

Written by **Paul Cowland** Photography by **Eibach**



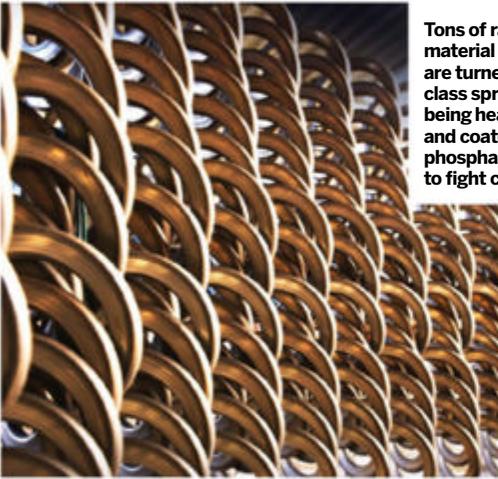
For many, the name 'Eibach' is already a familiar one. Whether you have sampled one of their much-vaunted Pro-Kits on your road car, set up your track weapon on their ERS range or just seen their sticker on some random race exotica, you will probably already know that this well-known company sits comfortably at the top table of component manufacturers. Boasting rights include global sales of £60 million, subsidiaries on all five continents, factories in Germany and the US and some 490 employees. It's an impressive set of

statistics that become all the more impressive – and endearing – when you learn that Eibach is not run by a faceless corporation, but by one Mr Wilfried Eibach and his daughter Swantje.

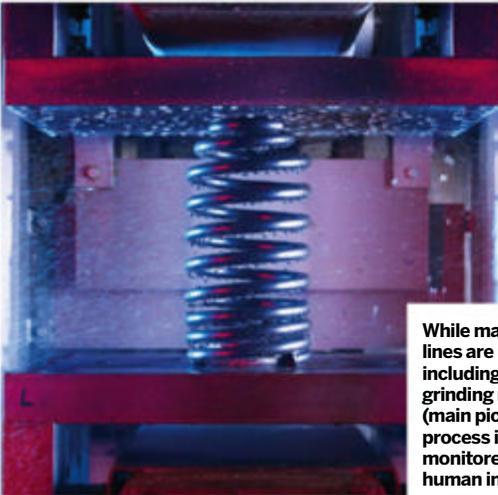
Amazingly in this global age of takeover and merger, the Eibach family has not only managed to retain financial control of the firm that their father and grandfather started over six decades ago, but also still 'steer the ship' in terms of where they're going, what they're making and who for.

From humble beginnings in a small workshop in Ronkhausen, Germany, Wilfried inherited

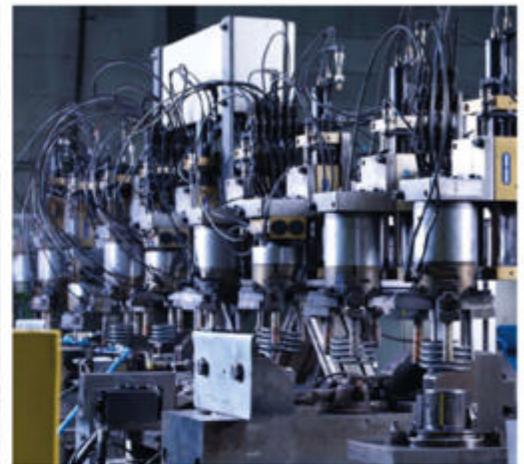
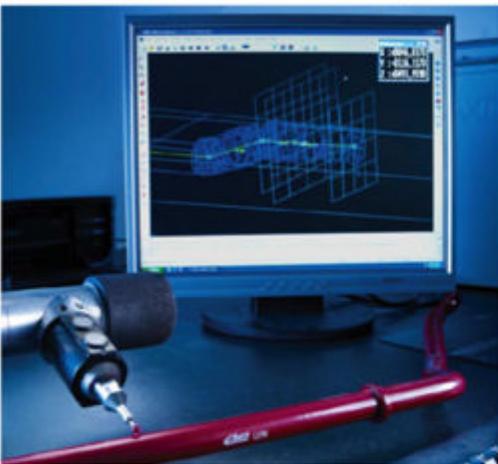
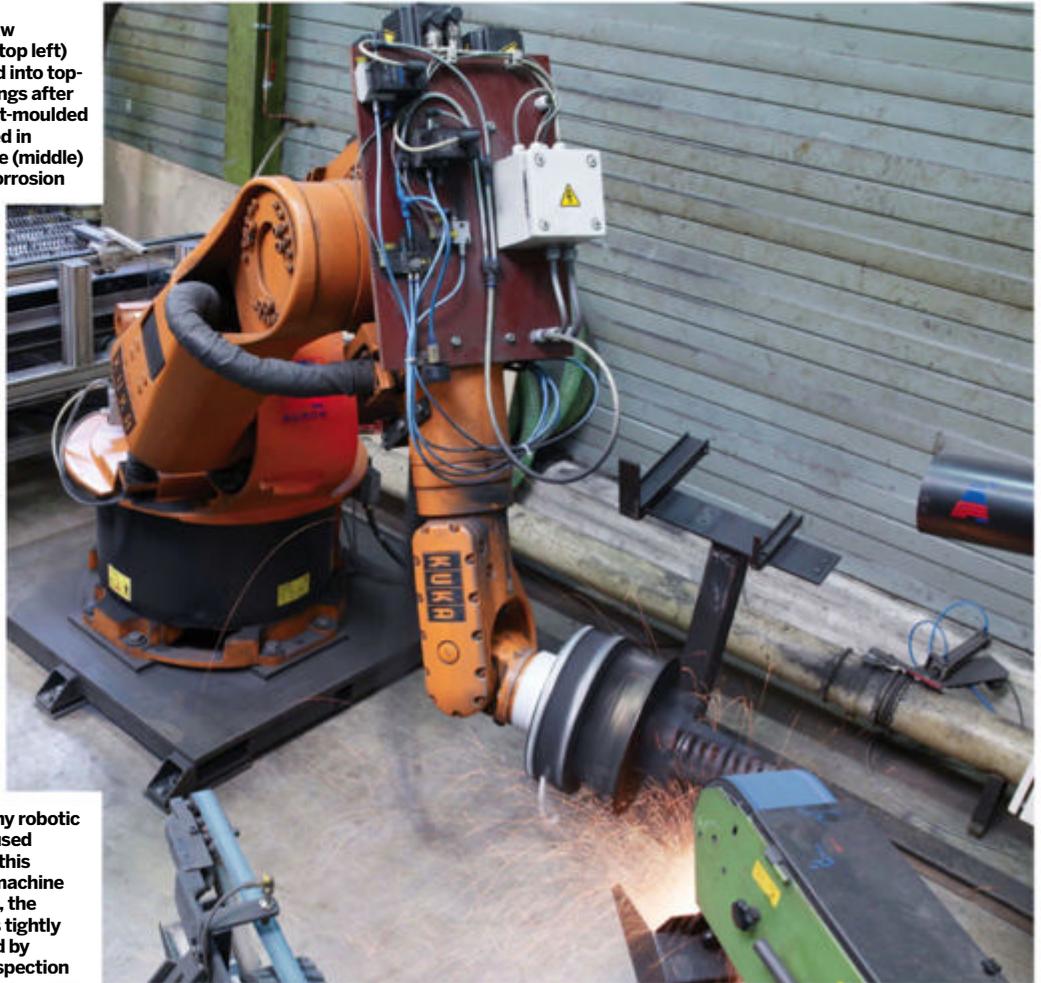
the firm in 1967 from his father, Heinrich. With a passion and enthusiasm that is still evident today, Wilfried set about transforming the company from its fine engineering base into a leading suspension manufacturer. By 1975, the Eibach name had become a benchmark in the spring industry for a plethora of applications. While the company is also the leading global supplier of precision-manufactured springs for a variety of applications, including trains, boat engines, playgrounds, ski-lifts and industrial conveyors, it's the automotive side that is of particular interest here.



Tons of raw material (top left) are turned into top-class springs after being heat-moulded and coated in phosphate (middle) to fight corrosion



While many robotic lines are used including this grinding machine (main pic), the process is tightly monitored by human inspection



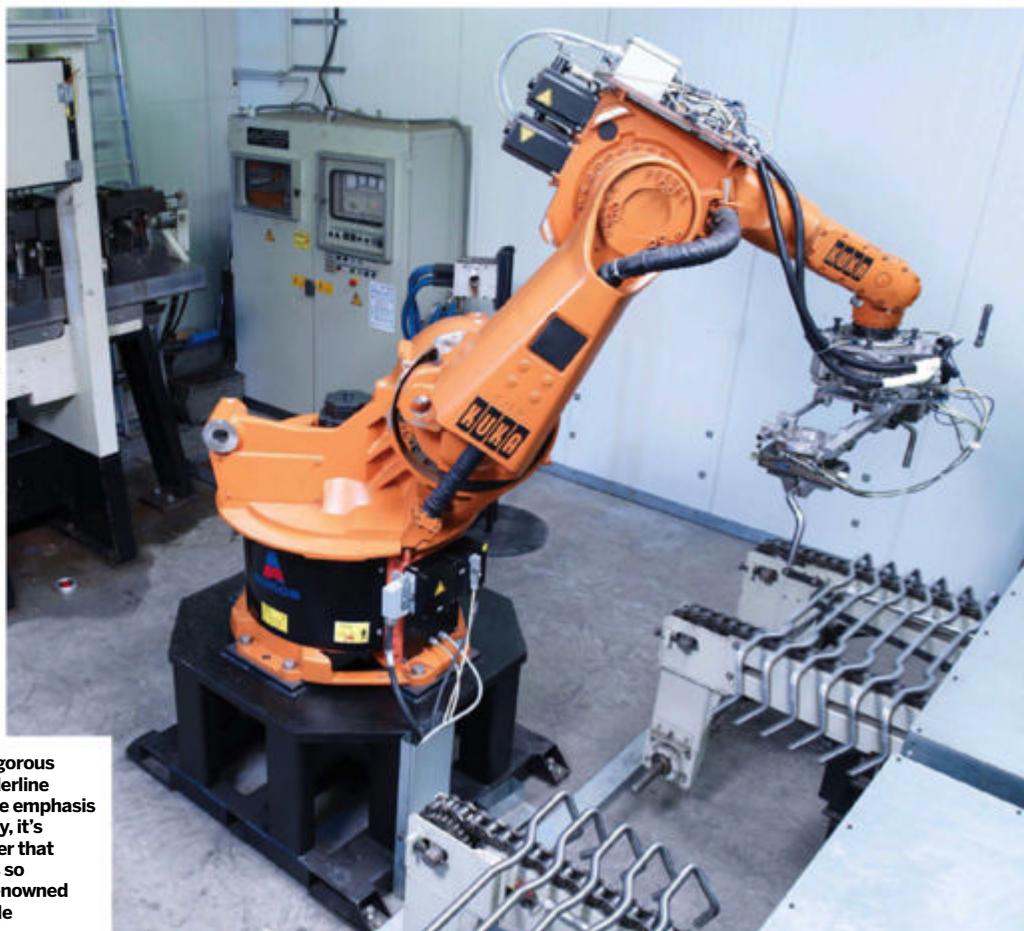
The company's motto, 'The Will to Win', was forged the day they wound their first competition spring. Although a cynic would assume this was dreamt up by the marketing department, a trip to the Finntrop factory reveals it's more likely to have emanated from the engineering floor. They are serious about their race programme, supplying to the vast majority of the teams in F1, WRC, NASCAR, BTCC, Baja, WTCC, DTM and GT with both chassis and engine valve springs. They're also dominating BTCC, where Honda relied on Eibach last season to provide them with a tractable chassis

to match the talents of their driving team. Many BTCC teams also benefit from Eibach's know-how in producing stage winners, as proven by their official tie-up with Honda Yuasa. Closer to home, the new 918 hybrid uses components exclusively designed and manufactured in Eibach's German facility, and there's a wealth of aftermarket fitments for most cars. Speaking to the engineers, there's obviously a 'trickle-down' from the motorsport departments to the aftermarket and OEM programmes. As Wilfried puts it, "Motorsport is where we really do our product testing."

While that's clearly true, all of Eibach's manufacturing facilities boast cutting-edge testing and development areas where production runs as small as one unit can be designed, evaluated, tested and produced in as little as five days. At the other end of the scale, their investment in the realms of quality mass-production has made them the go-to for original equipment set both at manufacturer level for most of the major players including Ferrari, Maserati, Bugatti, McLaren and, of course, Porsche - but also at secondary OE level for hallowed names like Shelby, Oettinger



With a rigorous and borderline obsessive emphasis on quality, it's no wonder that Eibach is so widely renowned worldwide



“Every single spring is tested prior to passing for finishing. There’s no batch or random checking here; they all get compared to their factory data”

and even the VW Group. As well as offering road and race springs, the company has diversified into wheel spacers, damper units, alignment and antiroll bar kits. The vast majority of these components are produced in-house, usually from raw materials. For production ranges, everything is fabricated on CNC or robotic lines to ensure consistency throughout production, and every single element of the process, from phosphate coating to final finish and paint, is tightly monitored. On our visit to the factory, it was this obsession with quality that probably struck the most. Not only is every plant and subsidiary subjected to the gruelling ISO/DIN type quality management processes, but Eibach continually checks each stage of the process as it progresses through the plant, with sample analysis, Magnaflux crack detection and spot checking being the order of the day. Moreover, every single spring is tested prior to passing for finishing. There’s no batch or random checking here; they all get stuck on a jig and compared to their design data. “We only

manufacture to one quality,” says Eibach, “and this has to be suitable for all of our end users: driving enthusiasts, race teams and manufacturers. Every new product is as important as the last.”

This philosophy is backed up in practice, with each and every road car application being subjected to the rigours of TUV approval prior to being offered for sale. This predilection for perfection also means that Eibach are often ahead of the curve when producing accessory spring kits for new cars. Their unique relationship with most major manufacturers and market standing means that access to pre-production information is usually forthcoming. This often leads to instances where the Eibach Pro-Kit is on the shelves before the car has even hit the showrooms – the new VW Beetle being an example of this.

So what’s next? Expansion into China has been the latest development, with an impressive new factory and R&D centre – but not for the reasons you might think. “While China is a very important

Company profile

- **Owner:** Wilfried Eibach
- **Location:** Finnentrop, Germany
- **Founded:** 1951
- **Most commonly fitted 911:** 996 and 964
- **Rarest/most unusual 911:** That’s Top Secret!
- **Most expensive spring:** Hollow titanium for a Bugatti Veyron, or any bespoke F1 spring
- **Most unusual fact:** Almost every playground in the world uses Eibach springs on the ‘bouncy’ rides

Contact

- **Website:** www.eibach.com
- **Telephone:** 01455 285851

market for us,” explains Wilfried, “Our new facility there is simply to service the burgeoning domestic market who are crying out for cost-effective products tempered with our level of quality control. All motorsport applications and aftermarket products will continue to be made in Germany and America, where our ‘speed to market’ for models available in the EU and US is imperative.”

So if you’re stuck for choice when scouring suspension or chassis upgrades, you could do a lot worse than invest in a set of Eibachs. It may even give you an extra spring in your step! **911**



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Carrera White • Black Leatherette / Alcantara
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Conditioning • 14,000 miles • 2010 (10)
£74,995



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Arctic Silver • Black Leather Sports Seats
Factory Fitted X50 Pack with 430bhp
44,000 miles • 1996 (N)
£67,995



911 Carrera 4 S Cabriolet (997 GEN II)
7-Speed PDK • Arctic Silver • Black Leather Seats
Sport Chrono Pack with Sport Plus • Touchscreen
Satellite Navigation • 23,000 miles • 2009 (59)
£52,995



911 Turbo (997, Tiptronic S)
Arctic Silver • Black Leather Seats
Sport Chrono Pack Plus • Satellite Navigation
20,000 miles • 2007 (07)
£50,995



911 Carrera 4 S Cabriolet (997 GEN II)
6-Speed • Atlas Grey • Black Leather Seats
Touchscreen Satellite Navigation • 19" Carrera
Classic Wheels • 26,000 miles • 2009 (09)
£49,995



911 Carrera 4 S (997 GEN II, 6-Speed)
Aqua Blue • Black Leather Seats • Touchscreen
Satellite Navigation • Switchable Sports Exhaust
22,000 miles • 2009 (09)
£47,995



911 Carrera 2 S (997 GEN II, 6-Speed)
Arctic Silver • Black Leather Seats
19" Carrera Classic Wheels • Touchscreen Satellite
Navigation • 32,000 miles • 2009 (09)
£46,995



911 Carrera 2 S (997 GEN II, 6-Speed)
Meteor Grey • Black Leather Seats • Touchscreen
Satellite Navigation • 19" Carrera 'S' II Wheels
35,000 miles • 2009 (59)
£44,995



Cayman S (GEN II, 7-Speed PDK)
Guards Red • Black Leather Sports Seats • 19"
Sport Design Wheels • Switchable Sports Exhaust
14,000 miles • 2009 (59)
£31,995



Boxster S (987 GEN II, 6-Speed)
Meteor Grey • Black Leather Seats
19" Carrera Sport Wheels • Touchscreen Satellite
Navigation • 16,000 miles • 2010 (10)
£30,995



Boxster S (987 GEN II, 7-Speed PDK)
Basalt Black • Black Leather Heated Seats
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Navigation • 21,000 miles • 2009 (59)
£29,995

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911 PREMIER PORSCHE

[NEW FOR 2013]

Data file

Definitive facts and figures for every 911 model from 1963 – present

Welcome to the Total 911 data file, the definitive verdict to assist you in the world of 911s. All data here has been compiled, where possible, from Porsche's own figures. The cars are organised in rows according to release date. Many models were available in Coupe, Targa and Cabriolet forms, with the option of automatic transmission.

Ratings: ★★★★★

Each model is rated according to performance, handling, appearance and desirability. Do you agree? Tell us your thoughts: editorial@total911.co.uk.

ULTRA RARE You'll be lucky to see one on the road.

VERY FAST All 911s are fast, this one particularly so.

INTRO 911 An ideal first 911 – affordable and largely trouble-free.

Sales debate: LHD v RHD – which is more valuable?

With the 911's global reach meaning more than half the cars to come out of Zuffenhausen are bound for US, UK or Australian roads, a mixture of both left-hand-drive and right-hand-drive cars is created on the worldwide second hand market. But does having your steering wheel on a certain side matter when selling?

Autofarm's Josh Sadler is well placed to answer our question, having restored and also sold plenty of examples of both in 40 years of business. So, what does the man himself think? "It is too sweeping a statement to simply say one is worth more than the other, though it can alter on model and whether you are prepared to sell a car abroad," he says.

For example, Josh thinks you could fetch more for a left-hand-drive Eighties Carrera in Germany than



you would a right-hand drive in the UK. This is because in this instance, the UK market hasn't caught up with Germany. Meanwhile for the RS, Josh has observed that prices for right-hand-drive Carreras RSs are higher than left-hand drives in the US, as there are fewer right-hand drives and so their history is better defined. Josh also points out that if you wish to build a race car, right-hand drive will always be more desirable due to the better weight balance.

Car of the month

1972 911 S 2.4

£75,000

Location: **Essex, UK**
Website: www.paul-stephens.com

In what is the 50th year of the 911, invest in a piece of Porsche history with this left-hand-drive E-series 911S. As one of the last of the pre-impact bumper 911s, this 2.4-litre S boasts matching numbers and classic '72 hallmarks, including the oil filler on the right-hand rear wing, no sunroof and no rear wiper. In brilliant pre-restored condition with metallic blue paint, this car is stunning. For more information, visit the Paul Stephens website.



911 2.0-litre **ULTRA RARE** (O series) 1963-67



The 911 that started it all off exactly 50 years ago when the prototype appeared in 1963, this is the car that set the style for all 911s to follow. Developed to eventually replace the 356, the 911 was an all-new design that was undoubtedly a better all-round drive than its predecessor.

Capacity: 1,991cc
Compression ratio: 9.8:1
Maximum power: 130bhp @ 6,100rpm
Maximum torque: 149Nm @ 5,200rpm
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 15x4.5J, 165HR (15x5.5J, 185HR from 1967); Rear: 15x4.5J, 165HR
Length: 4,163mm
Width: 1,610mm
Weight: 1,075kg
0-60mph: 7.9 sec
Top speed: 152mph

RATING:
★★★★★

911S (B series) 1968-69



The 911S was updated to B series specification in line with the 911E. Like the E, the more sporty S gained a fuel injection, boosting power to a useful 170bhp. To help cope with the extra demands this put on the engine, an additional oil cooler was fitted in the front right-hand wing.

Capacity: 1,991cc
Compression ratio: 9.9:1
Maximum power: 170bhp @ 6,800rpm
Maximum torque: 183Nm @ 5,500rpm
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 15x6J, 185HR; Rear: 15x6J, 185HR
Length: 4,163mm
Width: 1,610mm
Weight: 995kg
0-60mph: 6.6 sec
Top speed: 155mph

RATING:
★★★★★

911T (E series) 1972



The entry-level 911T received a boost in engine size to 2,340cc in 1972 to compensate for its increased power. However, a lower compression ratio and the inclusion of Zenith 40 T1N triple-choke carburetors led to the relatively lower power output of 130bhp.

Capacity: 2,340cc
Compression ratio: 7.5:1
Maximum power: 130bhp @ 6,200rpm
Maximum torque: 196Nm @ 4,000rpm
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 15x5.5J, 165VR; Rear: 15x5.5J, 165VR
Length: 4,163mm
Width: 1,610mm
Weight: 1,050kg
0-60mph: 7.6 sec
Top speed: 128mph

RATING:
★★★★★

911S (G, H, I, J series) 1974-77



For 1974, Porsche realigned its model line-up, and the 911S was no longer the range-topping car, but rather a mid-range model comparable to the previous 911E. It had the same body changes as the base model, and came as standard with 15-inch ATS 'cookie cutter' wheels.

Capacity: 2,687cc
Compression ratio: 8.5:1
Maximum power: 175bhp @ 5,800rpm
Maximum torque: 235Nm @ 4,000rpm
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 15x6J, 185VR; Rear: 15x6J, 185VR
Length: 4,291mm
Width: 1,610mm
Weight: 1,075kg
0-60mph: 7.0 sec
Top speed: 142mph

RATING:
★★★★★

911S**(O and A series)**
1966-68

Porsche soon started off something that would continue to be popular throughout the 911's history: producing more powerful variants. The first of these was the 911S (for Super), which had a higher compression engine and twin Weber 40IDS carburetors.

Capacity: 1.991cc
Compression ratio: 8.8:1
Maximum power: 160bhp @ 6,800rpm
Maximum torque: 180Nm @ 5,200rpm
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 15x4.5J, 165HR (15x5.5J, 185HR from 1967); Rear: 15x4.5J, 165HR
Length: 4,163mm
Width: 1,610mm
Weight: 1,075kg
0-60mph: 7.9 sec
Top speed: 152mph

RATING:
★★★★★**911L****(A series)**
1967-68

In 1967, the 911 received its first update with the A-series. This coincided with an expansion to the range: the standard car became known as the 911L (Lux) and sat alongside the high-performance 911S and the entry-level 911T

Capacity: 1.991cc
Compression ratio: 9.0:1
Maximum power: 130bhp @ 6,100rpm
Maximum torque: 173Nm @ 4,200rpm
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 15x5.5J, 185HR; Rear: 15x5.5J, 185HR
Length: 4,163mm
Width: 1,610mm
Weight: 1,075kg
0-60mph: 8.4 sec
Top speed: 132mph

RATING:
★★★★★**911T****(A & B series)**
1967-68

The entry-level 911T had a 110bhp engine that, to save money, used cast-iron cylinder heads (as opposed to the Biral aluminium/iron items which gave more efficient cooling) and carburetors instead of fuel injection. The interior specification was similar to that of the 912.

Capacity: 1.991cc
Compression ratio: 8.6:1
Maximum power: 110bhp @ 5,800rpm
Maximum torque: 156Nm @ 4,200rpm
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 15x5.5J, 165HR; Rear: 15x5.5J, 165HR
Length: 4,163mm
Width: 1,610mm
Weight: 1,020kg
0-60mph: 8.8 sec (est)
Top speed: 124mph

RATING:
★★★★★**911E****(B series)**
1968-69

In 1968 the 911 received its first significant update, enabling it to evolve into what is known as the B series. Central to the new model line-up was the 911E, which replaced the 911L as the 'standard' car. The 'E' stood for 'Einspritz', which is German for injection.

Capacity: 1.991cc
Compression ratio: 9.1:1
Maximum power: 140bhp @ 6,500rpm
Maximum torque: 175Nm @ 4,500rpm
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 15x6J, 185VR; Rear: 15x6J, 185VR
Length: 4,163mm
Width: 1,610mm
Weight: 1,020kg
0-60mph: 7.6 sec
Top speed: 130mph

RATING:
★★★★★**911E****(C & D series)**
1969-71

The C series saw an increase in engine capacity to 2,195cc. Other minor improvements made to the engine included revised cylinder heads, larger valves and stronger connecting rods. In 1970 the D series cars had hot-zinc coated undersides and other minor changes.

Capacity: 2,195cc
Compression ratio: 9.1:1
Maximum power: 155bhp @ 6,200rpm
Maximum torque: 191Nm @ 4,500rpm
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 15x6J, 185VR; Rear: 15x6J, 185VR
Length: 4,163mm
Width: 1,610mm
Weight: 1,020kg
0-60mph: 7.5 sec
Top speed: 137mph

RATING:
★★★★★**911S****(C & D series)**
1969-71

An upgrade in engine size from 1,991cc to 2,195 gave the 911S a useful 10bhp hike in power to 180bhp. Unlike the 911E, though, the S didn't gain such an improvement in low-down power and torque, so you had to keep the revs up to get the full benefit of the extra horsepower.

Capacity: 2,195cc
Compression ratio: 9.8:1
Maximum power: 180bhp @ 6,500rpm
Maximum torque: 199Nm @ 5,200rpm
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 15x6J, 185HR; Rear: 15x6J, 185HR
Length: 4,163mm
Width: 1,610mm
Weight: 1,020kg
0-60mph: 6.6 sec
Top speed: 155mph

RATING:
★★★★★**911T****(C & D series)**
1969-71

When the 911E and 911S increased their engine capacity to 2.2 litres, their little brother followed suit. Like the 911E, the torque curve was now flatter, in the process making the car more driveable. Ventilated discs from the S were fitted and a five-speed gearbox became standard.

Capacity: 2,195cc
Compression ratio: 8.6:1
Maximum power: 125bhp @ 5,800rpm
Maximum torque: 177Nm @ 4,200rpm
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 15x5.5J, 165HR; Rear: 15x5.5J, 165HR
Length: 4,163mm
Width: 1,610mm
Weight: 1,020kg
0-60mph: 7.0 sec (est)
Top speed: 123mph

RATING:
★★★★★**911E****(E series)**
1972

An increase in engine capacity to 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 a stronger unit, making it better suited to the extra power.

Capacity: 2,341cc
Compression ratio: 8.0:1
Maximum power: 165bhp @ 6,200rpm
Maximum torque: 206Nm @ 4,500rpm
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 15x6J, 185VR; Rear: 15x6J, 185VR
Length: 4,163mm
Width: 1,610mm
Weight: 1,050kg
0-60mph: 7.5 sec
Top speed: 137mph

RATING:
★★★★★**911E****(F series)**
1973

After a number of incidents in which people filled E series 911s with petrol via the external oil-filler, the filler returned to under the engine compartment lid. The 911E was fitted with a new type of ATS cast-aluminium wheels and had the front spoiler of the 911S.

Capacity: 2,341cc
Compression ratio: 7.5:1
Maximum power: 130bhp @ 6,200rpm
Maximum torque: 196Nm @ 4,000rpm
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 15x5.5J, 165VR; Rear: 15x5.5J, 165VR
Length: 4,163mm
Width: 1,610mm
Weight: 1,050kg
0-60mph: 7.6 sec (est)
Top speed: 140mph (est)

RATING:
★★★★★**911S****(F series)**
1973

For the F series, the 190bhp 911S followed the same upgrades as the 911E, the most significant being the deletion of the external oil-filler flap in the right-hand rear wing. It also adopted black trim around the front and rear lights and black front quarter grilles.

Capacity: 2,341cc
Compression ratio: 8.5:1
Maximum power: 190bhp @ 6,500rpm
Maximum torque: 216Nm @ 5,200rpm
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 15x6J, 185VR; Rear: 15x6J, 185VR
Length: 4,163mm
Width: 1,610mm
Weight: 1,050kg
0-60mph: 6.6 sec
Top speed: 144mph

RATING:
★★★★★**911T****(F series)**
1973

US-bound F series 911Ts were the first 911s to have Bosch K-Jetronic fuel injection. This was fundamentally mechanical with some electronic sensors. It gave precise injections of fuel as required, in the process keeping emissions down and improving economy.

Capacity: 2,341cc
Compression ratio: 8.0:1
Maximum power: 165bhp @ 6,200rpm
Maximum torque: 206Nm @ 4,500rpm
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 15x6J, 185VR; Rear: 15x6J, 185VR
Length: 4,163mm
Width: 1,610mm
Weight: 1,050kg
0-60mph: 7.0 sec (est)
Top speed: 140 mph (est)

RATING:
★★★★★**911****(G, H, I, J series)**
1974-77

For 1974, the entry-level car was badged '911' and fitted with a 2.7-litre engine. Bumpers were added to conform to US regulations, and from 1976 all 911s were hot-dip coated and fitted with 'elephant ear' mirrors.

Capacity: 2,687cc
Compression ratio: 8.0:1
Maximum power: 150bhp @ 5,700rpm (165bhp @ 5,800rpm from 1976)
Maximum torque: 235Nm @ 3,800rpm (235Nm @ 4,000rpm from 76)
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 15x6J; Rear: 15x6J, 185VR
Length: 4,291mm
Width: 1,610mm
Weight: 1,075kg
0-60mph: 8.5 sec
Top speed: 130mph

RATING:
★★★★★**ULTRA-RARE MODEL****ULTRA RARE****1972-73 Carrera 2.7 RS**

The RS had a 2,681cc engine that developed 210bhp. The body was lightened and fitted with flared rear arches and an optional ducktail spoiler. The RS Sport was an ultra-light model, while the Touring car retained some creature comforts.

Capacity: 2,681cc
Compression ratio: 8.5:1
Maximum power: 210bhp @ 6,300rpm
Maximum torque: 255Nm @ 5,100rpm
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 15x6J, 185VR; Rear: 15x7J, 215VR
Length: 4,163mm
Width: 1,610mm
Weight: 975kg (Sport)
0-60mph: 5.6 sec
Top speed: 153mph

RATING:
★★★★★**911 Carrera****(G & H series)**
1974-75

From 1974, Porsche used the Carrera name on its range-topping 911. The 911 Carrera used essentially the same 2.7-litre, 210bhp engine as the previous year's RS for all markets except the USA. In 1975 it was available with an optional new whaletail spoiler.

Capacity: 2,687cc
Compression ratio: 8.5:1
Maximum power: 210bhp @ 6,300rpm
Maximum torque: 255Nm @ 5,100rpm
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 15x6J, 185VR; Rear: 15x7J, 215VR
Length: 4,291mm
Width: 1,610mm
Weight: 1,075kg
0-60mph: 6.1 sec
Top speed: 149mph

RATING:
★★★★★**911 Carrera 3.0****(I & J series)**
1976-77

Not sold in the US, the Carrera 3.0 was basically the same model as the previous Carrera, only fitted with a new 2,994cc engine, which was essentially that from the 911 Turbo. This engine, with the addition of some minor changes, continued to power the 911 until 1989.

Capacity: 2,994cc
Compression ratio: 8.5:1
Maximum power: 200bhp @ 6,000rpm
Maximum torque: 255Nm @ 4,200rpm
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 15x6J; Rear: 15x7J, 215VR
Length: 4,291mm
Width: 1,610mm
Weight: 1,093kg
0-62mph: 6.3 sec
Top speed: 145mph

RATING:
★★★★★

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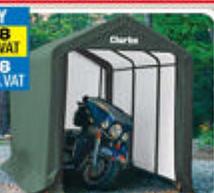
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930 3.0

1975-77



Fitted with a KKK turbocharger, this was the world's first production car to be turbocharged. Flared arches and a whale tail spoiler created a look that would become legendary. Brakes weren't good on early Turbos, and the four-speed gearbox was standard.

Capacity: 2,994cc
Compression ratio: 8.5:1
Maximum power: 260bhp @ 5,500rpm
Maximum torque: 343Nm @ 4,000rpm
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 15x7J, 185/70VR; Rear: 15x8J, 215/60VR
Length: 4,291mm
Width: 1,610mm
Weight: 1,195kg
0-62mph: 5.3 sec
Top speed: 168mph

RATING:



930 3.3

1978-83



A larger engine led to an extra 40bhp of power, and an intercooler on top of the engine led to the adoption of a new 'testray' spoiler. The brakes were upgraded

with 917 racecar-based items, larger discs and four-piston calipers.

Capacity: 3,299cc
Compression ratio: 7.0:1
Maximum power: 300bhp @ 5,500rpm
Maximum torque: 343Nm @ 4,000rpm
Brakes: Front: 304mm discs; Rear: 309mm discs
Wheels & tyres: Front: 15x7J, 185/70VR; Rear: 15x8J, 215/60VR
Length: 4,491mm
Width: 1,775mm
Weight: 1,300kg
0-62mph: 5.0 sec
Top speed: 160mph

RATING:



930 SE

1986-89



Slantnosed and based on that of the 935 racecars, with pop-up headlamps. The front spoiler was made deeper in order to accommodate the extra oil cooler, while intakes in the rear wings fed air to the brakes. The larger turbocharger and four-outlet exhaust gave 302bhp of extra power.

Capacity: 3,299cc
Compression ratio: 7.0:1
Maximum power: 330bhp @ 5,500rpm
Maximum torque: 432Nm @ 4,000rpm
Brakes: Front: 304mm discs; Rear: 309mm discs
Wheels & tyres: Front: 16x7J, 205/55VR; Rear: 16x9J, 245/45VR
Length: 4,491mm
Width: 1,775mm
Weight: 1,335kg
0-62mph: 4.6 sec
Top speed: 173mph

RATING:



3.2 Clubsport

1987-89



Removing the 'luxuries' from the Carrera 3.2 shed around 40kg off the car's weight. Revised engine management gave a higher rev limit of 5,840rpm, but Porsche never claimed there was any increase in power. Suspension updated and limited-slip differential standard.

Capacity: 3,164cc
Compression ratio: 10.3:1
Maximum power: 231bhp @ 5,900rpm
Maximum torque: 284Nm @ 4,800rpm
Brakes: Front: 304mm discs; Rear: 309mm discs
Wheels & tyres: Front: 15x6J, 195/65VR; Rear: 15x7J, 215/60VR
Length: 4,291mm
Width: 1,650mm
Weight: 1,170kg
0-60mph: 5.1 sec
Top speed: 151mph

RATING:



964 RS

1991-92



Around 120kg was lost by deleting 'luxuries' and fitting magnesium Cup wheels. Power was boosted by 10bhp and fed through a flywheel and uprated clutch. Suspension

was lowered by 40mm and uprated, as were the brakes. Sport and Touring versions were also offered.

Capacity: 3,600cc
Compression ratio: 10.3:1
Maximum power: 260bhp @ 6,100rpm
Maximum torque: 310Nm @ 4,800rpm
Brakes: Front: 322mm discs; Rear: 299mm discs
Wheels & tyres: Front: 17x7.5J, 205/50ZR17; Rear: 17x9J, 255/40ZR17
Length: 4,250mm
Width: 1,650mm
Weight: 1,230kg (Sport)
0-62mph: 5.2 sec
Top speed: 162mph

RATING:



964 C2 Speedster 1993-94



This combined the 964 bodyshell with the hood and windscreen of the Carrera 3.2 Speedster plus the RS interior. It is thought that Porsche planned to build around 3,000, but only 936 were made, many in bright colours such as yellow or red with colour-coded wheels.

Capacity: 3,600cc
Compression ratio: 10.3:1
Maximum power: 250bhp @ 6,100rpm
Maximum torque: 310Nm @ 4,800rpm
Brakes: Front: 298mm discs; Rear: 299mm discs
Wheels & tyres: Front: 16x6J, 205/55ZR16; Rear: 16x8J, 225/50ZR16 (17-inch rims optional)
Length: 4,250mm
Width: 1,650mm
Weight: 1,340kg
0-62mph: 5.5 sec
Top speed: 164mph

RATING:



993 Carrera

1993-97



Restyled bodywork had swept-back headlamps, curvaceous wings and blended-in bumpers. The engine was revised with hydraulic tappets and hot-film air flow sensor, plus VarioRam from 1995. All-new multilink rear suspension gave improved handling.

Capacity: 3,600cc
Compression ratio: 11.3:1
Maximum power: 272bhp @ 6,000rpm
Maximum torque: 330Nm @ 5,000rpm
Brakes: Front: 304mm discs; Rear: 299mm discs
Wheels & tyres: Front: 16x7J, 205/55ZR16; Rear: 16x9J, 245/45ZR16 (17-inch rims optional)
Length: 4,245mm
Width: 1,735mm
Weight: 1,370kg (Coupe)
0-62mph: 5.6 sec
Top speed: 168mph

RATING:



993 Carrera 4

1994-97



As per the 993 model Carrera, but with four-wheel drive. Transmission was half the weight of the previous Carrera 4, and was designed to give the driving experience a more rear-drive-esque feel. Automatic Brake Differential (ABD) compensated for wheelspin.

Capacity: 3,600cc
Compression ratio: 11.3:1
Maximum power: 272bhp @ 6,000rpm
Maximum torque: 330Nm @ 5,000rpm
Brakes: Front: 304mm discs; Rear: 299mm discs
Wheels & tyres: Front: 16x7J, 205/55ZR16; Rear: 16x9J, 245/45ZR16 (17-inch rims optional)
Length: 4,245mm
Width: 1,735mm
Weight: 1,420kg
0-62mph: 5.8 sec
Top speed: 166mph

RATING:



911 SC INTRO 911

1978-83



From 1978, the SC was the only normally aspirated 911. It was a development of the Carrera 3.0, but the engine produced less power to suit all markets. A Sport option allowed for the inclusion of front and rear spoilers, 16-inch Fuchs alloy wheels, sports seats and dampers.

Capacity: 2,994cc
Compression ratio: 8.5:1/8.6:1/9.8:1
Maximum power: 180/188/204bhp @ 5,500rpm
Maximum torque: 265/265/267Nm @ 4,300rpm
Brakes: Front: 287mm discs; Rear: 295mm discs.
Wheels & tyres: Front: 15x6J, 185/70VR; Rear: 15x7J, 215/60VR (16-inch optional)
Length: 4,291mm
Width: 1,626mm
Weight: 1,160kg (1978 Coupe)
0-62mph: 6.5 sec
Top speed: 141mph

RATING:
★★★★★

930 3.3

1984-89



A revised engine added more power and torque in 1984, while in 1987 Motronic engine management improved efficiency and emissions when the car returned to the US market. Perforated brake discs later appeared in 1988, while a five-speed gearbox arrived in 1989.

Capacity: 3,299cc
Compression ratio: 7.0:1
Maximum power: 300bhp @ 5,500rpm
Maximum torque: 432Nm @ 4,000rpm
Brakes: Front: 304mm discs; Rear: 309mm discs
Wheels & tyres: Front: 16x7J, 205/55VR; Rear: 16x9J, 245/45VR
Length: 4,491mm
Width: 1,775mm
Weight: 1,335kg
0-62mph: 4.8 sec
Top speed: 173mph

RATING:
★★★★★

Carrera 3.2 INTRO 911

1984-89



The Carrera 3.2 had almost the same galvanised body as the SC. The engine was claimed by Porsche to be 80 per cent new, and was the first production 911 motor to feature an ECU to control the ignition and fuel systems. The Getrag G50 gearbox appeared in 1987.

Capacity: 3,164cc
Compression ratio: 10.3:1
Maximum power: 231bhp @ 5,900rpm
Maximum torque: 284Nm @ 4,800rpm
Brakes: Front: 304mm discs; Rear: 309mm discs.
Wheels & tyres: Front: 15x7J, 195/65VR; Rear: 15x8J, 215/60VR (16 inches for 1989)
Length: 4,291mm
Width: 1,650mm
Weight: 1,210kg
0-62mph: 5.6 sec
Top speed: 148mph

RATING:
★★★★★

930 LE ULTRA RARE

1989



Essentially an SE without a slantnose front, the LE had the same engine, front spoiler, sill extensions and rear air intakes. The fully specced interior and 'Limited Edition' status meant the LE was initially thought by many to be the last ever 911 Turbo. Of course, that wasn't the case...

Capacity: 3,299cc
Compression ratio: 7.0:1
Maximum power: 330bhp @ 5,500rpm
Maximum torque: 432Nm @ 4,000rpm
Brakes: Front: 304mm discs; Rear: 309mm discs
Wheels & tyres: Front: 16x7J, 205/55VR; Rear: 16x9J, 245/45VR
Length: 4,491mm
Width: 1,775mm
Weight: 1,335kg
0-62mph: 4.6 sec
Top speed: 173mph

RATING:
★★★★★

Speedster

1989



Essentially a Carrera 3.2 with a chopped, more steeply raked windscreen and hood and stripped-out interior. Most had wide Turbo bodies. Porsche insisted that the simple hood was not designed to be 100 per cent watertight. 2,065 examples of this model were built.

Capacity: 3,164cc
Compression ratio: 10.3:1
Maximum power: 231bhp @ 5,900rpm
Maximum torque: 284Nm @ 4,800rpm
Brakes: Front: 304mm discs; Rear: 309mm discs.
Wheels & tyres: Front: 15x7J, 195/65VR; Rear: 15x8J, 215/60VR
Length: 4,291mm
Width: 1,650mm
Weight: 1,210kg
0-60mph: 5.6 sec
Top speed: 148mph

RATING:
★★★★★

964 Carrera 4

1989-93



Heavily revised bodywork, deformable bumpers over coil-spring suspension and four-wheel-drive marked this radical overhaul of the 911, which Porsche claimed was 87 per cent new. The 3.6-litre engine featured two spark plugs per cylinder and ceramic exhaust port liners.

Capacity: 3,600cc
Compression ratio: 10.3:1
Maximum power: 250bhp @ 6,100rpm
Maximum torque: 310Nm @ 4,800rpm
Brakes: Front: 298mm discs; Rear: 299mm discs
Wheels & tyres: Front: 16x6J, 205/55ZR16; Rear: 16x8J, 225/50ZR16 (17-inch rims optional)
Length: 4,250mm
Width: 1,650mm
Weight: 1,450kg
0-62mph: 5.7 sec
Top speed: 162mph

RATING:
★★★★★

964 Carrera 2

1990-93



Not everyone wanted four-wheel drive. Reflecting this attitude, the rear-drive Carrera 2 offered an emphatically more traditional 911 experience and was 100kg lighter, but looked identical to the Carrera 4. Tiptronic automatic transmission was a new option.

Capacity: 3,600cc
Compression ratio: 10.3:1
Maximum power: 250bhp @ 6,100rpm
Maximum torque: 310Nm @ 4,800rpm
Brakes: Front: 298mm discs; Rear: 299mm discs
Wheels & tyres: Front: 16x6J, 205/55ZR16; Rear: 16x8J, 225/50ZR16 (17-inch rims optional)
Length: 4,250mm
Width: 1,650mm
Weight: 1,350kg
0-62mph: 5.5 sec
Top speed: 164mph

RATING:
★★★★★

964 Turbo

1990-92



This used the revised 964 body shell, extended arches and 'teartray' spoiler. The engine was essentially the 3.3-litre unit from the previous model, but updated to give more power. Brakes were ABS-equipped. 17-inch Cup wheels were a new design, as were the 'teardrop' door mirrors.

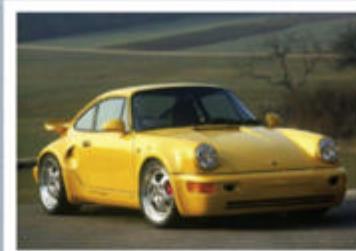
Capacity: 3,299cc
Compression ratio: 7.0:1
Maximum power: 320bhp @ 5,750rpm
Maximum torque: 450Nm @ 4,500rpm
Brakes: Front: 322mm discs; Rear: 299mm discs
Wheels & tyres: Front: 17x7J, 205/50ZR17; Rear: 17x9J, 255/45ZR17
Length: 4,250mm
Width: 1,775mm
Weight: 1,470kg
0-62mph: 5.0 sec
Top speed: 169mph

RATING:
★★★★★

ULTRA RARE MODEL ULTRA RARE

1992-93 964 Turbo S

Essentially a 911 Turbo, but with 180kg of weight saved. Intakes in the rear arches funnelled air to the brakes, while the engine power was boosted by 61bhp thanks to the larger turbocharger, bigger valves and revised engine management, with the suspension upgraded as per the RS. Just 80 examples were built.



Capacity: 3,299cc
Compression ratio: 7.0:1
Maximum power: 381bhp @ 6,000rpm
Maximum torque: 490Nm @ 4,800rpm
Brakes: Front: 322mm discs; Rear: 299mm discs
Wheels & tyres: Front: 18x8J, 235/40ZR18; Rear: 18x89J, 265/35ZR18
Length: 4,250mm
Width: 1,775mm
Weight: 1,290kg
0-62mph: 4.6 sec
Top speed: 180mph

RATING:
★★★★★

964 Turbo 3.6

1993-94



The Turbo received an engine based on the 3.6-litre 964 unit, albeit one that had been modified. Distinctive 18-inch split-rim Speedline wheels covered the big-red brake calipers. Suspension was lowered by 20mm (not in the US) and a front strut-brace was fitted.

Capacity: 3,600cc
Compression ratio: 7.5:1
Maximum power: 360bhp @ 5,500rpm
Maximum torque: 520Nm @ 4,200rpm
Brakes: Front: 322mm discs; Rear: 299mm discs.
Wheels & tyres: Front: 18x8J with 225/40ZR18 tyres; Rear: 18x10J with 265/35ZR18 tyres
Length: 4,250mm
Width: 1,775mm
Weight: 1,470kg
0-62mph: 4.8 sec
Top speed: 174mph

RATING:
★★★★★

964 3.8 RS

1993



Identified by a lightweight Turbo bodyshell, large rear spoiler and 18-inch Speedline wheels. Power came from a new 3.8-litre unit with hot-film air sensor and twin exhaust. Suspension was RS-derived, while brakes were a mix of RS and Turbo 3.6 items.

Capacity: 3,746cc
Compression ratio: 11.6:1
Maximum power: 300bhp @ 6,500rpm
Maximum torque: 359Nm @ 5,250rpm
Brakes: Front: 322mm discs; Rear: 299mm discs.
Wheels & tyres: Front: 18x9J, 235/40ZR18; Rear: 18x11J, 285/35ZR18
Length: 4,250mm
Width: 1,775mm
Weight: 1,210kg
0-62mph: 4.9 sec
Top speed: 169mph

RATING:
★★★★★

993 Carrera RS

1995-96



Had a lightweight body as per RS tradition, but teamed with a 3.8-litre engine, VarioRam intake system and remapped ECU to create 200bhp, fed to the rear wheels only, with suspension and brakes all updated. It is recognisable by the fixed rear whaletail and large front spoiler.

Capacity: 3,746cc
Compression ratio: 11.5:1
Maximum power: 300bhp @ 6,000rpm
Maximum torque: 355Nm @ 5,400rpm
Brakes: Front: 322mm discs; Rear: 299mm discs
Wheels & tyres: Front: 18x8J, 225/40ZR18; Rear: 18x10J, 265/35ZR18
Length: 4,245mm
Width: 1,735mm
Weight: 1,279kg
0-62mph: 5.0 sec
Top speed: 172mph

RATING:
★★★★★

993 Carrera 4S

1995-96



The 4S was effectively a Carrera 4 with a Turbo wide bodyshell (albeit lacking a fixed rear spoiler). It also boasted Turbo brakes and suspension, and the 18-inch wheels were aesthetically similar to the equivalent Turbo items.

Capacity: 3,600cc
Compression ratio: 11.3:1
Maximum power: 285bhp @ 6,100rpm
Maximum torque: 340Nm @ 5,250rpm
Brakes: Front: 322mm discs; Rear: 322mm discs
Wheels & tyres: Front: 18x8J, 225/40ZR18; Rear: 18x10J, 285/30ZR18
Length: 4,245mm
Width: 1,795mm
Weight: 1,520kg
0-62mph: 5.3 sec
Top speed: 168mph

RATING:
★★★★★

993 Turbo

1996-98



The Turbo was fitted with two KKK turbochargers in order to reduce lag. Also, the power went to all four wheels using the Carrera 4's transmission system. Brakes were distinctive 'big reds' under hollow-spoked 18-inch wheels.

Capacity: 3,600cc
Compression ratio: 8.0:1
Maximum power: 408bhp @ 5,750rpm
Maximum torque: 540Nm @ 4,500rpm
Brakes: Front: 322mm discs; Rear: 322mm discs
Wheels & tyres: Front: 18x8J, 225/40ZR18; Rear: 18x10J, 285/30ZR18
Length: 4,245mm
Width: 1,795mm
Weight: 1,575kg
0-62mph: 4.3 sec
Top speed: 180mph

RATING:
★★★★★

993 GT2

1995-96



Basically a 911 Turbo, but with reduced equipment. It also included rear-wheel-drive, making it a better track car. The massive front and rear spoilers and bolt-on wheel-arch extensions give it a distinctive appearance.

Capacity: 3,600cc
Compression ratio: 8.0:1
Maximum power: 430bhp @ 5,750rpm
Maximum torque: 540Nm @ 4,500rpm
Brakes: Front: 322mm discs; Rear: 322mm discs
Wheels & tyres: Front: 18x9J, 235/40ZR18; Rear: 18x11J, 285/35ZR18
Length: 4,245mm
Width: 1,855mm
Weight: 1,290kg
0-62mph: 3.9 sec
Top speed: 189mph

RATING:
★★★★★

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993 Carrera S

1997-98



The features that come with the Carrera S are similar to the Carrera 4S's, only in rear-wheel-drive. Sought after for its superb handling and looks, the split engine cover lid and

wide body give it a distinctive appearance.

Capacity: 3,600cc
Compression ratio: 11.3:1
Maximum power: 285bhp @ 6,100rpm
Maximum torque: 340Nm @ 5,250rpm
Brakes: Front: 322mm discs; Rear: 322mm discs
Wheels & tyres: Front: 18x8J, 225/40ZR18; Rear: 18x10J, 285/30ZR18
Length: 4,245mm
Width: 1,795mm
Weight: 1,450kg
0-62mph: 5.4 sec
Top speed: 168mph

RATING:
★★★★★

996 Carrera 4

1998-2001



Four-wheel-drive transmission fed only five per cent of power to front in normal driving, increasing to up to 40 per cent when required. Porsche Stability Management

combined traction control, anti-slip control and Automatic Braking Differential.

Capacity: 3,387cc
Compression ratio: 11.3:1
Maximum power: 300bhp @ 6,800rpm
Maximum torque: 350Nm @ 4,600rpm
Brakes: Front: 318mm discs; Rear: 299mm discs
Wheels & tyres: Front: 17x7J, 205/50ZR17; Rear: 17x9J, 255/40ZR17 (18-inch rims optional)
Length: 4,430mm
Width: 1,765mm
Weight: 1,375kg
0-62mph: 5.2 sec
Top speed: 174mph

RATING:
★★★★★

996 GT3

1998-2000



Commonly called the Gen1 GT3, this was a lightweight 996 with a 3.6-litre engine driving the rear wheels. Suspension was lowered by 30mm and brakes upgraded.

Available in Clubsport and Comfort guises, 1,890 were built, of which 103 were right-hand-drive.

Capacity: 3,600cc
Compression ratio: 11.7:1
Maximum power: 360bhp @ 6,300rpm
Maximum torque: 370Nm @ 5,100rpm
Brakes: Front: 330mm discs; Rear: 330mm discs
Wheels & tyres: Front: 18x8J, 225/40ZR18; Rear: 18x10J, 285/30ZR18
Length: 4,430mm
Width: 1,765mm
Weight: 1,350kg
0-62mph: 4.8 sec
Top speed: 188mph

RATING:
★★★★★

996 Turbo

2000-05



Distinguished by wide rear arches, air intakes and a deep front spoiler, plus part-fixed, part-retractable rear spoiler. The 3.6-litre engine is different to the naturally aspirated 996

unit and fitted with twin KKK K17 turbochargers and VarioCam Plus. PSM is standard.

Capacity: 3,600cc
Compression ratio: 9.4:1
Maximum power: 420bhp @ 6,000rpm
Maximum torque: 560Nm @ 2,700 to 4,600rpm
Brakes: Front: 330mm discs; Rear: 330mm discs
Wheels & tyres: Front: 18x8J, 225/40ZR18; Rear: 18x11J, 295/30ZR18
Length: 4,435mm
Width: 1,830mm
Weight: 1,540kg
0-62mph: 4.2 sec
Top speed: 189mph

RATING:
★★★★★

996 GT2

2001-03



A lightweight, Turbo-bodied 996 with uprated turbocharged engine that produced 460bhp and drove the rear wheels. The suspension was uprated,

while brakes had ceramic discs. Revised ECU later gave extra 21bhp and came with PCCB as standard.

Capacity: 3,600cc
Compression ratio: 9.4:1
Maximum power: 462bhp @ 5,700rpm
Maximum torque: 620Nm @ 3,500 to 4,500rpm
Brakes: Front: 350mm discs; Rear: 350mm discs
Wheels & tyres: Front: 18x8.5J, 235/40ZR18; Rear: 18x12J, 315/30ZR18
Length: 4,435mm
Width: 1,830mm
Weight: 1,440kg
0-62mph: 4.1 sec
Top speed: 195mph

RATING:
★★★★★

Gen2 996 C4

2001-04



Face-lifted in line with the rear-drive Carrera, this was the four-wheel-drive incarnation of the aforementioned earlier model. For most people who have experienced it, it drove

a lot like the Carrera and, indeed, there is very little to choose from between them.

Capacity: 3,596cc
Compression ratio: 11.3:1
Maximum power: 325bhp @ 6,800rpm
Maximum torque: 370Nm @ 4,250rpm
Brakes: Front: 318mm discs; Rear: 299mm discs
Wheels & tyres: Front: 17x7J, 205/50ZR17; Rear: 17x9J, 255/40ZR17 (18-inch rims optional)
Length: 4,430mm
Width: 1,765mm
Weight: 1,405kg
0-62mph: 5.3 sec
Top speed: 175mph

RATING:
★★★★★

996 Turbo S

2004-05



A 911 Turbo with the previously optional 30bhp power upgrade, consisting of larger turbochargers, uprated intercoolers and revised ECU. The ceramic brakes were

standard, and 18-inch alloys finished in GT Metallic Silver paint, in addition to the highly specced interior.

Capacity: 3,600cc
Compression ratio: 9.4:1
Maximum power: 450bhp @ 5,000rpm
Maximum torque: 620Nm @ 3,500 to 4,400rpm
Brakes: Front: 350mm discs; Rear: 350mm discs
Wheels & tyres: Front: 18x8J, 225/40ZR18; Rear: 18x11J, 295/30ZR18
Length: 4,435mm
Width: 1,830mm
Weight: 1,590kg
0-62mph: 4.1 sec
Top speed: 191mph

RATING:
★★★★★

997 Carrera

2004-08



Fully revised 911 with 993-influenced bodywork and a new interior. The 3.6-litre engine was like the 996, but refined for more power. Additionally, twin exhaust

tailpipes were coupled with rear-wheel drive via six-speed Tiptronic transmission.

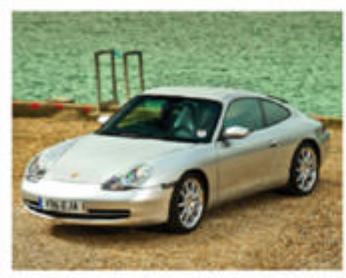
Capacity: 3,596cc
Compression ratio: 11.8:1
Maximum power: 325bhp @ 6,800rpm
Maximum torque: 370Nm @ 4,250rpm
Brakes: Front: 318mm discs; Rear: 299mm discs
Wheels & tyres: Front: 18x8J, 235/40ZR18; Rear: 18x10J, 265/40ZR18
Length: 4,427mm
Width: 1,808mm
Weight: 1,395kg
0-62mph: 5.0 sec
Top speed: 177mph

RATING:
★★★★★

INTRO 911INTRO
911**1997-2001 996 Carrera**

An all-new 911 with larger, restyled bodywork and a 3.4-litre water-cooled engine. The interior was redesigned in order to enable better ergonomic efficiency and allow for more room. The Carrera was a rear-wheel-drive, entry-level model, ideal for first-time Porsche drivers.

Capacity: 3,387cc
Compression ratio: 11.3:1
Maximum power: 300bhp @ 6,800rpm
Maximum torque: 350Nm @ 4,600rpm
Brakes: Front: 318mm discs; Rear: 299mm discs
Wheels & tyres: Front: 17x7J, 205/50ZR17; Rear: 17x9J, 255/40ZR17 (18-inch rims optional)
Length: 4,430mm
Width: 1,765mm
Weight: 1,320kg
0-62mph: 5.2 sec
Top speed: 174mph

RATING:
★★★★★**996 Carrera 4S** 2001-05

Basically a Carrera 4 with the Turbo bodyshell, without rear air intakes, and with a full-width rear reflector panel. The suspension and brakes were similar to the Turbo.

while wheels were 18-inch items. The interior spec was higher than that of conventional Carrera 4.

Capacity: 3,596cc
Compression ratio: 11.3:1
Maximum power: 320bhp @ 6,800rpm
Maximum torque: 370Nm @ 4,250rpm
Brakes: Front: 330mm discs; Rear: 330mm discs
Wheels & tyres: Front: 18x8J, 225/40ZR18; Rear: 18x11J, 295/30ZR18
Length: 4,435mm
Width: 1,830mm
Weight: 1,495kg
0-62mph: 5.0 sec
Top speed: 175mph

RATING:
★★★★★**Gen2 996 C2** 2001-04

Face-lifted with Turbo-style headlamps and revised front and rear bumpers. Fitted with the more powerful 3.6-litre engine, VarioCam Plus and other refinements, Manual and Tiptronic transmission was also improved. Moreover, the cabin received minor updates.

Capacity: 3,596cc
Compression ratio: 11.3:1
Maximum power: 320bhp @ 6,800rpm
Maximum torque: 370Nm @ 4,250rpm
Brakes: Front: 318mm discs; Rear: 299mm discs
Wheels & tyres: Front: 17x7J, 205/50ZR17; Rear: 17x9J, 255/40ZR17 (18-inch rims optional)
Length: 4,430mm
Width: 1,765mm
Weight: 1,345kg
0-62mph: 5.0 sec
Top speed: 178mph

RATING:
★★★★★**Gen2 996 GT3** 2003-05

Also known as the GT3 Gen2, it was based on the facelifted 996 Carrera, but with new spoilers. The 3.6-litre engine produced 381bhp. Suspension was lowered and

updated, and ceramic brakes optional. The interior was full-spec unless you opted for the Clubsport.

Capacity: 3,600cc
Compression ratio: 11.7:1
Maximum power: 381bhp @ 7,400rpm
Maximum torque: 385Nm @ 5,000rpm
Brakes: Front: 350mm discs; Rear: 330mm discs
Wheels & tyres: Front: 18x8.5J, 235/40ZR18; Rear: 18x11J, 295/30ZR18
Length: 4,435mm
Width: 1,770mm
Weight: 1,380kg
0-62mph: 4.5 sec
Top speed: 190mph

RATING:
★★★★★**996 GT3 RS** 2004-05

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

GT3. Moreover, it also came with PCCB included as standard. White with side inscriptions in blue or red.

Capacity: 3,600cc
Compression ratio: 11.7:1
Maximum power: 381bhp @ 7,400rpm
Maximum torque: 385Nm @ 5,000rpm
Brakes: Six piston calipers front, four piston rear
Wheels & tyres: Front: 18x8.5J, 235/40ZR18; Rear: 18x11J, 295/30ZR18
Length: 4,435mm
Width: 1,770mm
Weight: 1,360kg
0-62mph: 4.4 sec
Top speed: 190mph

RATING:
★★★★★**997 Carrera S** 2004-08

As per the 997 Carrera, but with the more powerful 3.8-litre engine and PASM. 19-inch wheels came as standard, with larger 330mm ventilated discs. It had Quad

exhaust tailpipes, and was available as rear-wheel-drive only.

Capacity: 3,824cc
Compression ratio: 11.8:1
Maximum power: 355bhp @ 6,800rpm
Maximum torque: 400Nm @ 4,600rpm
Brakes: Front: 330mm discs; Rear: 330mm discs
Wheels & tyres: Front: 18x8J, 235/40ZR18; Rear: 18x10J, 265/40ZR18
Length: 4,427mm
Width: 1,808mm
Weight: 1,495kg
0-62mph: 4.7 sec
Top speed: 182mph

RATING:
★★★★★**997 Carrera 4** 2005-08

The Carrera 4 was much like the 997 Carrera, but with drive to all four wheels via a multi-disc viscous coupling that transferred between five and 40 per cent of traction to the front wheels. It was 44mm wider at the rear than the Carrera in order to allow for wider wheels.

Capacity: 3,596cc
Compression ratio: 11.8:1
Maximum power: 325bhp @ 6,800rpm
Maximum torque: 370Nm @ 4,250rpm
Brakes: Front: 318mm discs; Rear: 299mm discs
Wheels & tyres: Front: 18x8J, 235/40ZR18; Rear: 18x11J, 295/35ZR18
Length: 4,427mm
Width: 1,852mm
Weight: 1,495kg
0-62mph: 5.1 sec
Top speed: 174mph

RATING:
★★★★★

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997 Carrera 4S 2005-08



The same 3.8-litre, 355bhp engine as the Carrera S, but coupled with the four-wheel-drive system on the Carrera 4. It also had 44mm wider rear arches to compensate for the 11-inch wider wheels and helped give a more aggressive look.

Capacity: 3,824cc
Compression ratio: 11.8:1
Maximum power: 355bhp @ 6,800rpm
Maximum torque: 400Nm @ 4,250rpm
Brakes: Front: 330mm discs; Rear: 330mm discs
Wheels & tyres: Front: 19x8J, 235/35ZR19; Rear: 19x11J, 295/30ZR19
Length: 4,427mm
Width: 1,808mm
Weight: 1,550kg
0-62mph: 4.8sec
Top speed: 179mph

RATING:
★★★★★

997 Turbo 2005-10



Similar to the 997 Carrera 4S body, but with extra intakes at the front and sides. It essentially had the 996 Turbo engine, but with all-new twin turbos, Variable Turbine Geometry (VTG) that effectively gave the best of both small and large turbochargers.

Capacity: 3,600cc
Compression ratio: 9.0:1
Maximum power: 480bhp @ 6,000rpm
Maximum torque: 620Nm @ 2,100-4,000rpm
Brakes: Front: 350mm discs; Rear: 350mm discs
Wheels & tyres: Front: 8.5Jx19, 235/35/ZR19; Rear: 11Jx19, 305/30/ZR19
Length: 4,450mm
Width: 1,852mm
Weight: 1,585kg
0-62mph: 3.9sec
Top speed: 193mph

RATING:
★★★★★

Gen2 997 C2 S 2008-12



Revised as per the Carrera, but with larger 3.8-litre engine – again using fewer components and Direct Fuel Injection. The engine stroke was reduced from 82.8mm to 77.5mm, while the bore went up by 3mm to 102mm, in the process reducing the capacity to exactly 3,800cc.

Capacity: 3,800cc
Compression ratio: 12.5:1
Maximum power: 385bhp @ 6,500rpm
Maximum torque: 420Nm @ 4,400rpm
Brakes: Front: 330mm discs; Rear: 330mm discs
Wheels & tyres: Front: 19x8J, 235/35ZR19; Rear: 19x11J, 295/30ZR19
Length: 4,435mm
Width: 1,808mm
Weight: 1,500kg
0-62mph: 4.7sec
Top speed: 188mph

RATING:
★★★★★

Gen2 997 C4 2008-12



There were numerous engine and body changes as per the Carrera, but with a wider rear end plus the welcome return of the full-width rear reflector, situated between the light clusters. The new all-wheel drive was appropriated from the 997 Turbo.

Capacity: 3,614cc
Compression ratio: 12.5:1
Maximum power: 345bhp @ 6,500rpm
Maximum torque: 390Nm @ 4,400rpm
Brakes: Front: 330mm discs; Rear: 330mm discs
Wheels & tyres: Front: 18x8J, 235/40ZR18; Rear: 18x10.5J, 265/40ZR18
Length: 4,435mm
Width: 1,852mm
Weight: 1,545kg
0-62mph: 5.0sec
Top speed: 176mph

RATING:
★★★★★

997 Turbo S 2011-13



As standard 997 Turbo, but with face-lifted body, more power (530bhp) and higher levels of standard equipment, including PCCB, centrelock wheels and ceramic brakes to go with unique two-tone interior and Sport Chrono Plus.

Capacity: 3,800cc
Compression ratio: 9.8:1
Maximum power: 530bhp
Maximum torque: 700Nm
Brakes: Front: 380mm discs; Rear: 350mm discs
Wheels & tyres: Front: 8.5Jx19, 235/35ZR19; Rear: 11Jx19 on 305/30ZR19
Length: 4,435mm
Width: 1,808mm
Weight: 1,585kg
0-62mph: 3.3sec
Top speed: 195mph

RATING:
★★★★★

997 Sport Classic ULTRA RARE 2010



Based on a 3.8-litre, rear wheel-drive Carrera S, but with 44mm wider rear arches. Several instances of retro styling including iconic ducktail spoiler and large Fuchs wheels. Only 250 examples have been sold worldwide.

Capacity: 3,800cc
Compression ratio: 12.5:1
Maximum power: 408bhp
Maximum torque: 420Nm
Brakes: Front: 350mm discs; Rear: 350mm discs
Wheels & tyres: Front: 19x8.5J, 235; Rear: 19x11J, 305
Length: 4,435mm
Width: 1,852mm
Weight: 1,425kg
0-62mph: 4.1sec
Top speed: 194mph

RATING:
★★★★★

991 Carrera 2011-



The first 911 of the newest and latest seventh generation, the Carrera features a 350bhp 3.4-litre engine and takes styling cues from the 993. Completely redesigned chassis, with lengthened wheelbase reducing overhang of engine weight. Panamera-esque interior.

Capacity: 3,436cc
Compression ratio: 12.5:1
Maximum power: 350bhp
Maximum torque: 390Nm
Brakes: Front: 330mm discs; rear: 330mm discs
Wheels & tyres: Front: 8.5Jx19, 235/40ZR19
Rear: 11Jx19, 285/35ZR19
Length: 4,491mm
Width: 1,808mm
Weight: 1,380kg
0-62mph: 4.8sec
Top speed: 179.6mph

RATING:
★★★★★

991 Carrera S 2011-



Same as Carrera, including seven-speed manual box, but utilising 400bhp from a bigger 3.8-litre engine. Slightly larger front brakes than the standard Carrera (10mm bigger discs), with MacPherson front axle and multi-link suspension at the rear. Distinctive 'S' badging on rear bumper.

Capacity: 3,800cc
Compression ratio: 12.5:1
Maximum power: 400bhp
Maximum torque: n/a
Brakes: Front: 340mm discs; rear: 330mm discs
Wheels & tyres: Front: 8.5Jx20, 245/35ZR20. Rear: 8.5Jx20, 245/35ZR20
Length: 4,491mm
Width: 1,808mm
Weight: 1,395kg
0-62mph: 4.5sec
Top speed: 188.9mph

RATING:
★★★★★

997 GT3

2006-07



Track-focused car based on narrow-bodied Carrera and with reworked 996 GT3 engine. PASM was standard, but reworked to suit the sporting traits. Revs to 8,400rpm, 200rpm higher than 996 GT3. VarioCam was used on the 997 GT3 to improve torque.

Capacity: 3,600cc
Compression ratio: 12.0:1
Maximum power: 415bhp @ 7,600rpm
Maximum torque: 405Nm @ 5,500rpm
Brakes: Front: 380mm discs; Rear: 340mm discs
Wheels & tyres: Front: 19x8.5J, 235/35ZR19; Rear: 19x12J, 305/30ZR19
Length: 4,445mm
Width: 1,808mm
Weight: 1,395kg
0-62mph: 4.3sec
Top speed: 192mph

RATING:
★★★★★

997 GT3 RS

2006-07



The RS was similar to GT3, but with the inclusion of the wider rear bodyshell of the Carrera S. 20kg of weight was saved from the original model thanks to carbon fibre engine cover and rear wing and plastic rear window, not to mention the relatively lightweight interior.

Capacity: 3,600cc
Compression ratio: 12.0:1
Maximum power: 415bhp @ 7,600rpm
Maximum torque: 405Nm @ 5,500rpm
Brakes: Front: 380mm discs; Rear: 340mm discs
Wheels & tyres: Front: 19x8.5J, 235/35ZR19; Rear: 19x12J, 305/30ZR19
Length: 4,445mm
Width: 1,808mm
Weight: 1,375kg
0-62mph: 4.2 sec
Top speed: 187mph

RATING:
★★★★★

997 GT2

2007-08



Essentially the 997 Turbo, but with rear-wheel-drive only. Also enjoyed a more track-orientated suspension and brake setup, with GT3-style interior and extra power at 523bhp. Porsche Stability Management and Porsche Active Suspension Management used.

Capacity: 3,600cc
Compression ratio: 9.0:1
Maximum power: 530bhp @ 6,500rpm
Maximum torque: 680Nm @ 2,200-4,500rpm
Brakes: Front: 380mm discs; Rear: 350mm discs
Wheels & tyres: Front: 8.5Jx19, 235/35/ZR19; Rear: 11Jx19, 305/30/ZR19
Length: 4,469mm
Width: 1,852mm
Weight: 1,440kg
0-62mph: 3.7 sec
Top speed: 204mph

RATING:
★★★★★

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) and direct-fuel injection to give much-improved economy. Seven-speed PDK transmission was a new option.

Capacity: 3,614cc
Compression ratio: 12.5:1
Maximum power: 345bhp @ 6,500rpm
Maximum torque: 390Nm @ 4,400rpm
Brakes: Front: 330mm discs; Rear: 330mm discs
Wheels & tyres: Front: 18x8J, 235/40ZR18; Rear: 18x10.5J, 265/40ZR18
Length: 4,435mm
Width: 1,808mm
Weight: 1,490kg
0-62mph: 4.9 sec
Top speed: 180mph

RATING:
★★★★★

Gen2 997 C4S

2008-12



The bodywork was as per the Carrera 4, but with the larger 3.8-litre engine. Utilised the 997 Turbo's four-wheel-drive, and Porsche Traction Management. Viscous coupling gives way to electromagnetically controlled multi-plate clutch.

Capacity: 3,800cc
Compression ratio: 12.5:1
Maximum power: 385bhp @ 6,500rpm
Maximum torque: 420Nm @ 4,400rpm
Brakes: Front: 330mm discs; Rear: 330mm discs
Wheels & tyres: Front: 235/30ZR19; Rear: 19x11J, 295/30ZR19
Length: 4,435mm
Width: 1,852mm
Weight: 1,555kg
0-62mph: 4.7 sec
Top speed: 185mph

RATING:
★★★★★

Gen2 997 GT3

2009-2012



This was updated as per the Carrera, but with a unique front spoiler and rear wing, revised PASM, centre-lock wheels and better brakes. An already great car made better.

Problems with rear hubs led to a recall for model year 2010 GT3s.
Capacity: 3,800cc
Compression ratio: 12.2:1
Maximum power: 435bhp @ 7,900rpm
Maximum torque: 430Nm @ 3,250rpm
Brakes: Front: 380mm discs; Rear: 350mm discs
Wheels & tyres: Front: 8.5Jx19, 235/35 ZR19; Rear: 12x19J 305/30 ZR19
Length: 4,460mm
Width: 1,808mm
Weight: 1,395kg
0-62mph: 4.1sec
Top speed: 194mph

RATING:
★★★★★

Gen2 997 Turbo

2009-13



Basically the same as the original 997 Turbo, but with new LED taillights and driver lights up front. Features larger tailpipes, plus a larger 3.8-litre engine with direct fuel injection. PDK transmission is optional. Fuel consumption cut by 16 per cent.

Capacity: 3,800cc
Compression ratio: 9.8:1
Maximum power: 500bhp @ 6,000rpm
Maximum torque: 650Nm @ 1,950-500rpm
Brakes: Front: 350mm discs; Rear: 350mm discs
Wheels & tyres: Front: 8.5Jx19, 235/35/ZR19; Rear: 11Jx19, 305/30/ZR19
Length: 4,450mm
Width: 1,852mm
Weight: 1,570kg
0-62mph: 3.4 sec
Top speed: 194mph

RATING:
★★★★★

Gen2 997 GT3 RS

2009-



Has wider front arches and a larger spoiler. Dynamic engine mounts and PASM are standard. Air con is optional, with no door handles, wheel brace or sound proofing. Has the lap record for road models at the Nürburgring.

Capacity: 3,800cc
Compression ratio: 12.2:1
Maximum power: 450bhp
Maximum torque: 430-
Brakes: Front: 380mm discs; Rear: 380mm discs
Wheels & tyres: Front: 9Jx19, 245/35ZR19; Rear: 12Jx19, 325/30ZR19
Length: 4,460mm
Width: 1,852mm
Weight: 1,370kg
0-62mph: 4.0sec
Top speed: 192mph

RATING:
★★★★★

997 C2 GTS

2010-



Features the C4's wider rear body and is powered by the 3.8-litre Carrera S engine with a powerkit producing 25bhp extra. The GTS is laden with Porsche options, including PASM, sports exhaust and centre-locking alloys.

Capacity: 3,800cc
Compression ratio: 12.5:1
Maximum power: 460bhp
Maximum torque: 460Nm @ 5,750rpm
Brakes: Front: 330mm discs; Rear: 330mm discs
Wheels & tyres: Front: 8.5x19, 235/35/19; Rear: 11x19, 305/30/19
Length: 4,435mm
Width: 1,852mm
Weight: 1,420kg
0-60mph: 4.6 sec
Top speed: 190mph

RATING:
★★★★★

997 C4 GTS

2010-



As Carrera 2 997 GTS but slightly heavier with four-wheel drive. In either C2 or C4 form, the 997 GTS represented a great saving over optioning up a 997 Carrera counterpart.

Capacity: 3,800cc
Compression ratio: 12.5:1
Maximum power: 402bhp @ 7,300rpm
Maximum torque: 440Nm
Brakes: Front: 330mm discs; rear: 330mm discs
Wheels & tyres: Front: 8.5Jx19, 235/35/ZR19; Rear: 11Jx19, 305/30/ZR19
Length: 4,435mm
Width: 1,852mm
Weight: 1,555kg
0-62mph: 4.6 sec
Top speed: 188mph

RATING:
★★★★★

997 GT2 RS

2010-



The GT2 went back to its roots, with an RS-style lightweight body and interior, plus extra power (620bhp). Instantly recognisable over standard GT2 thanks to lashings of carbon fibre on bonnet, air intake and mirrors.

Capacity: 3,600cc
Compression ratio: 9.0:1
Maximum power: 620bhp
Maximum torque: 700Nm
Brakes: Front: 380mm discs; Rear: 350mm discs
Wheels & tyres: Front: 9Jx19, 245/35ZR19; Rear: 12Jx19, 325/30ZR19
Length: 4,460mm
Width: 1,852mm
Weight: 1,370kg
0-62mph: 3.5 sec
Top speed: 205mph

RATING:
★★★★★

997 GT3 RS 4.0

2010



The pinnacle of 997 ownership, just 600 units were produced. The engine was upgraded and aerodynamically tweaked, too, with angle of rear wing increased and mini vertical spoilers on either side of the front nose.

Capacity: 3,996cc
Compression ratio: 12.6:1
Maximum power: 493bhp @ 8,250rpm
Maximum torque: 460Nm @ 5,750rpm
Brakes: Front: 380mm discs; Rear: 380mm discs
Wheels & tyres: Front: 9Jx19, 245/35ZR19; Rear: 12Jx19, 325/30ZR19
Length: 4,460mm
Width: 1,852mm
Weight: 1,360kg
0-62mph: 3.5 sec
Top speed: 193mph

RATING:
★★★★★

991 Carrera 4

2012-



This model enjoys a wider body, with rear fenders pulled out by 22mm on each side. A major telltale sign that tells it apart from the Carrera 2 is the connecting rear tail light that comes as standard. Also features a torque distribution indicator, which keeps you informed on where the car is distributing torque.

Capacity: 3,436cc
Compression ratio: 12.5:1
Maximum power: 350bhp
Maximum torque: 390Nm
Wheels & tyres: 8.5Jx19 235/40 ZR 19; Rear: 11Jx19 295/35 ZR 19
Length: 4,491mm
Width: 1,852mm
Weight: 1,450kg
0-62mph: 4.9sec
Top speed: 177mph

RATING:
★★★★★

991 Carrera 4S

2012-



Has the same wider body styling as the Carrera 4, with a rear connecting tail light coupled to 3.8-litre 400bhp flat six engine. Also features six-piston brake callipers at front as opposed to four. Seven speed manual or PDK gearbox option available. Bigger wheels than C4 and 15kg heavier.

Capacity: 3,800cc
Compression ratio: 12.5:1
Maximum power: 400bhp
Maximum torque: 440Nm
Wheels & tyres: Front: 8.5Jx20, 245/35 ZR 20; Rear: 11Jx20, 305/30 ZR 20
Length: 4,491mm
Width: 1,852mm
Weight: 1,450kg
0-62mph: 4.5sec
Top speed: 185mph

RATING:
★★★★★

991 GT3

2013-



Electric power steering and wide body shell from 991 Carrera 4 was used for the first time here. PDK transmission only, no manual option. Mezger engine from previous GT3s replaced with revamped version of direct injection 991 Carrera S engine. First deliveries November 2013.

Capacity: 3,800cc
Compression ratio: 12.9:1
Maximum power: 475PS
Maximum torque: 440Nm
Wheels & tyres: Front: 9Jx20, 245/35 ZR 20; Rear: 12Jx20, 305/30 ZR 20
Length: 4,545mm
Width: 1,852mm
Weight: 1,430kg
0-62mph: 3.5sec
Top speed: 196mph

RATING:
UNKNOWN

991 Turbo

2013-



RATING:
UNKNOWN



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| 1974 911 Carrera 2.7 Coupe LHD White | 1981 911 964 Carrera 2 Manual Choice |
| 1978 911 SC Targa Brown 17K Miles | 1992 911 964 C4 Choice of 3 |
| 1985 911 3.2 Carrera 18K Miles Red | 1997 911 993 Coupe Choice of 2 |
| | 1998 911 993 C2S 55K Miles Vesuvius |



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 997 Turbo Cab 3.8 PDK (2010 - 10) White with Black Leather, Sat Nav, 16k miles..... £80,000	 997 Turbo 3.6 (2008 - 08) Cobalt Blue with Ocean Blue, Sat Nav, 23k miles..... £53,000	 997 Turbo 3.6 Tip (2007 - 07) Basalt Black with Black Leather, Sat Nav, 23k miles..... £49,000	 997 Turbo 3.6 Tip (2007 - 57) Basalt Black with Black Leather, Sat Nav, 53k miles..... £46,000
 997 "2S" 3.8 Gen 2 PDK (2008 - 08) Basalt Black with Black Leather, Sat Nav, 28k miles..... £45,000	 997 "2S" 3.8 Gen 2 PDK (2008 - 58) Basalt Black with Black Leather, Sat Nav, 37k miles..... £45,000	 997 "2S" 3.8 Gen 2 (2009 - 59) Midnight Blue with Black Leather, Sat Nav, 28k miles..... £44,000	 997 Turbo 3.6 (2006 - 06) Cobalt Blue with Black Leather, Sat Nav, 45k miles..... £43,000
 997 "4S" 3.8 (2008 - 57) Slate Grey with Black Leather, Sat Nav, 42k miles..... £37,000	 997 "2S" 3.8 (2008 - 08) Silver with Black Leather, Sat Nav, 27k miles..... £37,000	 997 "2S" 3.8 Tip (2007 - 07) Atlas Grey with Black Leather, Sat Nav, 29k miles..... £35,000	 996 Turbo 3.6 "X50" Tip (2004 - 04) Basalt Black with Black Leather, Sat Nav, 59k miles..... £33,000
 997 "2S" 3.8 (2006 - 56) Silver with Black Leather, Sat Nav, 32k miles..... £32,000	 996 Turbo 3.6 Tip (2003 - 03) Basalt Black with Black Leather, Sat Nav, 58k miles..... £31,000	 996 Turbo 3.6 Tip (2003 - 53) Silver with Black Leather, Sat Nav, 46k miles..... £31,000	 997 "2S" 3.8 Tip (2005 - 55) Silver with Black Leather, Sat Nav, 32k miles..... £30,000

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PORSCHE 997 - TURBO, C4S, C2S, C2

2008 - 997 TURBO COUPE TIP (MACADAMIA BRONZE) 28,000 Miles
Full Savannah Beige Leather Interior, Black Leather Dashboard, TPC, PASM, PSM, PCM, Sat Nav, BOSE, White Dials, Xenon Headlights, Tracker, 19" Turbo Alloy Wheels, Only 1 Previous Owner, Full Porsche Service History.

2008 - 997 TURBO COUPE TIP (BASALT BLACK) 29,000 Miles
Full Black Leather Interior, PASM, PSM, PCM, Sat Nav, BOSE, White Dials, Xenon Headlights, 19" Turbo Alloy Wheels, Full Porsche Service History.

2007 - TURBO COUPE MANUAL (COBALT BLUE) 35,000 Miles
Metropole Blue Leather Interior, PSM, PCM, Sat Nav, PASM, BOSE, DVD, CD Player, Carbon Ceramic Brakes, White Dials, Xenon Headlights, Sport Chrono Plus, iPod Connection, 19" Turbo Alloy Wheels, Full Porsche Service History.

2007 - 997 TURBO COUPE TIP (ATLAS GREY) 43,000 Miles
Black Leather Interior, PSM, PCM, Sat Nav, Heated Sports Seats, White Dials, Porsche Crested Headrests, Climate Control, Traction Control, 19" Turbo Alloy Wheels, Full Porsche Service History.

2009 - 997 C2S COUPE PDK (GEN II) (METEOR GREY) 32,000 Miles
Full Black Leather Interior, PDK 7 Speed Dual Clutch Gearbox, BOSE, iPod Connector, PASM, PSM, PCM, Touch Screen Sat Nav, White Dials, 19" 5-Spoke Porsche Alloy Wheels with New Tyres and Coloured Crested Wheel Centres, One Owner From New, Full Porsche Service History.

2008 - 997 C4S CABRIOLET MANUAL (BASALT BLACK) 10,000 Miles
Full Savannah Leather Interior, Sport Chrono, Sports Exhaust, PSM, PCM, BOSE, CD Changer, Sat Nav, White Dials, Xenon Headlights, 19" Porsche Sport Design Alloy Wheels with Colour Crested Wheel Centres, Full Porsche Service History.

2007 - 997 C2S CABRIOLET TIP (MIDNIGHT BLUE) 41,000 Miles
Savannah Beige Leather Interior, Original Wind Deflector Present, Hardtop Available, PASM, PSM, PCM, Sat Nav, Sports Chrono Plus, Fully Electric Heated Memory Seats, BOSE Upgraded Soundsystem, White Dials, 19" Porsche Turbo Alloy Wheels (Diamond Cut), One Owner From New, Full Porsche Service History.

2006 - 997 C4S COUPE MANUAL (ARCTIC SILVER) 27,000 Miles
Cocoa Brown Leather Interior, PSM, PCM, Sat Nav, BOSE, CD Changer, Sports Exhaust, Xenon Headlights, 19" Alloy Wheels, Full Service History.

2005/54 - 997 C2S COUPE MANUAL (ARCTIC SILVER) 42,000 Miles
Metropole Blue Leather Interior, PSM, PCM, Sat Nav, BOSE, CD Changer, Switchable Sports Exhaust, 19" Carrera S Alloy Wheels, Full Service History.

2007 - 997 C2 COUPE MANUAL (SEAL GREY) 37,000 Miles
Full Black Leather Interior, PSM, PCM, Sat Nav, White Dials, Tracker, 19" Carrera Alloy Wheels, Only 2 Owners, Full Porsche Service History.

2005 - 997 C2 CABRIOLET MANUAL (CARRERA WHITE) 57,000 Miles
Cocoa Leather Interior, Colour-coded Soft-top, Carrera Decals on Doors (removable), PSM, PCM, Sat Nav, Xenon Headlights, 19" Alloy Wheels, Original Toolkit, Only 2 Previous Owners, Full Porsche Service History with Recent Service.

2005 - 997 C2 CABRIOLET TIP (ARCTIC SILVER) 41,000 Miles
Full Black Leather Interior, PSM, PCM, Sat Nav, Telephone, Cruise Control, BOSE, CD Changer, Multifunction Steering Wheel, Electric Memory Heated Sports Seats, Xenon Headlights, 19" Carrera Alloy Wheels, Full Porsche Service History.

PORSCHE 996 - GT2, GT3, TURBO, C4S, TARGA

2003 - 996 GT2 (BASALT BLACK) 20,000 Miles
Full Black Leather Interior, Electric Windows, Climate Control, Rear Roll Cage, Porsche Radio with CD Player, 18" GT3 Alloy Wheels, Full Service History.

2004 - 996 GT3 (ATLAS GREY) 29,000 Miles
Comfort Specification, Full Black Leather Interior, Porsche Crested Sport Bucket Seats, 18" GT3 Alloy Wheels, Original GT3 Rear Spoiler and Front Splitter, Only Two Owners From New, Recently Fitted Tyres, Full Porsche Service History.

2004/54 - 996 TURBO 'S' MANUAL (BASALT BLACK) 19,000 Miles
Full Black Leather Interior, Bilstein PSS10 Lowered Suspension, Performance Friction 350mm Brakes, Porsche GT3 Nomex Bucket Seats with 5-Point Seat Belts By Willems, Full Engine Rebuild, Standard K24 Turbos, Only One Previous Owner.

2003 - 996 TURBO COUPE MANUAL (BASALT BLACK) 45,000 Miles
Black Leather Interior, PSM, PCM, Sat Nav, Telephone, On-Board Computer, BOSE, CD Changer, Cruise Control, Heated Sports Seats, Alcantara Headlining, Sunroof, Xenon Headlights, Rear Wiper, Rain Sensor, Full Porsche Service History.

2003 - 996 TURBO COUPE TIPTRONIC (COBALT BLUE) 33,000 Miles
Stone Grey Leather Interior, PSM, PCM, Sat Nav, BOSE, Porsche Aerokit Rear Spoiler, Xenon Headlights, Only 2 Previous Owners, Full Porsche Service History.

2002 - 996 TURBO COUPE MANUAL (MERIDIAN SILVER) 44,000 Miles
Mid Grey Leather Interior, PCM, PSM, Sat Nav, BOSE, White Dials, Computer, Climate Control, Xenon Headlights, 18" Turbo Alloys, OPC Service History.

2002 - 996 C4S COUPE (MIDNIGHT BLUE) 48,000 Miles
Full Black Leather Interior, Fully Electric Memory Seats, BOSE, Climate Control, PSM, PCM, Sat Nav, Telephone, Full Service History.

2002 - 996 TARGA TIP (ARCTIC SILVER) 52,000 Miles
Full Black Leather Interior, PSM, PCM, Sat Nav, Telephone, Fully Electric Memory Seats, BOSE Soundsystem, Climate Control, Full Service History.

PORSCHE 993 - TURBO, C2S, C2, TARGA

1998 - 993 TURBO S COUPE MANUAL (SPEED YELLOW) 60,000 Miles
Black Leather/Carbon Fibre Interior, Electric Sports Seats, Porsche Radio and CD Changer, Yellow Dials, Seat Belts and Callipers, Sunroof, Litronic Headlights, 18" Turbo S Alloy Wheels, Full Service History.

1998 - 993 TURBO COUPE MANUAL (FOREST GREEN) 34,000 Miles
Cashmere Beige Leather Interior, Only 1 Owner, Porsche Exclusive Carbon and Aluminium Pack, White Dials, Sport Seats, Turbo Crests On Back Seats, Alpine Upgraded Stereo, AC, Sport Classic 18" Wheels, Full Porsche Service History.

1995 - 993 TURBO COUPE MANUAL (ARENA RED) 31,000 Miles
Grey Leather Interior, Wood Package, Cruise Control, Upgraded Becker CD Player, Bluetooth, Speakers, Sat Nav Compatibility, Climate Control, 18" Turbo Alloys, Official Porsche Centre Service History.

1996 - 993 C2 COUPE TIPTRONIC 'VARIORAM' (IRIS BLUE) 73,000 Miles
Black Leather Interior, On-Board Computer, Upgraded Stereo and CD Changer, Climate Control, 16" Carrera Alloy Wheels, OPC and Specialist Service History.

1996 - 993 C2 TARGA TIPTRONIC (TURQUOISE) 83,000 Miles
Marble Grey Leather Interior, Varioram, Electric Glass Targa Roof, Porsche Stereo, On-Board Computer, 17" Targa Alloy Wheels, Full Specialist Service History.

1995 - 993 C2 COUPE MANUAL (GRAND PRIX WHITE) 92,000 Miles
Dark Grey Full Leather Interior, 6 Speed Manual, Upgraded Kenwood Soundsystem, External Audio Connector (iPod, MP3 etc), Sunroof, 17" Targa Alloy Wheels, New Tyres Fitted, Full Porsche and Specialist Service History.

1995 - 993 C2 COUPE TIPTRONIC (MIDNIGHT BLUE) 55,000 Miles
Marble Grey Leather Interior, Varioram, Sony Stereo Player, AC, Rear Wiper, 17" Porsche Cup II Alloy Wheels, Full Service History, Recently Serviced.

1994 - 993 CARRERA TIPTRONIC COUPE (BLACK) 92,000 Miles
Black Leather Interior, Upgraded Becker Radio System, Sunroof, Central Locking with Immobiliser, 17" Alloy Wheels, Extremely Comprehensive Service History (Spare Key, Old MOTs and Tax Discs, Original Manuals).

1994 - 993 CARRERA COUPE TIPTRONIC (BLACK) 99,000 Miles
Marble Grey Leather Interior, Sunroof, Becker Radio, Electric Seats, 17" Alloy Wheels, Full Porsche and Specialist Service History with Recent Service.

1989 - 911 CARRERA 3.2 CABRIOLET (G50 GEARBOX) 124,000 Miles
Iris Blue Metallic, Full Beige Interior, Manual, Matching Numbers Example, Matching Dark Blue Hood, Fully Electric Soft Top, Period Correct Fuchs Alloy Wheels, Comprehensive Service History, 10 Years With The Same Owner.

1989 - 911 CARRERA 3.2 CABRIOLET (G50 GEARBOX) 92,000 Miles
Metropole Blue Leather Interior, Manual, Matching Numbers Example, Matching Black Hood, Fully Electric Soft Top, Electric Windows and Mirrors, Period Correct Fuchs Alloy Wheels, 21 Years With The Same Owner, Full Service History.

PORSCHE CAYMAN S

2007 - CAYMAN S 3.4 MANUAL (ARCTIC SILVER) 54,000 Miles
Metropole Blue Leather Interior, PSM, Telephone, Heated Sports Seats, BOSE, CD Changer, White Dials, 18" Alloy Wheels, One Previous Owner, Full Service History.

2007 - CAYMAN S MANUAL (ARCTIC SILVER) 32,000 Miles
Full Black Leather Interior, PSM, PCM, Heated Seats, BOSE Soundsystem, CD Changer, White Dials, Chrono Pack, Sat Nav, Sport Exhaust, 19" Turbo Alloy Wheels, One Previous Owner, Full Porsche Service History.

PORSCHE BOXSTER S

2010 - 987 GEN II 24V 3.4 S PDK (CARRERA WHITE)
Full Black Leather Interior, Matching Black Hood, PDK 7 Speed Automated Gearbox, 3.4 L "S" Specification, Porsche Stereo with Colour Display, CD Changer, PSM, PCM, Sat Nav, Sports Heated Seats, White Dials, Cruise Control, Xenon Headlights, LED Daylights, 18" Carrera Alloy Wheels with Porsche Crests, Recently Replaced Set of Tyres, Full Porsche Service History.

FERRARI - MODELS FROM 1967 +

2006 FERRARI F430 SPIDER F1 (ROSSO RED) 15,000 Miles
Crema Full Leather Interior, F1 Paddle-shift Gearbox, Launch Control, Scuderia Wing Shields, Sports Mode, Active Suspension (Manettino), Full Climate Control, Tracker, Trickle Charger Ready, 19" Ferrari 430 Alloy Wheels, Full Service History.

2005 - FERRARI 360 SPIDER F1 (GRIGIO TITANIO) 22,000 Miles
Crema Leather Interior, F1 Semi-Automatic Gearbox, Scuderia Shields, 18" Modena Alloys With Ferrari Crests, Challenge Stradale Grill, iPod Connector, Ferrari Crested Seats, Original Tool Kit and Manuals, Full Detailed Service History.

2002 FERRARI 360 MODENA (MANUAL) TDF BLU 25,000 Miles
Crema Leather Interior, Stainless Steel Gated Shifter, Scuderia Shields, Challenge Stradale Grill, Stainless Steel Entry Door Guards, CD/DVD Player, Ferrari Crested Seats, 18" Modena Alloys with Ferrari Crests, Full Detailed Service History.

1998 - F550 MARANELLO COUPE MANUAL (SILVER) 53,000 Miles
Navy Leather Interior, Sat Nav with DVD, ASR Sports Mode, Electric Seats, Upgraded Radio and 6 CD Changer, Climate Control, Ferrari Service History.

1996 - FERRARI F355 SPIDER GIALLO MODENA 28,000 Miles
Giallo Modena Yellow, Manual, Full Nero Black Interior, Optional Sports Mode, Tonnau Cover, 18" Ferrari 355 Alloys, Original Toolkit, Full Service History, Recently Serviced. This car has been known to us for a period of 5 years.

1973 - DAYTONA 365 GTB 4 RHD (ROSSO RED) 38,000 Miles
Black/Red Leather Interior, Red Carpets, Climate Control, "Ferrari Classiche" Full Continuous History, Superb Provenance, 3 Owners From New.

1967 - 275 GTB 4 MANUAL LHD (ARGENTO SILVER) 59,000 Miles
Full Black Leather Interior, Detailed Restoration History, Original Build Sheets, Sales Invoice, Tool Kit, Wallet, Hand Books, Numerous Concours and Awards Winner, Engine Rebuilt By Ferrari 26,000 KMS Ago, Comprehensive Photos Showing The Repair and Work Done By Ferrari.

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1991 - AC COBRA LIGHTWEIGHT (BLACK METALLIC) 5,000 Miles
1 of 26 RHD Lightweights, Black Metallic Coachwork with White Stripes, Full Black Leather Interior, Full Weather Equipment, Absolutely Stunning Condition.

1978 - PORSCHE 911 TURBO 3.3L (GUARDS RED) Approx. 50,000 Miles
Full Black Leather Interior, Original Blaupunkt Stereo, Original 16" Fuchs Alloys and Toolkit, Original Turbo Spoiler, Comprehensive Service History.

1962 - JAGUAR 3.8 MARK II AUTOMATIC LHD (BLACK) 16,478 Miles
Black Coachwork, Red Leather Interior, Power Assisted Steering, Wire Wheels, Recent Restoration To Virtually Concours Standard.

1936 - BENTLEY 4 1/4 PILLARLESS COUPE (MIDNIGHT BLUE)
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1935 - BENTLEY DERBY 3.8L SALOON
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1964 - PORSCHE 356 SUPER 90 COUPE LHD (SIGNAL RED)
1600cc Signal Red Coachwork, Soft Beige Leather Interior, 4 Speed Manual, Recent Restoration To Concours Standard, Eligible For Many European Events.

2010 - PGO BUGGY BR - 500 RCN PGO BUGRACER (WHITE) 700 Miles
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2005 CARRERA 4S WIDEBODIED CAB MANUAL £23,995

Seal Grey with Black Leather interior 40,000 miles

PSM	Heated Seats	Cruise Control	18" Turbo Alloys
Multichanger & Bose Upgrade	AirCon & Climate Control	Switchable Sports Exhaust	



2002 996 CARRERA CABRIOLET MANUAL £13,995

Arctic Silver with Black Leather interior 74,000 miles

Facelift Model	CD Player	Side Skirts	Hardtop
PSM	AirCon & Climate Control	Onboard Computer	18" Alloys



2005 997 C2 MANUAL CABRIOLET £26,995

Seal Grey metallic with Extended Black Leather interior, matching black hood 51,000 miles

Heated Seats	CD and Bose	Switchable Sports Exhaust	Sports Chrono Plus
AirCon & Climate Control	SatNav & Phone	Home Light	19" Carrera Alloys
Litronic Lights	PSM & PASM	One Owner	



2006 997 CARRERA C2 MANUAL COUPE £21,995

Basalt Black metallic with Black Leather interior 91,000 miles

Heated Seats	SatNav & Phone	PSM	19" Multispoke
AirCon & Climate Control	6 Speed	Home Light	Porsche Design Alloys



2006 (55) BOXSTER 2.7 MANUAL £12,995

Basalt Black metallic with Black Leather interior 46,000 miles

5 Speed Manual	Heated Comfort Seats	Rear Park Assist	AirCon & Climate Control
CD and Bose	PSM	Litronic Lights	18" S Alloys



2005 997 C2S 3.8 MANUAL £24,995

Cobalt Blue metallic with Terracotta Leather interior 34,000 miles

Heated Comfort Seats	Litronic Lights	PSM & PASM	Rear Park Assist
SatNav & Phone	CD and Bose	Sports Chrono Pack	Rain Sensors
	AirCon & Climate Control	Home Light	19" Alloys



2005 997 C2 TIPTRONIC £22,995

Seal Grey metallic with Black Leather interior 50,000 miles

Comfort Seats	SatNav & Phone	Multifunctional Steering Wheel	Sports Chrono Plus
AirCon & Climate Control	PSM	Home Light	19" Alloys



1997 BOXSTER 2.5 MANUAL £4,995

Arena Red with Black Leather interior 95,000 miles

5 Speed Onboard Computer	Comfort Seats	CD Player	17" Carrera Twist Alloys
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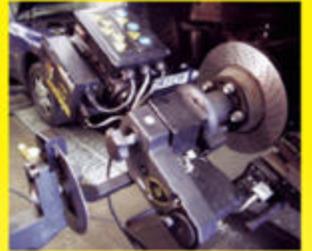
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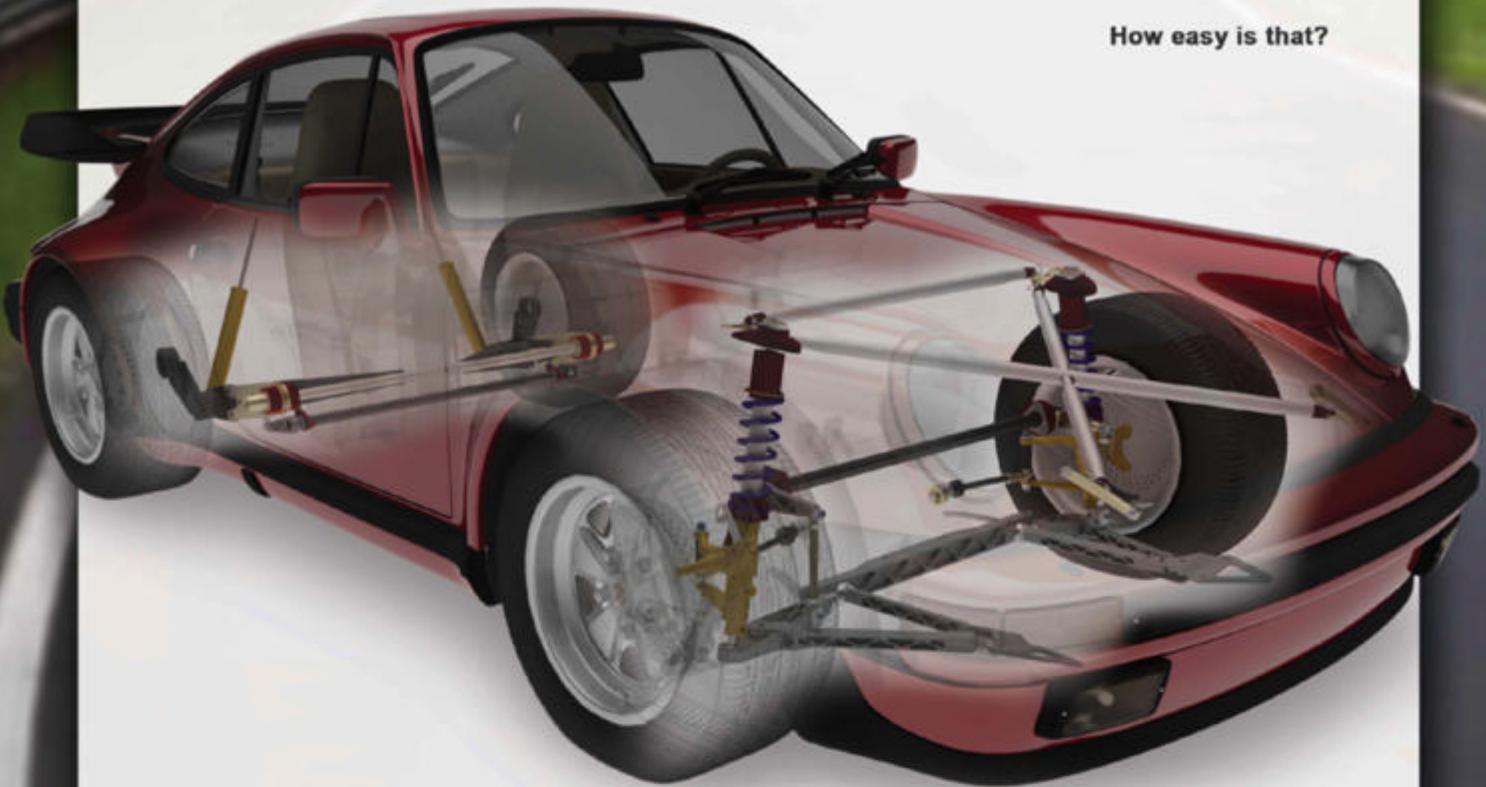
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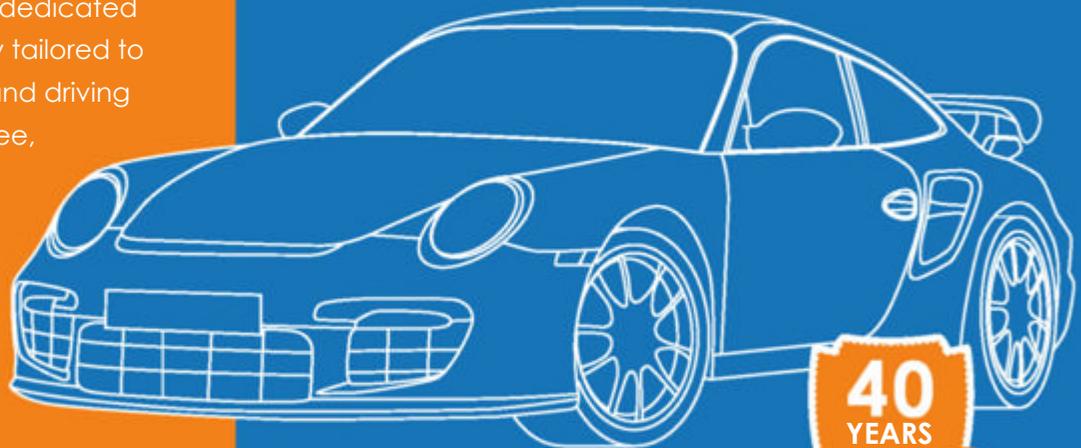
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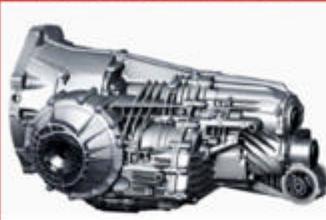
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Great roads⁴⁷

Written by **Kieron Fennelly** Photography by **Laurens Parsons**



Essential info

LOCATION: Reims, east central France
LATITUDE: 49.15



GOOGLE MAPS

LENGTH OF DRIVE: 1,600m

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- Original grandstands
- Pit buildings and garages
- Cafe at Thillois corner (barely changed since the Fifties)

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This seemingly ordinary label masks one of the most famous roads in the history of road racing. In fact, older enthusiasts might recognise the name Thillois, the 40mph curve which led into the start/finish straight of that most famous of grand prix circuits, Reims.

Unlike Britain, France had many road circuits – over 50 were in use in the Fifties. Reims first saw competition in 1926, and in the Fifties and Sixties alternated with Les Essarts as the home of the French Grand Prix. Effectively comprising three sides of a triangle, the longest being the Route Nationale 31 to Paris, the 4.8-mile course was the fastest race track in Europe. The 2.0-litre

Porsche 906 was hitting 175mph before braking to negotiate Thillois.

The moves to make racing safer ultimately sounded its death knell. Reims staged its last GP in 1966, F2 and F3 endured for a couple more seasons, and by 1972 there wasn't enough money to justify the road closures needed to keep racing going. Much of the track infrastructure was removed, but the famous Wimille grandstand, the timekeepers' pavilion and the pit buildings and garages were left, remaining for years an atmospheric if ghostly reminder of a bygone age. Then the casual and needless demolition by the local authority of the historic buildings at Rouen les Essarts in 1999 alerted historians and enthusiasts of the danger to what remained at

Reims, and since 2002 les Amis du circuit de Gueux have been active in restoring the infrastructure and renewing the characteristic painted advertisements. Gatherings such as the 40th anniversary of the Porsche Carrera 2.7 RS have helped generate revenue to continue this vital work.

It's possible to drive around 85 per cent of the old circuit. A new roundabout at Gueux has abolished part of the old course, and the 1.5-mile straight on the RN31 has been dualled, but the D27 as it falls toward the pits then rises towards Gueux is unchanged. Standing before these monuments to motorsport is an evocative and emotional experience. If a return to competition seems unlikely, for petrolheads Reims will always be a place of homage. **911**

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