

Total 911

THE **PORSCHE** MAGAZINE

2.4S V 2.7 CARRERA

Which of these top-spec titans offers the best classic drive?



www.total911.com



991.2 CARRERA GOES TURBO

THE NEW PORSCHE 911

12-Page
Special
story

REVEALED: Every single detail on the innovative new 3.0-litre powertrain



FLACHBAU HISTORY

Your ultimate guide to the controversial flatnose 911 including buying tips



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ISSUE 132

FORGOTTEN TURBO

Why the high spec and exclusivity of a 996 Turbo S is worth considering for your £40k



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Welcome



The 2016 Carrera has made one hell of a debut, hasn't it? Whether you like it or not, Porsche has set out to better the 911 by improving both performance *and* efficiency, two seemingly unconquerable juxtapositions in the motoring

world. The new era of 911 may have split opinions among Porsche enthusiasts in doing so, but after paying a visit to the 2015 IAA at Frankfurt to take a look at the Carrera up close, I'm excited to drive it. Here's why.

More than its timeless, uninterrupted flowing lines, more than the additional power on tap and more than its better efficiency, what stirred my appetite for this new 911 most was talking to the man in charge of creating it. That man is Porsche's August Achleitner.

You can read my Frankfurt interview with him on page 29, which is part of our 12-page special section dedicated to the new 911 this issue. During our face-to-face chat, with various other specially selected members of the world's motoring media present, Achleitner was convivial and affable when

sharing his thoughts on the new model. However, it was bumping into him – off guard and alone – later at the motor show where I found his notion most inspiring. “August, the stats make for a compelling case,” I said first. “I’m really looking forward to driving this new car.”

“You will love it,” he replied, and it wasn’t even his words that enchanted me. It was the beaming smile on his face when saying it, his wide, glowing eyes depicting a degree of happiness impossible to fake. His sentiments were clearly no PR fodder; this was genuine and personal. Such confidence in his product is not merely naivety – especially so for a man dubbed ‘Mr 911’ for his work on Porsche’s flagship model over the years. No, this is confidence that’s worth backing, blind.

So I really am looking forward to driving the 2016 Carrera. I’m also looking forward to contacting Achleitner once I’ve done so to deliver my personal verdict to him. Not that it’ll matter of course; he’s clearly not fretting about the car’s reception among media and potential owners, and if that’s the case, there’s no reason for you or I to be either.

“Porsche has set out to improve performance and efficiency in the 911”



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1911 Opening Shot

Officially, Porsche is treating the 991.2 Carrera as a facelift. However, the new turbocharged 2016 911 is packed full of innovative technology, such as rear-wheel steering and a new PCM. To show this off, Zuffenhausen brought along this butchered example to a recent technical workshop.

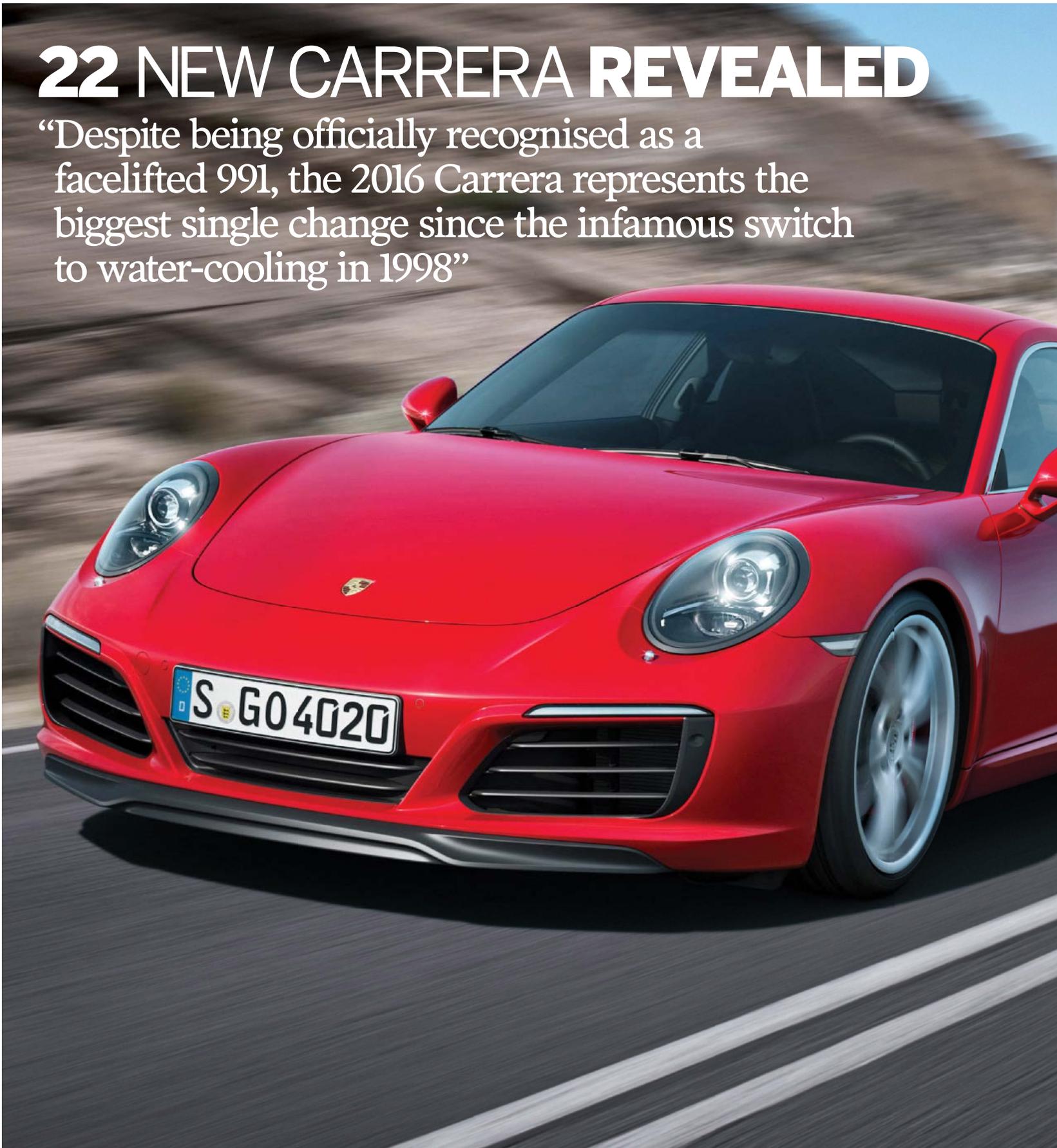
Photograph by **Porsche AG**



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“Despite being officially recognised as a facelifted 991, the 2016 Carrera represents the biggest single change since the infamous switch to water-cooling in 1998”



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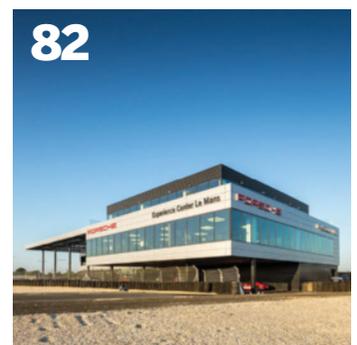
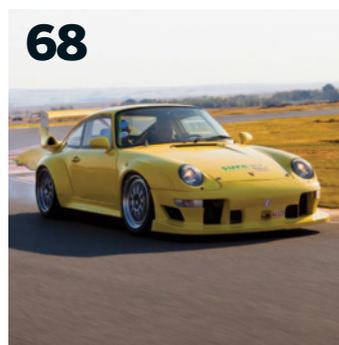
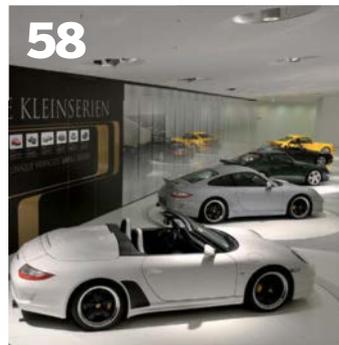


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Update

LATEST NEWS, KEY DATES, STAR PRODUCTS & RACE RESULTS FROM THE WORLD OF PORSCHE



Mission E previews future 911 tech

Porsche wows crowd at 2015 IAA with full electric concept car promising 600hp and 310 miles range

As well as the new turbocharged 2016 Porsche 911 Carrera (which you can read our full dossier on from page 22 onwards), Zuffenhausen unveiled its first fully electric concept vehicle at the 2015 Frankfurt Motor Show: the Mission E.

Before the official unveiling – which took place during the VW Group night – rumours were rife that Porsche was set to showcase an upcoming shooting brake version of the current Panamera. However, while the four-door Mission E concept undoubtedly gives some hints as to the direction of Porsche's saloon in the medium term, it also acts as a surefire preview of the 911's future, especially after Porsche design chief Michael Mauer told **Total 911** to look at the concept as 'a four-seat 911, rather than a small Panamera.'

Featuring two permanent synchronous motors (PSM) similar to those in the 919 Hybrid that conquered this year's 24 Hours of Le Mans, Mission E uses the latest lithium-ion batteries to produce over 600hp,

allowing the concept to propel itself from 0-100kph in under 3.5 seconds. With four-wheel drive, the prototype uses Porsche Torque Vectoring to ensure all that power – transferred through 21-inch wheels at the front and 22-inch alloys at the rear – is efficiently utilised. Rear-wheel steering helps to give Mission E "sporty, precise" dynamics that would allow it to lap the Nürburgring Nordschleife in under eight minutes, according to Porsche CEO Matthias Müller.

The battery packs are located in Mission E's underbody, running along the full length of the car between the front and rear axles. Not only does this lower the centre of gravity, it also ensures that the mass is evenly spread between all four wheels. Weight is kept to a minimum through the use of carbon fibre panels (and carbon wheels), although any production version would utilise more aluminium in its construction.

Mission E is not just focused on traditional performance, however. Porsche claims that the

concept has a range of over 500 kilometres (310 miles) on a single charge, and that the car's accelerative and braking capabilities do not diminish, even during multiple, short-interval rapid accelerations. What's more, thanks to a new 800-volt 'Porsche Turbo Charging' system, the batteries can be charged to around 80 per cent capacity within 15 minutes – a record for electric vehicles.

With styling cues such as the side windows and a five-dial dashboard taking inspiration from the Porsche 911, some sources close to Porsche have suggested that a fully electric neunelfer could be as close as 2018. This tallies with Matthias Müller's assertion at Frankfurt that a fully electric Porsche will be on sale within five years. However, 911 product line manager August Achleitner claims the technology will arrive too soon for the iconic sports car, suggesting that the next generation 911 will instead feature some form of hybridisation.



Classics at the Castle 2015

The best Porsches on display at the annual Hedingham Castle celebration

Classics at the Castle is rapidly becoming one of the must-see Porsche gatherings in the world. With an enviable guest list, the annual event at Hedingham Castle regularly attracts some of the very best Zuffenhausen exotica. Here's some highlights from this year.



What's on in 2015

- **The Super Porsche 30 September – 18 October**
30 years of the Porsche 959 will be celebrated in the Porsche Museum's latest exhibition
- **Total 911 Awards 22 October**
Our first awards event takes place during an evening at Hexagon Modern Classics
- **SEMA 3-6 November**
The annual modified car convention heads to Las Vegas for another outrageous showcase
- **Classic Motor Show 13-15 November**
Returning to Birmingham's NEC, this is the UK's largest classic car show
- **991.2 Carrera delivers December**
The first turbocharged 911 Carreras will arrive at OPCs in time for Christmas



Porsche launches 'Leasing S' for new cars

Exclusive benefits as part of Porsche's latest car-leasing scheme

Porsche Financial Services has announced its latest leasing product: Porsche Leasing S, intending to provide a simple, stress-free leasing solution on all new Porsches. Porsche Financial Services is a wholly owned subsidiary of Porsche AG, dealing with over 100,000 financing contracts within VW Group worth €4 million.

By choosing Leasing S, customers are safe in the knowledge that expenses incurred by everyday occurrences (such as scratches, wheel kerbing and interior scuffs) are covered up to a total of €5,000. Under such situations, customers also benefit from the "uncomplicated return of their vehicle to a Porsche Centre". Offered for immediate

uptake on new cars with Porsche Financial Services contracts, Leasing S is offered over a term of 24 to 48 months and is available for all mileage allowances, making it the first product from the manufacturer's leasing company to promise such extensive benefits.

"The new leasing offer is aimed at private and business customers and puts them at ease in many ways. The prospect of returning their vehicle holds no worries for them," says Albert Moser, head of Porsche Financial Services, "and until that time, they can concentrate on the most important aspect of all: unforgettably wonderful motoring experiences with their Porsche."



Modern classics fare better at auction

997 Rennsport icons realise six figures as classic 911s fail to sell

After a manic month in Monterey, the auction action failed to slow up as the major sales houses switched their attention to **Total 911's** side of 'The Pond'. Silverstone Auctions' sale at the Salon Privé event made the most headlines with a 997 Rennsport duo stealing the limelight.

Early on at the Blenheim Palace sale, a left-hand drive 997 GT3 RS 4.0 with only one owner sold for £281,250, towards the upper end of its £250,000-£300,000 estimate. However, the last Mezger-engined Porsche 911 was outshone by another RS stablemate as, 31 lots later, a right-hand drive 997 GT2 RS – the embodiment of Weissach's widomaker concept – hit £315,000.

Unlike its more modern RS brethren, Silverstone Auctions failed to secure a sale for a 1973 Carrera 2.7 RS Touring mooted to make £450,000 - £550,000. This was a trend continued at RM Sotheby's London sale, where a Series 1 2.7 RS didn't achieve its reserve price.

RM gavel-man Max Girardo had to work to get the iconic Rennsport up to a high bid of £380,000, but the flamboyant Italian was always up against it as the matching-numbers example struggled to rise from £350,000. The same fate befell a 993 Turbo S at the Battersea Park sale, which despite being one of the last air-cooled 911s to ever leave Zuffenhausen, couldn't reach a bid of more than £190,000.

**VOTING NOW
CLOSED**

Total 911 AWARDS 2015

You voted in your thousands to decide who should be nominated for their excellence in the Porsche industry in 2015, and with public voting now closed, the top five nominees from each category can finally be revealed.

The Shortlist

- ♥ **Best Official Porsche Centre – Servicing**
Aberdeen, Bournemouth, Chester, Reading, Silverstone
- ♥ **Best Official Porsche Centre – Sales**
Aberdeen, Bournemouth, Guildford, Mayfair, Swindon
- ♥ **Best independent Porsche specialist – Servicing**
Autofarm, Jasmine Porschalink, JZM, Northway Porsche, Paragon
- ♥ **Best independent Porsche specialist – Sales**
Design 911, Harbour Cars, Northway Porsche, Paragon, RPM Technik
- ♥ **Best 911 tuner specialist**
Gemballa, Nine Excellence, RPM Technik, SharkWerks, Singer Vehicle Design
- ♥ **Best 911 restoration specialist**
Autofarm, Canford Classics, Paragon, Paul Stephens, Singer Vehicle Design
- ♥ **Best 911 motorsport team/individual**
Nick Tandy, Patrick Dempsey, Porsche Team Manthey, Porsche Motorsport, Tuthill Porsche
- ♥ **Best 911 insurance specialist**
Adrian Flux, Lockton, Mannings, Performance Direct, Swinton
- ♥ **Best aftermarket Porsche products**
Agency Power, KW, Porscheshop, RPM Technik, Sharkwerks
- ♥ **Porsche personality of the year**
Earl Bamber, Mark Webber, Nick Tandy, Nico Hulkenberg, Patrick Dempsey





The inaugural **Total 911** Awards winners – picked from the nominees' list by a judging panel made up of the **Total 911** team, independent industry experts and our very own Living The Legend contributors – will be announced at our Awards ceremony in London at the home of Hexagon Modern Classics, 90 Fortis Green, London, N2 9EY on Thursday 22nd October 2015.

The ceremony will take place among an enviable array of Porsche 911 exotica 1963-2015, with special guests including Urban Outlaw Magnus Walker taking part in an exclusive Q&A session. There will also be a chance to win prizes including a Porsche Design Blackberry smartphone and Porsche Design briefcase. Doors open from 7:30pm and complimentary food and drink will be served throughout.

Admission to the event is by guest list only. However, it's not too late to register your interest if you'd like to attend. Simply email editorial@total911.co.uk and put 'register my interest' in the subject line and let us know your name and required party size. Alternatively, you can receive live updates from the Awards evening via our Twitter and Facebook pages. Good luck to the nominees!



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Motorsport

THE LATEST NEWS AND RESULTS FROM RACING SERIES AROUND THE GLOBE



Porsche pulls off home heroics

Double one-two for factory Porsches as FIA WEC returns to Nürburgring

After the historic success at Le Mans, Porsche returned to the FIA World Endurance Championship competition with a bang, securing one-two finishes in both the LMP1 and GTE-Pro classes at the Six Hours of Nürburgring.

In qualifying, the two 919 Hybrids proved they were the fastest cars in the field by around a second, locking out the front row. Romain Dumas and Marc Lieb gave the number 18 car pole position, with the number 17 entry just 0.069 seconds slower in the hands of Timo Bernhard and Mark Webber.

The six-hour race – Porsche's home WEC event – however, was to prove more difficult. Starting in the number 18 919, Neel Jani initially built up an

advantage over Bernhard (who was delayed in traffic after a full course caution). However, after Lieb took control of the pole-sitting car, it emerged that the leading 919 was using too much energy per lap, leading to a string of stop-go penalties. This allowed Brendon Hartley to take the lead in the number 17 car after Webber had scythed through the field following an earlier pitstop for a nose change.

While the Bernhard/Webber/Hartley Porsche reeled through the remaining laps to take the number 17 crew's first victory since Weissach's WEC return, the number 18 car was engaged in a monumental battle with the two Audi R18s, as first Jani and then Lieb fought side-by-side for many laps to eventually regain second and help Porsche strengthen its lead atop the manufacturers' standings.

Porsche's GTE victory was an altogether more serene affair in front of the 62,000 spectators. After starting fourth, it took just 23 minutes for Michael Christensen to take the class lead in the number 91 911 RSR. Sharing with Richard Lietz, the duo led for almost the entire distance to take a first GTE victory of 2015. Behind, Frédéric Makowiecki and Patrick Pilet battled back from a jump-start penalty to net second, coming out on top in a battle with the lead Ferrari 458.



Maestro Müller masters Monza

German Porsche Junior moves into Supercup title contention in Italy

He has left it late, but Porsche Junior Sven Müller has vaulted himself into contention for the 2015 Porsche Mobil 1 Supercup title after cleaning up at Monza, the penultimate round of the season.

Following on from victories at Hungary and Spa (the latter also featured a second in race two), Müller overcame poleman Michael Ammermüller and home hero Matteo Cairoli in a scintillating race one that saw plenty of action.

Cairoli initially assumed the lead before the safety car made an appearance for a first-corner accident. After the restart, Müller pounced, assuming the lead on lap ten. The Porsche Junior had previously been engaged in a to-and-fro battle with Ammermüller for second place.

Race two saw Cairoli once again start from the front row, this time in pole position. However, Müller got the better getaway, assuming the lead into the first chicane. The German quickly got his head down, pulling away throughout the 18-lap encounter to take his second victory of the weekend by 4.9 seconds. Behind, Cairoli held on to second to round out his best ever Supercup meeting.

Championship leader Philipp Eng could only manage sixth and seventh place finishes respectively, giving the Austrian a 17-point advantage over Christian Engelhart heading into the deciding double-header in Texas. Müller is a further ten points behind with 40 points up for grabs at COTA.

Motor racing in 2015

October

Six Hours of Fuji 9-11 October

The FIA WEC's flyaways continue with a visit to the famous Fuji Speedway

Carrera Cup GB Brands Hatch 10-11 October

Will Dan Cammish wrap up the Carrera Cup GB crown on the Brands Hatch GP circuit?

Carrera Cup Deutschland 16-18 October

Hockenheim plays host to the season finale of the German Carrera Cup

ELMS Estoril 17-18 October

The European Le Mans Series concludes with the Four Hours of Estoril in Portugal

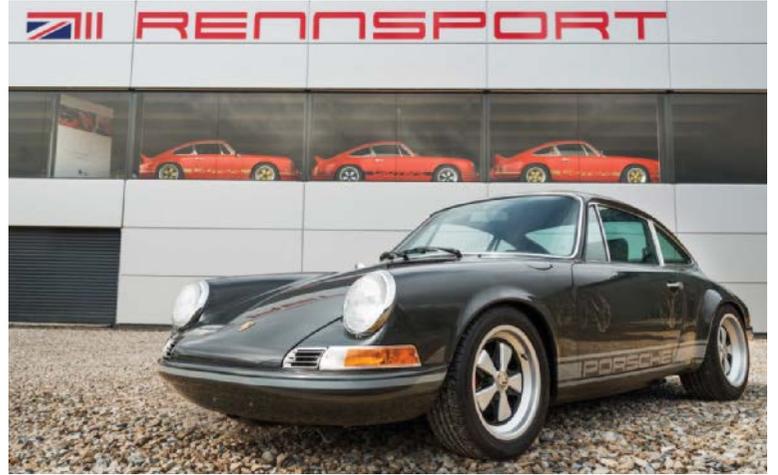
Porsche Supercup USA 23-25 October

The next champion will be crowned at Circuit of the Americas in Austin, Texas

VLN round 10 31 October

A season of racing at the Nürburgring Nordschleife comes to a close

PURE SIMPLICITY



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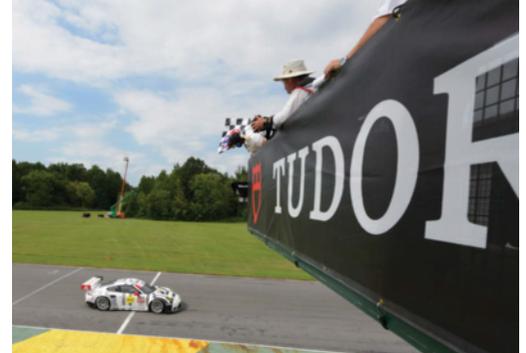
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Nick Tandy

THE LE MANS WINNER GIVES HIS VIEWS FROM BEYOND THE PIT WALL



2015: my best season of racing yet

As the year comes to its climax, Nick says he could be part of three championship-winning crews



By the time you read this, the outcome of the 2015 Tudor United SportsCar Championship will be known around the world. From

Porsche's point of view, we've got to win. Heading into COTA and Petit Le Mans, after the last four weekends that we've done in America, if we don't secure the title it will be a big disappointment, because we've done such a good job recently that we don't want all the effort to go to waste.

It's almost been like two seasons in one for me (especially as, thanks to my US hiatus around Le Mans, I missed Long Beach and Laguna Seca). We didn't have a great start to 2015, with a crash at Daytona and gearbox issues at Sebring, but while I was away the team secured solid points. Then, since I've been back, we've been running at the front in every race.

As I mentioned last month, the biggest thing that's helped us in recent races has been a tyre designed specifically for the Tudor series. In the WEC, the races are longer and the pit-stop procedures are different: you have to fuel the car then do the tyres, whereas in TUSCC you can fuel and do tyres at the same time (like an old F1 pitstop). In the WEC, if you can double or triple-stint tyres, you can save time in the pits, while in Tudor stops we are always waiting

on the fuel. Coupled with a tyre pre-heating ban in the US, it means that the demands of the tyre are slightly different.

Therefore, Michelin designed what we're calling a 'single-stint' tyre, which is very similar to the WEC rubber, but has more grip and doesn't last as long. It's not what you'd call your typical 'soft' tyre versus a hard tyre, but it warms up quicker and you've got to be much more careful about managing the thermal degradation. It took us some time to adjust the setup and get everything sorted, which we've done since Road America onwards. But it's been available to every team out there – it just happens that we found the sweet spot.

Unfortunately, due to the temperatures and track surfaces at COTA and Road Atlanta, we'll be back on the tyres we started the season with. In a huge double-whammy, the Balance of Performance has changed, handing us more weight too. This will affect our pace relative to our rivals, but we can take heart from the fact that we won at Mosport on the normal tyres and before the BoP changes came into effect. It's pretty much a two-horse race between us and the number 3 Corvette, so we don't have to win to wrap it all up. We just have to stay in front of them.

While I can't win the drivers' title (due to missing the two earlier races), if my teammate Patrick Pilet

takes the championship and it's our Porsche – the number 911, 911 – that wins, then I'll definitely be celebrating with the team. However, from a personal perspective, this has been my best season ever. Sure, I've had years where I've won more races, but never have I had success like this at this level. My streak over the summer has seen me win six races in two months across four different classes and cars. On top of Le Mans and TUSCC, a double visit to the Nürburgring recently saw me add to my list of 2015 successes.

Starting in the VLN, I got a chance to go back to the Nordschleife in Manthey Racing's 991 Cup MR (a modified Cup car that sits between a normal Cup racer and the full GT3 cars). While we didn't have the ultimate speed, we could go longer on fuel, meaning that we finished fifth overall and topped our class. It was my first race at the 'Ring since the end of 2013, and it was just as good as I remembered it.

I followed that up with victory in KCMG's LMP2 car in the FIA WEC race, where we were completely dominant. I could now end up as part of three championship-winning teams this season! I definitely don't want it to end, though I'm looking forward to a bit of a rest. Thankfully, even once the season's over, I don't have to wait long for it to start up again in January.

Lifestyle

THIS ISSUE, WE BRING YOU SOME OF THE BEST EVENING OUTFIT PIECES, PERFECT FOR THE 2015 TOTAL 911 AWARDS

Porsche Design Novelty Tux Shirt £210

The perfect 'tux' needs the perfect shirt, and this offering from Porsche Design is probably it. Finished in bright white (and also available in jet black), this shirt features a double cuff and straight, forward-point collar. Made from 75 per cent cotton, the bib features a structured, waffle pattern fabric, while the buttons are rubberised for greater ergonomics.

Porsche Design Tuxedo

Jacket price: £650
Trouser price: £285

Going to a black tie event? The first thing on your list should undoubtedly be a tuxedo. Porsche Design's jet-black, slim-cut dinner suit (from the 2015 collection) is the height of German sophistication. Woven from a 68 per cent wool blend, the jacket features a lambskin shawl collar (with matching nappa leather piping on the trousers). Sophisticated and understated, the attention to detail will certainly garner some admiring glances.



P3400 cufflinks £290

Cufflinks: they don't just hold your shirt cuffs together, they also can look stunning, as is the case with these grooved pieces from Porsche Design. The tapered and grooved stainless steel heads have a diameter of 18mm and are anodised in black. The polished onyx centre caps are held in place with a hex-head bolt for a modern, tech-inspired look.



Chronotimer Series 1 £3,550

If the other guests are not looking at your cufflinks, they'll definitely be looking at your watch if you're wearing a Porsche Design Chronotimer Series 1. This matte black carbide-coated titanium timepiece features an ETA-Valjoux 7750 automatic movement exposed by the sapphire glass case back. The first watch made by Porsche Design, this will undoubtedly become a modern icon.



Maine 40 belt £149

Belts aren't always the most exciting outfit accessories. Porsche Design's Maine 40 belt, however, is the ideal way to secure your trousers on the big night. The 40mm-wide belt is made from black cow leather, with the simple, twin-barred buckle bolted to the strap via two grub screws. The push-fit design ensures a clean aesthetic around your waist.



Las Vegas Lace Up shoes £350

Elegance and simplicity are often found together – Porsche Design's Las Vegas Lace Ups are a case in point. Their classic lines are formed by a pure calf leather upper that features a subtle grooved toe and embossed 'PD' logo on the outer edge of the quarter panel. Coupled with a padded inner sole, these Italian-made kicks will keep you looking pin-sharp all night long.



SUPERCUP SUPERSTAR
Ben Barker



Ben reflects on how Carrera Cup racing has prepared him for the next step

Recently, I was fortunate enough to test the new Audi R8 LMS GT3 car (yes, I know it's not a Porsche, but at least it's from the VW Group!).

The opportunity came through my Carrera Cup Germany team, Land Motorsport, who have recently bought the car with a view to graduating to GT3 competition in 2016. I could find myself in the car next season, which would be a great step-up for my career after five years in Supercup and various Carrera Cup series (from Australia to Great Britain). The team's plans are to compete in a number of prestigious races, so it was good to get some time behind the wheel.

I'd love to be a part of it, especially as since joining them at late notice earlier this year, I've forged a fantastic relationship with the whole Land Motorsport team. Wolfgang – who won Carrera Cup Germany titles in the Nineties – has treated me (and my teammate, Connor de Phillippi) like family. Before the test, he even invited me to stay at his house.

With masses of downforce and ABS brakes, the GT3 specification cars are designed to be friendly for the category's many gentleman drivers. Compared to a Carrera Cup car, the Audi was much easier to drive around the short Nürburgring circuit we used for the test. The 911 Cup car doesn't have ABS, meaning you have to modulate your braking to ensure you

don't lock up, while the suspension is much softer; the Cup car rolls around more in the corners. From a driver's view, the GT3's downforce allows you to really tip it directly into corners, while the Cup is less immediate.

While this means it's easier for anyone to be reasonably fast in GT3 racing, to get those vital last few tenths of a second out of any car is always difficult. That's where my experience in 911 Cup cars should really help me. Not everyone who jumps into the Carrera Cup is fast straight away (even those with strong single seater backgrounds), as the 911 is a tough car to drive quickly. Hopefully though, I've proven that I'm quick enough to make the step up to GT3 successfully.

Another string to my bow, again honed by my time in Carrera Cup and Supercup, is my racecraft. I've made no secret of the fact that we've struggled in qualifying at times this year (for a number of reasons), and this has always left me looking forward at the start of every race. I've not just needed to make up places, I've wanted to in order to get back into the positions I feel we deserve to be in. I've gone into each race with an attacking mindset, yet at the same time I've been incredibly relaxed (I even sing to myself on the grid!). Should I get the chance, my ability to overtake should stand me in good stead in the cut-and-thrust world of GT3 racing.



CARRERA CUP CHAMPION
Josh Webster



Josh looks back on his year as reigning Carrera Cup GB champion

This season is just flying past. I can't believe that I'm writing an overview of the 2015 season while we're now approaching the final rounds of the competition.

In order to go about winning a championship, you need to have consistent results over the entire season. Last year I had this consistency, with a podium finish in all of the 19 races to win the championship including six wins. This year there are only 16 races to participate in, so getting on the podium in every race and not having a bad round is proving to be even more vital than ever.

I moved from Redline Racing to Team Parker Racing at the start of the season, and pre-season testing had been going really well – up until I wrote off my championship-winning car in the last lap of testing at Spa Francorchamps just six days before the first rounds at Brands Hatch. The team did an unbelievable job to get the new shelled car on the grid for the first round, but this didn't change the fact that this wasn't exactly the start that we had been hoping for.

After all that, starting P4 in race one, I was adjudged to have started too far forward in my grid slot, and was subsequently given a drive-through penalty when I was running in second place, which effectively

lost us 16 points. The bad start just got worse.

Spa was next up, which I was looking forward to, as I love the circuit. I just made sure that I didn't run wide at Pouhon again! We managed to get pole for both races, finishing with a win and a second place. We felt confident that we were getting on the pace, but when we got to Oulton Park we were really off and we never got the car balanced. A fourth and a third sounds okay, but it wasn't good and we had a lot of head scratching about that one.

At Croft we were good, but not quite good enough, with two more podiums, and at Snetterton a podium and a fourth.

At Knockhill we were really quick and set a new lap record in qualifying to get pole. Leading the race, I span into retirement. I still can't believe that it happened. I felt so bad for the team, as they deserved the win. And it was another 20 points lost.

All in all, it hasn't been the perfect year I'd been hoping for, but we still have four races to go and we'll fight until the chequered flag of the last race. I really want to make sure that Team Parker Racing win the team championship. We're currently leading the standings and to win would be a richly deserved prize for Stuart and all the team, who have worked so hard this year.

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A chance re-encounter

Dear Sir,

I thought I would share what I thought was an interesting story regarding the history of my 3.2 Carrera, which I took delivery of new in 1984. At the time I took delivery, the new price was AUD\$64,000, and I was living in the regional city of Bendigo in the Australian state of Victoria. I had a three-year-old son and a 12-month-old daughter and, after owning the car for two years, my wife convinced me that the 911 was not a practical family car (I'm not sure why!), so I sold it and purchased a new BMW 535M, temporarily putting an end to my Porsche ownership.

In 1990, I relocated to Adelaide in South Australia, (a city with a population of around 1 million people) as a result of expanding my business. Adelaide is approximately 600 kilometres west from Bendigo, yet while living in there in 1992, I was driving through a suburban street when I noticed a 'Hell Bronze'

Porsche parked on the side of the road. I promptly said to my wife, who was with me at the time, "That's my old Porsche," to which she replied, "I'm sure there were more of those than just yours." As I disagreed, I promptly parked and located the owner of the car, who was willing to share the history, and viewed the original owner details from the handbook. Incredibly, it actually was the Porsche I purchased new in 1984.

A year later, I relocated my family (again to expand my business) from Adelaide to Brisbane in Queensland, where I currently reside. Brisbane is approximately 2,000 kilometres north-east of Adelaide. In 2007, I purchased a magazine called *Unique Cars*, which lists both dealer and private cars for sale. On the back cover I noticed a Porsche for sale, and I promptly suggested to my wife again that this was my old Porsche. I rang the dealer located in Melbourne (approximately 2,000

kilometres south from Brisbane) to see if the vehicle had the original books with it. The dealer assured me it had all books with full service history. I asked him to identify the original owner, and sure enough it was my car. I then flew to Melbourne to inspect the vehicle and promptly purchased it for the second time, 23 years after buying it new.

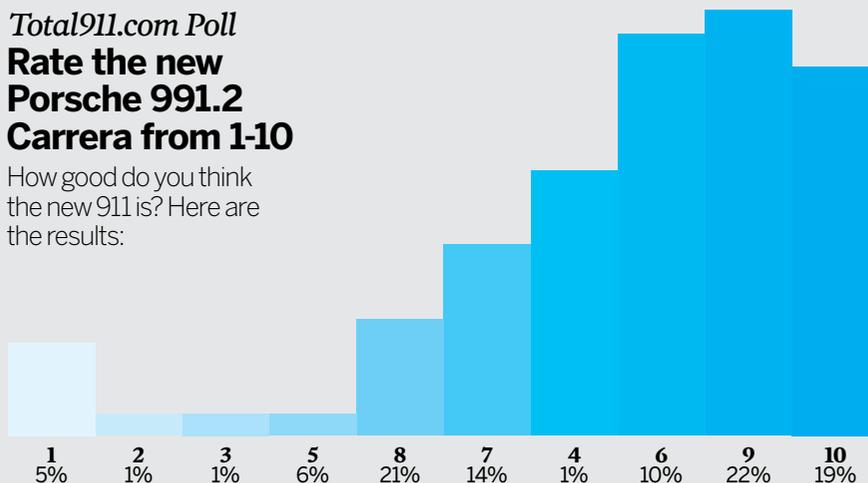
The Carrera now sits in my garage beside my 997 GT3 RS. The only change I have made is the removal of the original 'telephone dial' wheels, replacing them with the Fuchs, as seen in the attached photos. It will not be seen again under the previous circumstances, remaining where it belongs to be enjoyed and passed on to my son.

Barry Jared

A truly remarkable story. We wonder how many other readers have had the fortune to buy one of their 911s twice?

Total911.com Poll Rate the new Porsche 991.2 Carrera from 1-10

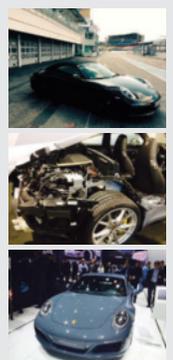
How good do you think the new 911 is? Here are the results:



@Total911

The best tweets about the new 911 and Mission E that caught our attention this month:

- @Andrew_Frankel** Been on track in new 911. What can I report? Turbo motor sounds great and Porsche test drivers are not of this earth.
- @rich91ldraper** @Total911 I love the clean lines, reminiscent of the air-cooled with its simplicity. Silver colour shows this really well
- @Matt_Burt_** Here's the business end of the Porsche 911, with new turbocharged 2,981cc engine.
- @tokulski** I have been informed that the center exits are "sport exhausts." Because the center of the car is the sportiest part.





WIN!
The Porsche
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Write to or email us with your Porsche opinions and the star correspondence will receive a complimentary copy of **The Porsche 911 RS Book volume 3** bookazine worth £9.99!

997 praise

Dear Sir,

Having read your 'Seven reasons the 997 is the best generation of Porsche 911' article on Total911.com, I have to say I agree with everything totally.

In my time, I've owned a 996 and a 997.1 C2S, and I now have a 2011 C4S. The last 997.2 is night and day better performance wise. The handling is magical, as is the new DFI engine and, equipped with (a now rare) six-speed manual gearbox, it's a joy to own and drive.

My last 2007 C2S suffered from bore scoring, but in Gen2 specification, this model now has the not only better motor, but facelift lights, bumpers and dash. It is a beautiful car that I believe is the total package.

Leonard Bullhock

Don't hate, appreciate

Dear Sir,

Many years ago, I wrote you a letter. It was prompted by the endless discussions, and occasional vitriol, relating to what model makes for the best 911. Judging from recent letters in your publication, extolling the virtues of the 964 versus the 993, and vice versa, I think a gentle reminder is called for.

Regardless of which 911 you drive, you are privileged to own a car that offers character, reliability, performance, engineering excellence and sheer driving joy in abundance. Let's cherish our 911s instead of obsessing about which suspension is



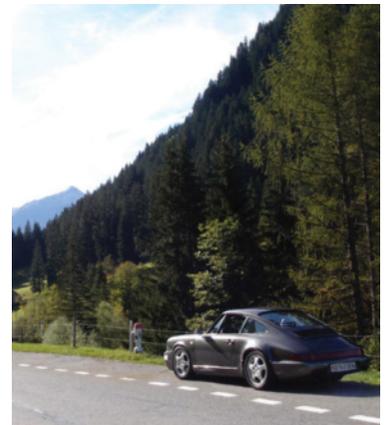
better or whether one model runs a bit warmer than the other. Who cares?

I owned and loved a 964 for several years before trading it in for a 993 almost eight years ago. Both cars have been driven hard on the track and the road. Both have taken me on unforgettable journeys across Europe and both have proven utterly reliable in the face of sweltering heat and through freezing blizzards. And both cars provided a catalyst for meeting some lovely, like-minded Porsche fans who have now become dear friends.

Having owned both, I suppose I could speak with some authority on the merits the 964 and the 993. But that would be beside the point; like trying to compare two kids, when the truth is that I love them both because of (not despite) their individual little quirks, strengths and weaknesses.

Jens Frederiksen

An exceedingly eloquent point of view, Jens (and one that makes a lot of sense). We should all appreciate the joys of owning any 911. However,



Join the debate

Facebook /total911magazine Twitter @Total911 Total 911 Web www.total911.com

@greenofrichmond Ok it's a shame it's now turbo but what a car: the new 911

@EsaRautalinko FAT last a design [Mission E] respecting the heritage and taking it to a new level. A gem, put it into production asap!

@richardaucock Porsche Mission E: huge scale want. Lovely delicate little(ish) thing. 911 influenced, you say..?

@GregFountain1 The new turbocharged #Porsche911 Carrera. One small step for 911, one giant leap for 911-kind.



Total911.com hot topic:

New turbocharged 2016 Porsche 911 Carrera unveiled

The new turbocharged era for the 911 Carrera has dawned. Here are the best of your responses to Porsche's forced induction future:

A work of art...
David Treff

Looking forward to the tech, performance and efficiency but personally prefer the uncluttered purity of the outgoing 991 design.
@MatteoGilles

I don't like the tiny slit lighting on the front bumper, I don't like the turbo, and I don't like the electric steering. Electric steering needs to be abandoned permanently. Other than that, the new car is more fuel efficient and more powerful. But how much has the price gone up to give us some things we didn't really want or need?
Carl Eberhard

Looks nice but I'd need one on long-term loan to evaluate properly.
@ducatillevo

I will comment after the drive. Finally the right steering wheel though.
Ravi Mahendra

Aesthetically I think it is definitely an interesting take on the iconic 911. The new all turbocharged range however does not make sense. What is the significance of the iconic "turbo" 911 now? In addition to that the new sports exhaust would have looked so much better if they were arranged in a GT3 style right next to each other in the middle of the rear bumper. **Reynard Conradie**

comparisons do make for fantastic discussions among enthusiasts.

More 964 love

Dear Sir,

Having owned (in chronological rather than ownership order) a 3.2 Carrera, 964 C4, 993 C2S, 996 C2 and C4S, 997 C2 and C4, 997 Turbo Gen1 and 2, 997 GTS and a 991 GT3, I can obviously conclude that they are all markedly different and, depending on what you are looking for, each have their own merits.

Interestingly, the only two I still have are the 964 and 993. Lucky me! Both are suspended on KW V3 dampers with sensible road mods, but I do have a preference for drivability in a 911 (with the requisite leaning towards torque that this brings). Therefore, my vote is often with the 964. If I get down to one I suspect it'll be the keeper. It gives me the elegant Porsche experience of a lazy torquey tourer and a massively quick and agile, mad Sunday car, all in one package.

Stephen Bucksey



Unknown 964

Dear Sir,

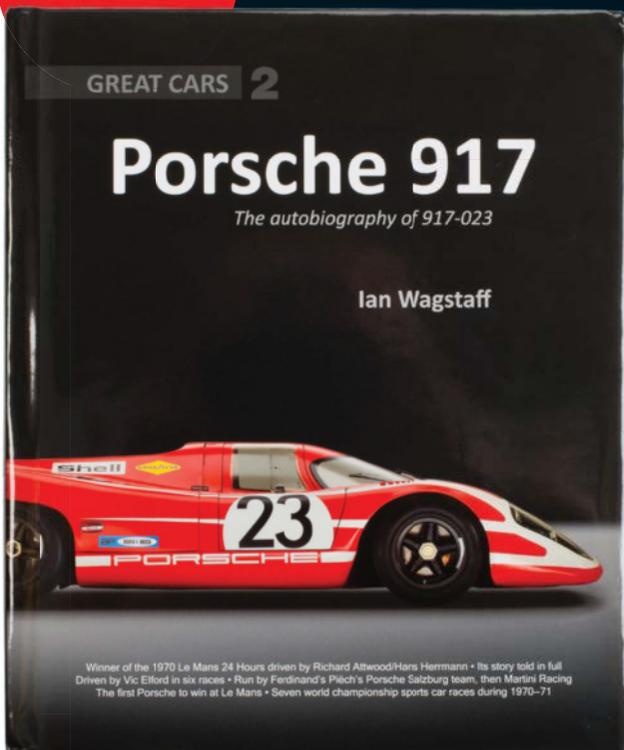
I spotted this number in Boulder, Colorado and was confused as to what 964 it is. It has the body of a Turbo S however the front bumper is a little different (as are the mirrors). Could it be a custom job? Either way, I thought

I would ask for your thoughts on whether or not it is a genuine Turbo S.
Jared Reiff

It's definitely a custom build, but it looks very well done. An intriguing spot.

WIN!

Win the Porsche 917 book



Last issue, among the selection of books on review was the latest installation in Porter Press International's automotive 'autobiography' series: *Porsche 917: The Autobiography Of 917-023*. Chassis number 023 was used by Richard Attwood and Hans Hermann to secure Porsche's first overall victory at the 24 Hours of Le Mans in 1970, making this a must-read for fans of Zuffenhausen's racing history.

Written by esteemed motorsport author Ian Wagstaff, the book not only takes a look at that triumph at La Sarthe, but also 023's complete history from build through to its present-day status as part of the Fica Frio Collection. Accompanied by a wealth of archive shots (as well as some stunning new studio photos), *Autobiography Of 917-023* not only reads well, it looks the part too.

In order to share this top title with you, **Total 911** has teamed up with Porter Press International, who are offering the chance for three readers to each win a copy of the book (worth £60). It may not be a 911, but the Porsche 917 is one of Zuffenhausen's most enduring icons; it fascinated us, and is definitely worth a read.

To be in with a chance of winning one of three copies, all you have to do is answer the following simple question:

In what year was Porter Press International founded?

Once you have found the answer at www.porterpress.co.uk, email it to competitions@total911.com with 'Porsche 917' in the subject line. The Editor's decision is final, full terms and conditions can be found on the Total 911 website. The closing date is 2 November 2015. Good luck!

Total 911
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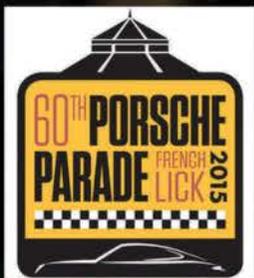
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NEW 991.2 CARRERA REVEALED A BRAVE NEW WORLD

The new Porsche 911 has officially arrived, and forced induction isn't the only trick up Zuffenhausen's sleeve

Written by **Josh Barnett & Lee Sibley**
Photography by **Porsche AG**

A revised, more aggressive front bumper; new, integrated door handles; 3D brake lights inspired by the Macan. Aesthetically speaking, the Porsche 991.2 is hardly revolutionary. However, despite being officially recognised only as a facelifted 991, the 2016 model-year Porsche 911 Carrera undoubtedly represents the biggest single change to Zuffenhausen's iconic sports car since the infamous switch to water cooling in 1998.

Like the 996 generation that will pre-date it by just under 18 years come its release in December,

the 991.2 Carrera's most significant update comes under the decklid grill. But while Pinky Lai's creation altered the way the 911's cylinders were cooled, the new 2016 neunelfer's engine design changes the way air enters the cylinders. Yes, that's right. For the first time ever, the entry-level Porsche 911 will feature a turbocharged flat six. In Carrera trim, the 3.0-litre powerplant will turn out 370hp, while the Carrera S – thanks to modified turbo compressors (that boost to 1.1 bar rather than 0.9 bar), a revised exhaust system and tuned engine management – produces 420hp. What is perhaps more remarkable though is the increase in torque.

A 60Nm increase for both models compared to the 991.1 may not sound particularly impressive, but while the outgoing Carrera reached peak torque at 5,600rpm, the 991.2 gets there at just 1,700rpm before sustaining it all the way to 5,000rpm. To deal with the extra torque on offer, both the seven-speed manual and PDK gearboxes have seen their ratios lengthened from third gear upwards, with the former also gaining beefed-up internals to cope with the additional forces.

Don't worry though. This isn't going to be some low-revving, forced-induction donkey. The turbocharged Carrera and Carrera S will spin ➔

My view:
Jamie Tyler
Paragon Porsche

"I think the car itself is much better looking, especially the rear end. I'm not so sure on the engine though! Regardless of its technological capabilities, it's such a shame that Porsche has drifted away from the naturally aspirated engines. I am sure it will be very good in terms of evolution, but we'll see what this means for the 911's legacy. It appears Porsche has also caught up with technology, as the PCM units do sound pretty cool now."



all the way round to 7,500rpm. That's a full half-grand more than the current 991 Turbo. Coupled with two very small turbochargers (fixed vane items rather than the VTG items seen in the de facto Turbo), it's clear that despite the move away from natural aspiration, Zuffenhausen has tried to retain the classic free-spinning nature that the 911 is famous for.

In terms of cooling, the charged air passes through two intercoolers, each mounted behind the rear arches. Unlike the current Turbo though, the air to these comes through the decklid grill (the design of which has been altered to feature vertical slats like the original Sixties 911s). Underneath, the air filter box now features four induction channels, two of which feed air directly to the turbochargers, with the other two directed to the charge coolers.

Turbocharging doesn't always produce the most sonorous soundtrack – one of the failings of the 991 Turbo – yet Porsche believes it has fixed this with the 991.2 Carrera. On both the Carrera and Carrera S, a sound duct (individually tuned for each model) transfers the induction rasp into the cockpit. Unlike many of its German competitors though, the engine sound of the new 911 Carrera is not digitally altered. What you hear is what you get.

It's not just the turbochargers that mark the 2016 911's flat six out as something special though. The cylinder heads have been modified, with the 10:1 compression ratio higher than the original naturally aspirated 911 released in 1963. Each cylinder bank gets a fuel pump, with main rail taking up to 250 bar of pressure before injecting into the bores via a revised direct-injection system

that now sees the injectors centrally located. On the intake side, Porsche has retained the VarioCam Plus system that variably adjusts valve lift and duration, while the exhaust valves now get variable lift in order to help control the charge flow. Inside each cylinder, the bores have been subject to a new coating process that sees a plasma beam leave a microscopic layer of iron that Porsche claims reduces friction (and therefore both fuel consumption and oil usage). What's more, in order to counter the 40-kilogram penalty carried by the turbocharged motor compared to the outgoing 9A1 engine, a new lightweight aluminium crankcase helps save 1.5 kilograms, while a 'polymer' sump is two kilograms lighter than the outgoing 991.1.

Porsche has also set out to improve the efficiency of auxiliary components, with the water pump and

Evolution of Porsche's Carrera

1955

Customers buying a 356 could opt for a top-of-the-range 1.5-litre 'four cam' Carrera engine designed by Ernst Fuhrmann. The resultant 356 Carrera produced 115 horsepower.



1964

The Carrera GTS, colloquially named the 904, is created as Porsche ditches its Formula One ventures in favour of GT racing. Powered by a flat-four mid-mounted engine, just over 100 examples of the 904 are sold as road cars to satisfy the FIA's homologation rules.



1973

The 'Carrera' nomenclature is bestowed upon the 911 for the first time with the introduction of the Carrera RS. The popularity of this factory homologation special exceeds expectations, and all 1,580 examples are quickly sold out.



My view:
Lée Sibley
Total 911

"I've been worried about this car for the last 18 months, but you know what? I'm really excited about what I see. It's still relatively high revving, still boasting a great soundtrack and still has six flat cylinders. Sure, the car is heading more towards an accomplished GT rather than an out-and-out sports car, but Porsche is innovating, and I think this 991.2 has the right blend of technological advancements to keep pace with competitors while protecting its integrity and, ultimately, its future. I can't wait to try it on a challenging country road."

air-conditioning compressor now clutch-controlled. For the former, this allows the pump to be completely deactivated when coolant temperatures are low. This means that no power is drawn by the pump, leaving the coolant to circulate slowly, which also causes the engine to warm up faster.

On the gearbox front, both manual and PDK options now come with a twin-plate clutch and dual-mass flywheel with centrifugal pendulum. The latter dampens drivetrain vibrations (especially at low revs), allowing the 991.2 to drive in a higher gear in comfort. For the PDK system, the coast function has been updated to a two-stage process: initially, the engine will tick over at idle with the clutches open. However, should the new 911's speed still increase – such as on a motorway descent – the 'intelligent overrun cut-off' will be

activated, engaging the clutch and switching off the engine entirely. Porsche insists that this comes without any noticeable change in the handling.

As you may have guessed, 'efficiency' is very much a buzz word for the new engine, with Zuffenhausen proud to announce that their

engineers have managed to extract 38.2mpg from the flat six in 370hp guise and much-reduced CO2 emissions of 169g/km and 174g/km for the Carrera and Carrera S respectively. These gains make it clear that the new Porsche 991.2 takes the 911 ever further into the realms of a grand tourer rather ➔

	991.1 Carrera	991.2 Carrera	991.1 Carrera S	991.2 Carrera S
Specific power	101.9hp/l	124.1hp/l	105.3hp/l	140.9hp/l
0-62mph	4.4seconds	4.2seconds	4.1seconds	3.9seconds
CO2 emissions	191g/km	169g/km	202g/km	174g/km
Maximum revs	7,800rpm	7,500rpm	7,800rpm	7,500rpm
Compression ratio	12.5:1	10:1	12.5:1	10:1
Displacement	3,436cc	2,981cc	3,800cc	2,981cc
Weight	1,400kg	1,430kg	1,415kg	1,440kg

1974

A reshuffle of the 911's lineup sees the 911S demoted from top spec to middle model, replaced by the 911 Carrera with a 2.7-litre capacity. This is part of the 911's first major revisions as US safety regulations mitigate the need for front and rear-impact bumpers. The Carrera RS homologation special is upgraded to 3.0 litres, followed later by the Carrera 3.0.

1984

Carrera branding returns to the 911 after a hiatus with the SC. Porsche claims the 3.2-litre engine is 80 per cent new. Following in the footsteps of the 2.7 Carrera RS ducktail in 1973, a rear wing would again be a key Carrera hallmark. A Carrera Cabriolet is also offered for the first time.



1987

The Carrera goes lightweight, this time in the form of the 3.2 Carrera Clubsport. 40kg is saved through incremental measures like deletion of electric seats, passenger sun visor and front light washers. 340 are produced, identifiable by their red 'CarreraCS' side script and painted Fuchs wheels.

than a sports car. But that doesn't mean Porsche has forgotten its performance heritage. The 2016 Carrera S has lapped the Nürburgring Nordschleife in seven minutes 30 seconds – a full ten seconds faster than the outgoing version.

One of the biggest factors for this achievement is undoubtedly Porsche's decision to make Porsche Active Suspension Management (PASM) standard on both the Carrera and the Carrera S. Lowering the car by 10mm – improving the centre of gravity – the latest generation of PASM dampers are claimed to provide an even greater dynamic range, providing improved comfort in the standard setting and increased performance in the 'Sport' mode. Rebound buffer springs have been implemented at all four corners to reduce pitch and roll, as well as improve rebound response, while the chassis tuning for the 991.2 also sees it bestowed with revised main springs and antiroll bars, as well as a front track that is 9mm wider on the Carrera and 5mm wider on the Carrera S. At the rear, the wheels see their width increase to 11.5 inches on both models. To make use of this, the Carrera S gets 305-section tyres at the business end for the first time. For those wishing for an even sportier ride, the option of a sports chassis has been carried over, seeing the ride height reduced by a further 10mm over the standard 991.2 platforms.

These changes have helped the 991.2 break new ground in terms of acceleration. In manual Carrera guise, the 0-62mph sprint is dispatched in 4.6 seconds (a 0.2-second improvement over the 991.1). However, it is in fully kitted-up Carrera S specification that the industry-standard sprint really becomes interesting: with Sport Plus and PDK, the 'S' can now hit 100kph from a standstill in just 3.9 seconds, making it the first Carrera to break the four-second barrier. This puts it on par with the revered 997 GT3 RS 4.0.

All this speed needs slowing down though, and for this, the 991.2's brakes have been upgraded in order to make them fit for purpose. In Carrera guise, the latest neunelfer hits the scales at 1,430 kilograms (30 kilograms more than its predecessor) with an additional 20 kilograms of mass if the PDK option is ticked. Therefore, Porsche has fitted larger four-piston calipers and 6mm-thicker 330mm x 34mm discs on the entry-level 911, allowing an increase in pad surface area of 17 per cent. On the S variant, the pads from the current 991 Turbo have been utilised to provide an extra 16 per cent of friction area around the 350mm x ➔

My view:
Nick Tandy
Porsche works driver

"It's the latest, greatest technology. And Porsche is all about technology. It's better, it's faster, it's more powerful and it's more efficient. I see it a bit like PDK: I know the purists like their three pedals, but I'm all up for the latest technology. A turbocharged Porsche won Le Mans this year so why not have it on our street cars?"



Evolution of Porsche's Carrera

1989

Dubbed 'the 911 for the next 25 years', the 964 Carrera generation is revealed, complete with heavy revisions over the outgoing 3.2. Headline news is the first all-wheel-drive 911 with the Carrera 4 (the traditional rear-driven Carrera 2 was released a year later) in a car that was claimed to be 87 per cent new. A Tiptronic gearbox was available for the first time. A radical C4 Lightweight follows in 1991, though just 22 are made.

1993

'Carrera' continues to signify a naturally aspirated Porsche 911 with the introduction of the 993-generation. Carrera S models in both two and four-wheel-drive are later introduced for the first time, boasting more power and a lavish Turbo specification as standard.

1998

The new Carrera sends shockwaves through the motoring community as the 911 switches to water cooling. Rear and all-wheel-drive variants are offered, alongside a Carrera 4S model again boasting a Turbo specification, missing only those twin turbochargers of course.





Above: 918-inspired steering wheel and bigger, more dynamic PCM touchscreen now feature



Model 991.2 Carrera & 991.2 Carrera S

Year 2016

Engine Capacity 2,981cc

Compression ratio 10:1

Maximum power 370hp @ 6,500rpm
420hp @ 6,500rpm (Carrera S)

Maximum torque 450Nm @ 1,700-5,000rpm
(500Nm Carrera S)

Transmission Seven-speed PDK or manual

Suspension

Front Independent; MacPherson strut; coil springs with internal PASM dampers (optional lift kit)

Rear Independent; multi-link; coils springs with internal PASM dampers (optional rear-wheel steering - Carrera S)

Wheels & tyres

Front 8.5x19-inch alloys; 235/40/ZR19 tyres
8.5x20-inch alloys; 245/35/ZR20 tyres (Carrera S)

Rear 11.5x19-inch alloys; 295/35/ZR19 tyres
11.5x20-inch alloys; 305/30/ZR20 tyres (Carrera S)

Brakes

Front 330mm internally vented discs with four-piston calipers
350mm internally vented discs with six-piston calipers (Carrera S)

Rear 330mm internally vented discs with four-piston calipers
330mm internally vented discs with four-piston calipers (Carrera S)

Dimensions

Length 4,499mm

Width 1,808mm

Weight 1,430kg (manual)
1,440kg (manual) (Carrera S)

Performance

0-62mph 4.2 seconds
(Sport Chrono PDK)

3.9 seconds (Sport Chrono PDK) (Carrera S)

Top speed 183mph (manual)
191mph (manual) (Carrera S)

2004

The Carrera switches over to the 997 generation, marking a return to a more traditional 911 aesthetic after the controversial looks of the 996. DFI engines are introduced for the first time in 2009, increasing the efficiency of the ubiquitous flat six engine.

2010

A Carrera GTS script adorns the coachwork of a Porsche for the first time since its 904 with the introduction of the 997 GTS. Essentially a run-out model for the 997 generation, this popular 911 boasted an exclusive specification, including centre-lock wheels sitting under a wide body, even for rear-drive variants.

2011

The Carrera in 991-generation guise is the only 911 to include a manual gearbox as standard, with seven forward gears utilised for the first time. The Carrera also remains the only 911 to retain a passive rear axle after GT and Turbo models gain rear-axle steering.

2015

The 911 Carrera goes turbocharged for the first time as Porsche continues to marry improved engine efficiency and driving dynamics. The Carrera is also available with rear-axle steering. PASM is offered as standard for the first time. With the optional 30hp Powerkit included, this is the most powerful 911 Carrera ever to come out of Zuffenhausen.

34mm discs (a 20mm diameter increase over the 991.1). The Carrera S also gets new aluminium brake bells to reduce unsprung mass, while the optional PCCB ceramic upgrade is carried over wholesale from the Turbo, meaning 410mm front discs and larger, six-piston 'Big Yellow' calipers.

Possibly the most interesting addition to the options list though is the change to the rear-wheel steering system from the Turbo and GT3 on the 991.2 Carrera S. Conservatively priced at £1,530, the system allows the Carrera S to benefit from a theoretically reduced wheelbase at speeds below 31mph (50kph) like the two range-topping 991.1s. This has reduced the turning circle from 11.2 metres to just 10.7 metres, which is particularly useful for new 911 owners who live in one of the world's many ever-expanding metropolises. On the flipside, at around 50mph (80kph), the rear axle turns in the same direction as the front wheels by up to

two degrees. For reference, two degrees at the front equates to roughly 32 degrees of lock on the steering wheel. This provides greater stability, especially during lane-changing. Like the Turbo and GT3, the system is powered by two electro-mechanical actuators that replace the standard toe-control arms found on the basic Carrera.

On top of the twin turbochargers, PASM, PCCB and rear-axle steering, to truly transform your new 991.2 Carrera S into a '911 Turbo Light', a front lift kit also makes its debut on the Carrera options sheet. The hydraulic dampers allow the front axle to be raised by 40mm within five seconds, allowing the 2016 model-year 911 to negotiate road furniture without damaging the underside.

Porsche hasn't forgotten to update the 911's interior as part of the 991.2 reboot either. Interestingly, the overall luggage capacity of the new neunelfer has been improved by just under 20 per cent, with an extra ten litres of space in the front boot and a remarkable extra 55 litres in the rear. However, the most obvious internal difference is the new steering wheel. Like the Macan and Cayenne SUVs, the 991.2 Carrera gets a 918 Spyder-style wheel with a grooved, circular centre and three hollow spokes. What's more, the rim will be available in two different sizes: a 375mm-diameter wheel comes as standard and a smaller, 360mm 'GT Sport' item (as seen in the latest GT3 RS) included as an optional extra.

Should you spec your new turbocharged 911 with the Sport Chrono package, the steering wheel will also include another 918-inspired feature, as Porsche gives the 991.2 a 'mode switch'. This circular button is used to switch between 'Normal', 'Sport' and 'Sport Plus', as well as a new 'Individual' setting that allows you to configure your own dynamic cocktail using the various PSE, PASM, PDK and PSM modes. The latter now features 'PSM Sport', which allows a greater degree of slide before the stability controls kick in.

Elsewhere, the Porsche Communication Management (PCM) module has been comprehensively updated with a new seven-inch screen with even greater touchscreen capabilities. Pinch-and-swipe controls will now give you even more flexibility when scanning the maps (which can now utilise Google Maps and StreetView when connected to the internet via the latest online services update). One intriguing gimmick is the new handwriting input that we can't wait to test out in the field. Smartphones can now be connected via Wi-Fi for a more stable connection, while iPhones can now be connected using Apple CarPlay, giving even greater compatibility with iOS's various apps and functions.

There we have it: the first turbocharged 911 Carrera. The death of natural aspiration may put off some, but for a facelift, this car is crammed with new technology. Is it worth getting excited for? We definitely are, and you should be too.

My view:
Karl Meyer
Porsche Centre
Bournemouth

"I think they've done enough to get us excited. My colleague Jason Steele, who's been in the business here at Porsche Bournemouth for a long time, has reminded us of previous so-called 'controversial' changes to the 911 through the years, from the introduction of ABS and power steering on the 964 or even the change in gear stick from a rod to a short lever. Years later it's the same thing with new engines, and Porsche hasn't let us down yet."





“YOU’LL LOVE THE NEW 911”

That’s the view of August Achleitner, Vice President of the 911 production line. Why the confidence? Total 911 sits down with the man himself to find out...

Written by **Lee Sibley** Photography by **Porsche AG**

August, why has the Porsche 911 Carrera adopted turbocharging?

After four years of the 991, we hatched a plan to make a facelift, which is quite usual, and we wanted to separate the new car from the first generation in terms of engineering. It makes sense to make a big step technically, including the powertrain. At the same time, we have to look to the future, and all the legal requirements concerning CO2 emissions and fuel consumption must be adhered to – but we do not make a new 911 only to reduce fuel consumption! It is a sports car, so we have to also fulfil the necessities from customers concerning power, torque and drivability of the car.

How long has the new engine been in development?

Since the beginning of the 991, so four years ago. Some pre-development work had already taken place, such as the positioning of the injectors in the combustion chamber, but then we started with serious development in 2012.

Is the turbocharged engine entirely new?

Yes, so at the moment we have two completely different flat six engines: the 3.8-litre 9A1 used on the Turbo, and now the new, smaller 3.0-litre 9A2 six cylinder. There are no carry-over parts with the new engine. In the 9A1, the injector comes from the side, whereas the new position allows us to have more security for the future in light of the EU ‘6’ emissions requirements.

In terms of engineering, what was the biggest challenge presented by the switch to forced induction?

Our primary target for this new turbocharged engine, which is a dramatic change in the history of the 911, is it has to feel like a naturally aspirated one because my colleagues and I love the naturally aspirated engine as much as you do. We needed to keep the response, drivability and feeling of the car, protecting it for the future, so our target was to combine advantages of natural aspiration with the advantages of a turbocharger.

How important was the sound of the new flat six?

This was the second biggest task when designing the engine. The sound of a turbo engine naturally is more difficult to attain, as the turbocharger eliminates vibrations from the exhaust gasses. We therefore had to find the perfect location to take the vibration out of the air intake system and transmit them into the interior of the car. In the 991.1 we used the Sound Symposer to transmit sound from the engine to the cabin. Now, we use two sound symposers. These have a different setup between Carrera and Carrera S, optimised for both. There is nothing electronic involved here.

It was important for me to perfect the sound: 911 fans love the sound of the car, and we were very pleased to retain it. People will be convinced by the sound, and that makes me very happy.

Why choose 3.0 litres as an engine capacity?

To fulfil all these emissions requirements (which is complicated today), plus the engine must be able to be produced in 2018 and still fulfil these requirements. It makes sense to optimise the combustion chamber and airflow inside to get the best emissions. We also tried a smaller displacement for the base car, but we decided it is best for us and the customer to keep the same capacity, but with different turbochargers so simple software tuning isn't an option.

Can you make this engine in different numbers of cylinders?

It needs a lot of time and money to optimise, but of course we can translate this into eight or four cylinders. It is a new family.

What challenges did the increased torque have on the chassis?

First we had to deal with the additional weight (mainly from the engine), so we had to find a new setup for springs, dampers and stabilisers, plus we also had to install new, wider rear tyres. Doing all these changes meant the chassis systems had to be modified. A new technology is PSM Sport, which

allows for dramatic drift angles – so not for fast lap times, but spectacular lap times – before the stability system intervenes.

There’s been a lot of discussion on weight...

The Gen2 is 30 kilograms heavier than the 991.1, almost exactly. Engine weight is 17-18 kilograms heavier. Let me say though, the engine without the turbochargers and intercooler is lighter than before. We then had to reinforce the gearbox more, and so in the manual, for example, we now have a two-disc clutch (the same size, unlike PDK) to keep operating forces low and transmit this higher torque. PDK is 20 kilos heavier than manual.

The additional weight comes from the chassis: for example, the brakes have been reinforced so they are suitable for higher power, plus the wider rear tyres of course.

What about alternative powertrains?

Let’s just say that in the 991 generation we will not see hybrid engines, but simultaneously we are investigating hybrid systems within the 911, which is no secret, but this will last for some years yet.

Another great achievement is the new PCM. It doesn’t look spectacular, as it looks the same as the old one, but it is totally changed and enhanced with modern technology. With all the contracts you have to fulfil with Apple and Google, it gave me more of a headache than the powertrain. In fact, even now, if I have sweat on my head, it was over this new PCM rather than the new powertrain!

And what of the future Turbo and GT3 models? Will the GT3 remain naturally aspirated?

Some people are concerned about us changing to the turbocharged engine for everything, but we would like to keep natural aspiration to run in parallel, and so for the next generation the GT3 will be naturally aspirated. The Turbo will stay and will keep its 9A1 engine, which is different to the new Carrera. As you can imagine, we will make some little improvements to this car, which will be the next step. I don’t want to tell you too much, but you won’t have to wait too long.

New Carrera key features

Adjustable front vents

To aid engine cooling and aerodynamics, the side vents on the front bumper close at 10mph and reopen at 100mph in order to maintain balance.



7-inch PCM

With a switch to PCM 4, the screen has been enlarged to seven inches and now features improved touch capabilities and greater smartphone connectivity.



Switched PDK

The PDK lever's operation in sequential mode has now been reversed to mimic the orientation of the 991 GT3: gear up is towards and gear down away.

PASM on all

For the first time, the 911 Carrera gets Porsche Active Suspension Management as standard. On the 991.1 this option cost £1,133.



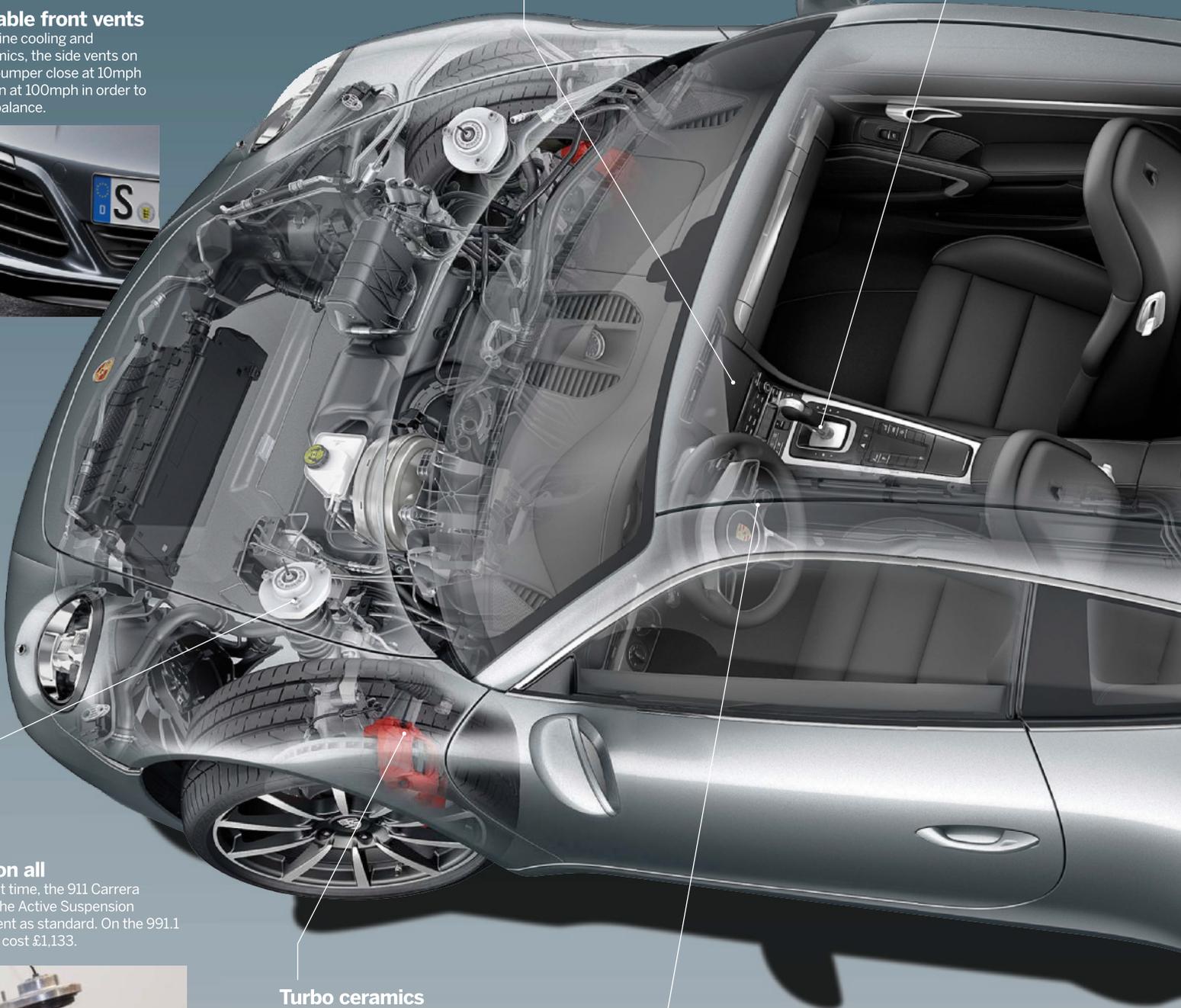
Turbo ceramics

Porsche's optional Carbon Ceramic Brakes are carried directly over from the 911 Turbo, complete with 410mm front discs and larger calipers.



Mode switch

In PDK cars, the new mode switch features a 'Sports Response' button that pre-conditions the gearbox and chassis for 20 seconds, allowing maximum dynamic performance.



Nordschleife time

Around the Nürburgring Nordschleife, the new Porsche 911 Carrera S's lap time of 7m30s is only three seconds slower than the 991 GT3.

Clutch

The manual gearbox gets a twin-plate clutch developed to accept the higher torque of the turbocharged engine. With its diameter reduced from 240mm to 228mm, clutch work should be less strenuous.

Sound symposers

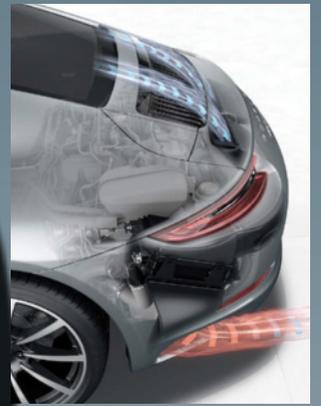
Both models feature a sound duct that transmits the induction sound into the cockpit. Additionally, the Carrera S gets two integrated flaps in the exhaust system.

New cylinder heads

To optimise the turbocharged architecture, the 991.2 gets new cylinder heads featuring, for the first time, a variable exhaust camshaft.

Intercooling

Unlike the 911 Turbo, the intercoolers' air is not fed through arch-mounted vents. Instead, it is ducted through the new decklid grill.



Sports exhaust

Taking its styling from the sports purpose exhaust of the Sixties and Seventies, the new PSE sees the twin tailpipes mounted more centrally.



Engine/turbos

Codenamed 9A2, the new engine features smaller 91.0mm bores and a shorter 76.4mm stroke. The turbochargers are fixed-vane versions from KKK.



Wheel/tyre width

The rear wheels have been widened by 0.5 inches on both models. The Carrera gets 295-section rear tyres, with 305-section rubber for the S.

Rear steer

Costing £1,530, the electro-mechanical rear-wheel steering system seen on the Turbo and GT3 models is now available as an option on the Carrera S.



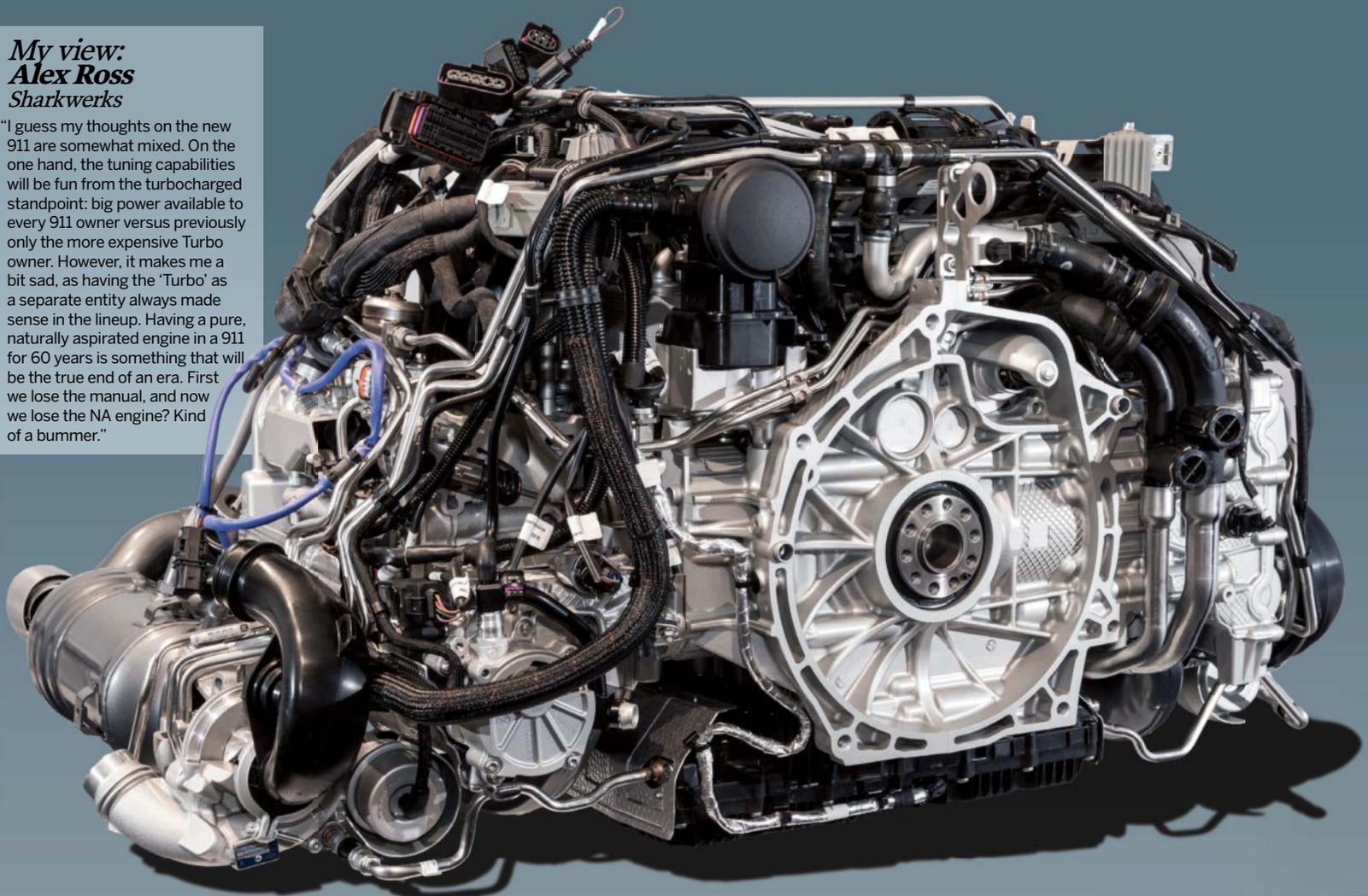
Lightweight sump

In another first, the latest Porsche flat six gains a plastic sump that is 2kg lighter than the unit on the previous 9A1 engine.



My view:
Alex Ross
Sharkwerks

"I guess my thoughts on the new 911 are somewhat mixed. On the one hand, the tuning capabilities will be fun from the turbocharged standpoint: big power available to every 911 owner versus previously only the more expensive Turbo owner. However, it makes me a bit sad, as having the 'Turbo' as a separate entity always made sense in the lineup. Having a pure, naturally aspirated engine in a 911 for 60 years is something that will be the true end of an era. First we lose the manual, and now we lose the NA engine? Kind of a bummer."



INSIDE THE 9A2

Total 911 takes a close look at the all-new turbocharged engine powering the Carrera on to greater performance

Written by **Shane O' Donoghue** Photography by **Porsche AG**

The new 911 Carrera and Carrera S have 20hp and 60Nm of torque more at their disposal than their predecessors, allowing higher top speeds and a reduction of about 0.2 seconds across the board for the 0-62mph time. Yet they are up to 12 per cent more efficient, returning as high as 38.2mpg on the combined cycle and emitting just 169g/km in its cleanest form. How is all this possible? Put simply: a combination of engine downsizing and turbocharging.

Worry not: there's still a flat-six engine mounted behind the rear axle. Both Carrera and Carrera S models share the same core 3.0-litre unit now, an all-new development with a single turbocharger per cylinder bank. The Carrera's produces 370hp at 6,500rpm, 1,000rpm before the rev limiter cuts in, but it's the mid-range torque that really differentiates this new generation from the first 991. At 450Nm, the peak torque may be only 60Nm more than before, but it's available all the

way from 1,700rpm to 5,000rpm, so for example at 2,000rpm, there's about 130Nm more than before. It's immediately obvious too, and while in standard guise with no sports exhaust the Carrera is undoubtedly quieter at low revs, its familiar bellow is present and correct as speeds rise.

A ride in a fully equipped Carrera S confirmed that it's worth opting for the sport exhaust, as this version sounded every bit as good as the naturally aspirated car. But it eclipses the old one – and the new Carrera, for that matter – in terms of mid-range performance. Taking 2,000rpm as a reference point, the new Carrera S, at 500Nm, has 170Nm more to play with. And it hasn't just been a case of tweaking the software over the entry-level car either, as the Carrera S's 3.0-litre engine gains turbochargers with moderately larger compressors and a bespoke exhaust system. Boost pressure is also up from 0.9 bar in the Carrera to 1.1 bar in the Carrera S.

The addition of two turbochargers to the engine bay of the new Carrera caused one of the biggest headaches for engineers, that of airflow – without altering the width of the car. The solution was neat, with air for the combustion and the intercooling channelled via separate ducts with their inlets on that rear decklid. The intercoolers are located behind the rear wheel arches.

As before, the flat-six features direct injection, but a new combustion chamber design places the high-pressure injector centrally to aid efficient combustion. It also reduces washing of the cylinder liners with fuel, which helps with long-term reliability. Fuel-injection pressure is 250 bar (supplied by a cam-driven fuel pump on each cylinder head) to aid atomisation of the fuel. As before, VarioCam Plus adjusts inlet valve lift and duration, but now there's also variable timing of exhaust valve lift, which helps with controlling the combustion process and aids engine response. **911**

Powertrain quick facts

Two high-pressure fuel pumps

There is a fuel pump and fuel rail on each cylinder head, providing a consistent 250-bar pressure to the direct injectors, from idle to the redline. They're driven from the intake camshaft.

Weight reduction in the core engine

The new engine's aluminium crankcase is 1.5kg lighter than its predecessor, and a further two kilograms have been saved in the switch from metal to polymer for the oil sump.

Variable exhaust camshaft timing

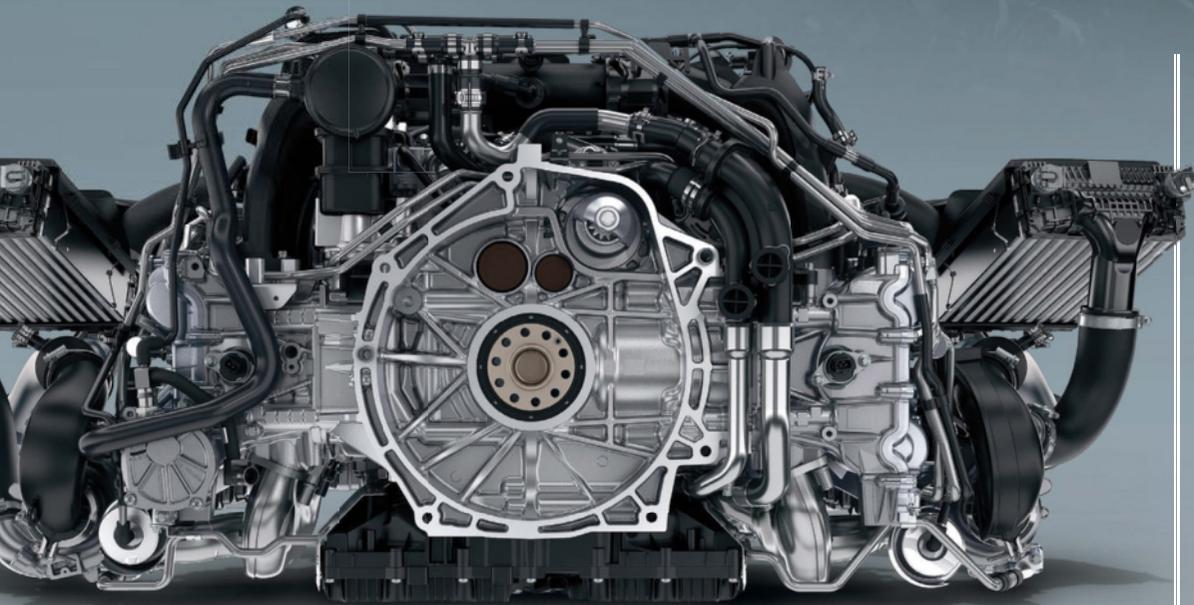
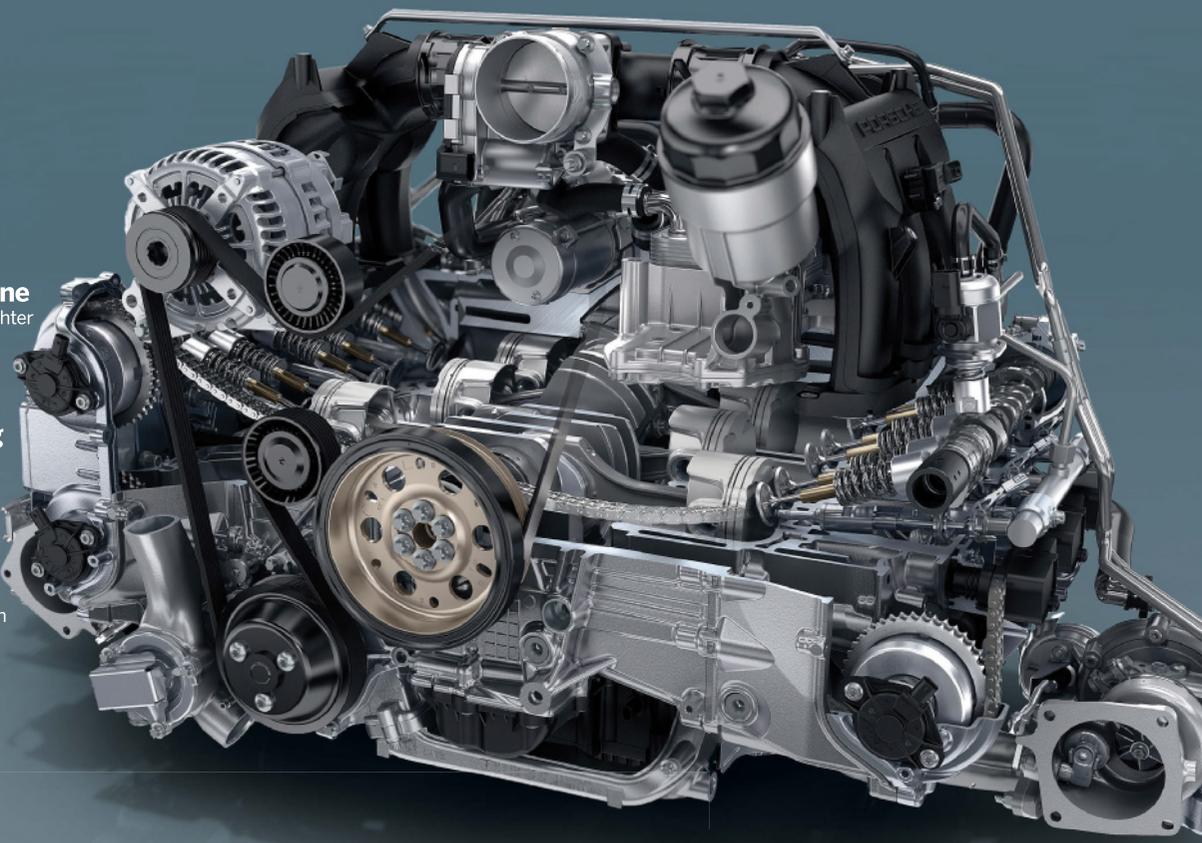
As before, VarioCam Plus allows fine adjustment of the inlet valve lift, timing and duration, but new is the variable exhaust valve timing function, enhancing efficiency and reducing turbo lag.

Centrally mounted fuel injectors

Continental provides the new high-pressure fuel injectors, mounted in the centre of the combustion chamber, helping with combustion to improve economy and emissions. 'Wall-wetting' is also reduced by this placement.

New cylinder coating

For the first time, each of the six cylinder bores are coated with a microscopic layer of iron that reduces friction and uses less oil.



Clutch-operated auxiliaries

Both the air-conditioning compressor and the water pump can be completely deactivated via electronically controlled clutches to reduce friction and help speed-up engine warming up from cold.

Updates to the seven-speed manual gearbox

A new twin-disc clutch has been fitted to deal with the added torque, something that leads to physical strengthening of the gearbox too. There are also longer ratios from third up.

Centrifugal pendulum introduced

For the first time, PDK-equipped cars will feature a dual-mass flywheel with built-in centrifugal pendulum, allowing smooth use of a higher gear than before and reducing fuel consumption.

Virtual intermediate gears for PDK

Virtual intermediate gears allow reduced revs when cruising at a speed that wouldn't allow the selection of a higher gear. Two gears are engaged with slip through the wear-free clutches.

New era of PCM

A seven-inch touchscreen is at the centre of the new Porsche Communication Management (PCM) system, with a much flatter appearance than before, much more like a smartphone screen. Indeed, its operation mimics that of the best smartphones, with gesture recognition (swiping, tapping, sliding and two-finger scaling all work intuitively) and even handwriting interpretation for the standard navigation. This has been upgraded to include an online function with real-time traffic information and even niceties such as Google Earth and Street View. Phones can be connected via Wi-Fi for the first time, while the new smartphone tray can wirelessly charge

some devices and enhance the mobile phone signal. Apple iPhone users can use their apps via Apple CarPlay if they connect up via a USB cable.

Extending the connection between car and smartphone further is the Porsche Car Connect app for iOS and Android phones, as already seen in the Macan, Cayenne and Panamera. It includes Remote Services, Safety Services and Security Services, with a wide range of uses, from remotely folding the door mirrors to informing the emergency services if the car has been in an accident and the occupants are not responding.







CHANGING OF THE GUARD

What difference does a year make?
Total 911 takes a look at an era-defining
evolution with the help of two remarkably
different newcomers

Written by Josh Barnett Photography by Ali Cusick



The end of the oil crisis, the Watergate scandal and The Rumble in the Jungle. What do they have in common? All three took place in 1974, the halfway point of the Seventies. While this trio of events may have defined the year for many, Porsche fanatics will remember 1974 as the year that redefined what a 911 looked like.

Two years earlier, the National Highway Traffic Safety Administration (the section of the US Department of Transportation responsible for writing safety standards) introduced new bumper regulations. However, the legislation wasn't intended to improve safety. Instead, highlighted by the arrival of the Motor Vehicle Information and Cost Savings Act in October 1972, the changes were designed to reduce repair costs for consumers in the event of a low-speed accident. By the time of the 1974 model year, both the front and rear bumpers of new cars in the United States had to be capable of withstanding a 5mph collision without causing damage to lights or the engine.

Like most European manufacturers, Porsche was faced with the prospect of having its cars

outlawed Stateside if it didn't make the necessary changes. As with the 356 before it, the 911 had been a perennially successful seller in the US; Zuffenhausen couldn't afford to not make the changes. The G-Series was born.

Blocky protrusions suddenly sprouted at either end of the smooth silhouette that sports car fans had adored since first setting eyes on it at the 1963 Frankfurt Motor Show. Porsche's designers, led by Wolfgang Möbius, managed to integrate the new bumpers better than many manufacturers, but the changes still rankled some for spoiling the aesthetic purity of the previous generation of 911s. Yet the updated fenders weren't the only changes made to Porsche's flagship car for 1974.

From its introduction in 1967, the 911S was king of the Porsche hill, providing Zuffenhausen enthusiasts with a heady mix of power and comfort. As we found in issue 120, the 2.0-litre S was an accomplished tourer (though was lacking in big bore thrills), while the 2.2 S of 1970-71 exponentially upped the performance stakes, but could have benefitted from some extra refinement. In the 2,341cc 911S though, Zuffenhausen had finally hit upon the do-it-all car that Butzi had

always dreamed of. Yet its moment in the sun wasn't to last long. By the end of 1972, everyone knew that the 2.7-litre RS was on the way, with Porsche needing to build a second run of Rennsports to satisfy demand. Although it may have stolen the 2.4 S's crown, the 2.7 RS was unashamedly born to take the Porsche 911 into the top echelons of GT racing, leaving the 'Super' neunelfer as the premier offering among Zuffenhausen's mainstream line-up.

But it was soon usurped for a second time with the introduction of the Carrera 2.7 in 1974, the car that would carry Porsche into the impact-bumper generation. Despite ushering in this brave new era, US customers wouldn't be offered the full-fat Carrera experience. The restrictive emissions controls that had seen the 2.7 RS outlawed in the US would also force Zuffenhausen to send the 2.7 Carrera to Uncle Sam with a 2.7-litre flat six strangled by the electronic Bosch K-Jetronic fuel injection system. Customers around the rest of the world weren't so unfortunate. In all other markets, the 2.7 Carrera utilised the fabled 2.7 RS's mechanicals, including the mechanically fuel-injected 911/83 engine that had propelled the original Rennsport to such immediate acclaim.

Its 2.7-litres very nearly didn't come to fruition though, with Porsche initially attempting to increase the 911's capacity from 2,341cc to 2.5-litres through the use of a lengthened stroke. However, going beyond the 70.4mm stroke length seen in the E and F-Series cars caused big problems in testing. The longer con-rods either ended up breaking the crankshaft or loosening the flywheel.

Porsche's engineers therefore decided to turn to technology first seen in the Le Mans-winning



Left: In this company, the 2.4S belies its age and always feels sprightly under acceleration

Above right: There's only a year between them but the Carrera leads the way in terms of refinement

Right: Two perfectly charismatic 911s and some beautiful scenery. It pays to stop and take it all in



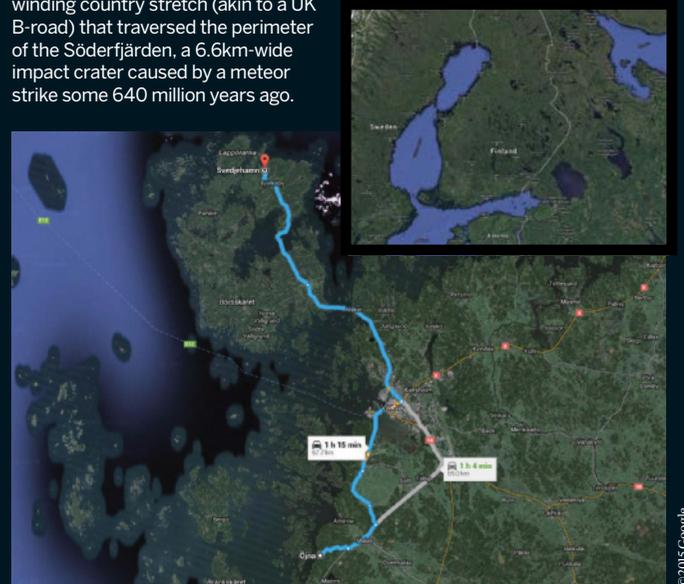
2.4S v 2.7 Carrera: the route

As driving destinations go, Finland may not be the first place that springs to mind (unless you fancy unleashing your inner Henri Toivonen on the many gravel lanes). However, with one of lowest population densities in Europe, the well-kept roads are invitingly empty. What's more, as a country strongly in touch with its natural surroundings, it's a destination that provides an intriguing synergy with classic 911s (cars that provide an undoubtedly organic driving experience). Our 67-kilometer route provided plenty of stunning scenery with all types of tarmac on which to test these 911s.

Just south of Sundom, this road becomes the 6741, taking you across the island of Vaskiluoto and into the city of Vaasa.

Out of Vaasa (the regional capital of Ostrobothnia), the 724 sped us northwards towards Grönvik and Alskat, where we got our first true glimpse of the crystal clear waters of the Gulf of Bothnia, crossing the Replot Bridge – the longest such structure in Finland – onto the island of Replot. Switching to the 7240, the road became more challenging, with tree-lined edges, which took us all the way through the island of Björkö. Finishing up at Svedjehamn offered a stunning view over the Kvarken Archipelago atop the 20-metre-tall Saltkaret Tower.

Starting on the 673 near Öjna, we headed north-east before taking a left turn onto the Söderfjärdvägen, a winding country stretch (akin to a UK B-road) that traversed the perimeter of the Söderfjärden, a 6.6km-wide impact crater caused by a meteor strike some 640 million years ago.



917. By coating the bores of each barrel in Nikasil (a nickel-silicon alloy), forged aluminium pistons could be used in aluminium barrels without the need for iron liners. This allowed Porsche to make the cylinders' wall thinner, increasing the bore to 90mm. The end result was a legendary 2,687 cubic centimetres that boosted torque by a remarkable 21 per cent, compared to the 2.4 S's 911/53 flat six.

With such impressive mechanical underpinnings (coupled with an impact body that, unbelievably, still saw the Carrera hit the scales at the same weight as its S-badged forebear), the Carrera 2.7 MFI was an RS in everything but name. Yet the market had, until recently, treated these 911s as more of an oddity than an icon. Now though, after 24 months of air-cooled appreciation, the rest-of-the-world specification Carreras have finally matched their revered 2.4-litre predecessor value-wise. Has a year made enough difference to justify spending £200,000 on an impact-bumper 911? With just 365 days between the two immaculate examples before you, I'm about to find out.

In Finland, it's difficult not to get distracted by the scenery (a stunning mixture of ice-pure lakes and luscious evergreen forests). Yet my eyes are soon pulled to the 2.4 S, infatuated by its simple elegance. The purity of its lines are what have made the Porsche 911 such an enduring icon over the last half a century. Originally delivered to France (hence the yellow headlights), this particular example's charm is only accentuated by the period addition of some Cibie Palas spots. Inside, the Recaro sports seats with their separate headrests, Becker Monza radio and houndstooth

centres are particularly evocative of the pre-impact bumper era. If I wasn't to be given the keys to this car, I still wouldn't be disappointed; it's truly a thing of automotive beauty.

By comparison, understated the Carrera 2.7 is not. Finished in attention-grabbing orange, the 'Carrera' script down both flanks immediately takes your eye towards those flared rear arches. The extra girth around the 911's business end hints towards the extra potency compared to the lithe-framed 'S', a feeling that is only compounded by the iconic 'bürzel' spoiler. Only the 1974 model year

“The 911/83 flat six sounds particularly refined – not a first impression I was expecting”

Carreras were fitted with the ducktail wing (cars from 1975 onwards got the Turbo-style 'whaletail') and, with this particular car being built early in the production run – it's chassis number 129 – it features some genuine 2.7 RS parts that were left over at the factory.

I'll be the first to admit that the impact bumper look does not sit well with me. Nevertheless, from certain angles, they become almost invisible, and I find myself admiring what looks like an appreciably newer, more modern car than the 2.4 S. The blocky fenders don't diminish the Carrera's style; if anything they define it. From the tangerine

hue to the butch aesthetic, this is a very Seventies 911, and one that has captivated me just as much as (if not more than) the S. It's for this reason that I find myself pestering Jussi Itavouri, the owner of both these cars through his Carrera Classic business, for the keys to the Carrera 2.7 first.

Inside, the swathes of leather (from the dashboard to the door cards) mean that the 2.7's cockpit doesn't have the finesse of the 2.4 S. However, what it lacks in charm it makes up for in luxury. The all-in-one seats – introduced on the G-Series 911s – feel particularly plush, providing excellent grip on the sides of my torso. Compared to the thin-rimmed classic steering wheel in the S, the Carrera's padded item only adds to the more modern, lavish feel. At rest, it's an inviting place to be. But the measure of a 911 is not made when stationary.

Rumbling into life, the 911/83 flat six sounds particularly refined – not a first impression I was expecting of an engine bred with Rennsport DNA running throughout it. As classic 911s go, especially one that is now over 40 years old, its civility is remarkable, if a little anodyne.

At 2,000rpm, there's already a decent glug of torque before things become really impressive from 3,000rpm onwards. The spruce-lined highway to Vaasa quickly blurs through the side windows, a teutonic linearity seeing the rev counter climb ever higher. Maybe there's a barely perceptible 'kick' through the 6,000rpm mark, or maybe I'm imagining it, but this is definitely not an engine that gives on final flourish before the redline. Instead, it simply gets on with the job ➔





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Above: While the 2.7 Carrera's leather-clad interior (bottom) is luxurious, the S's classically-styled cabin (top) is full of period charm

Right: Never has flatland been more interesting. This is Söderfjärden, a four-mile-wide crater caused by a meteor strike



Model 911S 2.4
Year 1973
Engine
Capacity 2,341cc
Compression ratio 8.5:1
Maximum power 190bhp @ 6,500rpm
Maximum torque 211Nm @ 5,200rpm
Transmission 915-type five-speed manual
Suspension
Front MacPherson strut; telescopic damper; torsion bar; anti-roll bar
Rear Trailing arm; telescopic damper; torsion bar; anti-roll bar
Wheels & tyres
Front 6x15-inch Fuchs; 185/70/R15 tyres
Rear 6x15-inch Fuchs; 185/70/R15 tyres
Brakes
Front 282mm internally vented discs
Rear 290mm internally vented discs
Dimensions
Length 4,163mm
Width 1,610mm
Weight 1,075kg
Performance
0-62mph 6.6 secs
Top speed 140mph



Model 911 Carrera 2.7
Year 1974
Engine
Capacity 2,687cc
Compression ratio 8.5:1
Maximum power 210bhp @ 6,300rpm
Maximum torque 255Nm @ 5,100rpm
Transmission 915-type five-speed manual
Suspension
Front MacPherson strut; telescopic damper; torsion bar; anti-roll bar
Rear Trailing arm; telescopic damper; torsion bar; anti-roll bar
Wheels & tyres
Front 6x15-inch Fuchs; 185/70/R15 tyres (7x15-inch Fuchs optional)
Rear 7x15-inch Fuchs; 215/60/R15 tyres (8x15-inch Fuchs optional)
Brakes
Front 282mm internally vented discs
Rear 290mm internally vented discs
Dimensions
Length 4,291mm
Width 1,610mm
Weight 1,075kg
Performance
0-62mph 6.3 secs
Top speed 148mph

of thrusting you from A to B with as little fuss as possible. It may not be as raw and mechanical as previous flat sixes, but it still retains that idiosyncratic air-cooled music at high speed.

When the time comes to reach for another ratio in the 915 'box, the action is silky smooth. Recently rebuilt by Johannes Huber at Ecurie Vienne, it's undoubtedly the best classic five-speeder I've ever driven. Ideally weighted, there's not even a hint of play; the perfect interface for a drivetrain whose only downfall is a potential lack of character.

With those great rear haunches, the G-Series chassis is similarly unflappable. As we skirt around the Söderfjärden impact crater, the road meanders its way through a landscape taken over by the farming industry. Yet, darting through the fields, the Carrera's handling is anything but agricultural. There's a wide-shouldered feel that is unmatched by many classic road-going 911s. It's almost 993-ish. Tight curves, sweeping parabolas, quick direction changes; nothing fazes the 2.7 as we work our way north, island-hopping to our turning point at the Kvarken Archipelago.

Despite the stiffer Bilstein dampers specced to this particular car, there's a compliancy to its ride that, no doubt, has a large part to play in its inviting character. As we pull up at the fishing village of

Svedjehamn, neither the Carrera nor I are flustered. For 42 miles, it's been the perfect partner for a GT-style jaunt through the Finnish countryside. But am I left wanting more? Yes. There are undoubtedly hidden depths to the Carrera 2.7, but it hasn't revealed everything to me.

By comparison, the 2.4 S lays all its cards on the table straight away. Against its fellow Ss, it may have felt civilised and refined, but here, against more polished opposition, the pre-impact bumper hero definitely feels more old fashioned. Despite using the same wheelbase, the S is noticeably more nervous as we work our way back across the islands of Björkönen and Replot. I'm working that thin-rimmed wheel harder as the nose hunts its way around the tarmac, finding bumps and cambers that the Carrera simply took in its stride. Without the benefit of a wide rear track and tyres, the 2.4 S requires more from me. Yet, because of this, it gives more back too. There's a nimbleness that can be found once the car's nervous disposition is tamed that puts the driver truly at the heart of the experience.

The engine also provides greater character with that telltale 'S' fizz. Compared to earlier S models, the 2.4-litre 911 has enough torque in the mid-range to keep the Carrera honest before things really

come alive at 5,200rpm, the 911/53 flat six getting a second lease of life towards the later reaches of its rev counter. From the driver's seat, it's a wonderful feeling. It may not be as ruthlessly efficient at chasing the horizon, but it injects some sporting prowess into the mix. Against the Carrera's time trialist, munching through the miles, the 2.4 S is an out-and-out sprinter, kicking for the line at the end of a Tour de France stage.

Which would I choose though? Back at Jussi's base near Malax, 100 miles of driving hasn't made my decision any easier. I had to work the 2.4 S to extract its potential and, in exchange, it worked me. It made me think before acting, forcing me to be smart with my every input, the epitome of a true sports car. Conversely, the Carrera provided me with much more cossetting, devouring everything that was thrown its way: the archetypal grand tourer, built for occasions such as this. From behind the wheel of the 2.4 S, I couldn't help but sneak a glance every now and then at the evocative rear end of the Carrera, envious of its talents. For the weekend, I'd have to take the S just for its sheer involvement, but if I've got to live with my £200,000 classic 911, it doesn't get much better than the Carrera 2.7. In fact, scratch that. It doesn't get any better, end of. **911**



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— THE FORGOTTEN — TURBO

There are plenty of 996 and 997 Turbos on the market for your £40,000 currently, but for the connoisseur there's another, often-overlooked option, as Total 911 investigates...

Written by **Glen Smale** Photography by **Steve Hall**

Few could have feasibly predicted it beforehand, but 2015 has undoubtedly been the year of the 996. Historic stories of the generation being unloved are plentiful, though after values of the 996 GT3 RS and both GT3 generations rocketed north in 2014, enthusiasts this year turned to the Turbo as the last bastion of affordable Mezger-engined thrills. As such, these too have seen values increase: what was a £25,000 supercar is now pushing £40,000 for a clean example, which places the humble 996 Turbo directly onto the heels of its younger 997 Turbo brethren.

While the 996 Turbo has appreciated, values of the Gen1 997 Turbo have remained strong. Boasting an extra 60bhp and more modern aesthetics, the 997 makes for an attractive option to those courting the famed Turbo experience, even though its forecast as an immediate investment isn't quite as rosy – for

now. The Turbo market has been squeezed as a consequence, though the upshot is there are currently plenty of options available to a buyer with around £40,000 to spend. But while flames of the 996 v 997 Turbo debate continue to be fanned by respective owners, there is an oft-ignored yet particularly special car available for similar money: the 996 Turbo S.

Boasting a production run of just 1,500 units, the 996 Turbo S came at the very end of the 996 production cycle in 2005, and was given the full-house treatment of options.

The 996 Turbo S is powered by a 3.6-litre twin turbocharged engine with double overhead camshafts operating four valves per cylinder and dry sump lubrication, just like its 996 Turbo counterpart. The engine is fitted with VarioCam Plus, a further development of the familiar VarioCam system, which changes both the intake camshaft timing (by as much as 25°) as well as ↻



the intake valve lift. Fitted with bigger turbos as part of the X50 Powerkit – standard on the Turbo S – power was boosted to 450bhp and the car’s top speed broke through that magic 300km/h barrier, boasting a maximum of 190mph (307km/h) and placing it firmly in supercar territory.

The Turbo S was given Porsche’s ceramic brakes with tell-tale yellow calipers, beefing up the car’s stopping performance. Porsche stated at the time of launch that the ventilated and drilled ceramic discs would last for an astonishing 186,000 miles. These ceramic brake discs were made of carbon fibre fused with silicon carbide, and being 50 per cent lighter than the steel discs, significantly reduced unsprung mass and thereby

improved the car’s handling. The 996 Turbo S was also fitted with the latest Bosch ABS 5.7 anti-lock braking system.

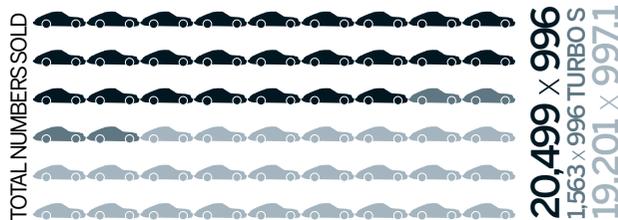
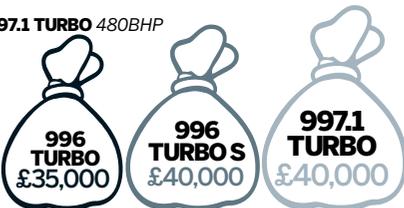
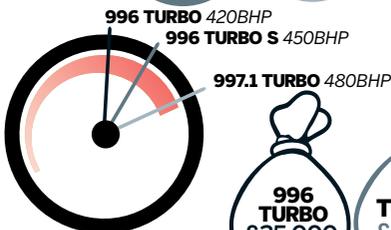
Well equipped it may have been at launch, but for the 2005 model year, Porsche was already offering models from the new 997 generation. This might have seemed like an odd mix of products, but as Kish Hirani, owner of our feature Turbo S commented, this worked in favour of some buyers: “Fortunately, this is one reason I could afford the Turbo S because it was the outgoing model, as Porsche had already moved to the 997. Because Porsche wanted to sell these Turbos as the last 996 model, they threw everything into the Turbo S.” The Turbo S was

available in either Coupe or Cabriolet form – in fact, the open version was produced in far greater numbers (963 units) than the closed car (600 units). Selling for around £100,000 when new, the 996 Turbo S took an awful hit in the market in the years that followed, dropping down to as little as £30,000 by 2012. Now, wedged between the many 996 and 997 Turbos on the market, how does a 996 Turbo S fare from a driver’s point of view ten years from launch?

Climbing into the cockpit, it’s easy to notice that the interior (near identical to that of the Turbo) is built with lavishness in mind. Swathes of leather abound and the standard Turbo seats are superbly comfortable, with adequate lateral support on the seat squab, keeping its occupant firmly in place in those tight corners. The dashboard and centre console is a work of art, exuding a neat combination of contemporary style with a simplicity that has been lost on later iterations. It is not over-complicated with a fussy setup of buttons and switches, but is well laid out and attractive.

Facing the driver is a three-spoke Sports steering wheel and white-faced five-dial setup with red needles (an incremental giveaway as to its sporting intent) with the large, centrally mounted tachometer bearing the ‘Turbo S’ script. Just in case the occupants are in any further

PRICE NEW



ACCELERATION 0-62MPH



Left: Side-on view of the Turbo S reveals giveaway yellow calipers housing PCCB’s

Right: Bose speakers, xenon headlights, metallic paint and PCM are all part of the 996 Turbo S repertoire

**Model 996 Turbo S****Year 2005****Engine****Capacity** 3,600cc**Compression ratio** 9.4:1**Maximum power** 450bhp @ 5,700rpm**Maximum torque** 620Nm @ 3,500-4,500rpm**Transmission** Six-speed manual (G96/50)**Suspension**

Front Individually suspended with 'disconnected' light-alloy wishbones; MacPherson struts with coil springs; dual-tube gas-filled shock absorbers; anti-roll bar

Rear Individually suspended on five wishbones per side on light-alloy multi-wishbone axle with LSA system with coil springs; single-tube gas-filled shock absorbers; anti-roll bar

Wheels & tyres**Front** 8x18-inch; 225/40/ZR18**Rear** 11x18-inch; 295/30/ZR18**Dimensions****Length** 4,435mm**Width** 1,830mm**Weight** 1,540kg**Performance****0-62mph** 4.2secs**Top speed** 191mph



doubt as to their surroundings, the 'Turbo S' script also appears on the gear lever's vertical shaft and on the lower panel of the centre console, as well as on the tread plates when entering the car.

Outside, a Turbo appearance again reigns supreme, the S sharing three larger air intakes on the front from its lesser-powered brethren, while located on either side of the car in the fenders just ahead of the rear wheels is a generous-sized air intake, which feeds air to the twin intercoolers. At the rear, three horizontal air slits that allow hot air to escape from the rear brakes are integrated into the lower valence.

The engine decklid is fitted with a two-part spoiler, with the lower fixed section acting as a Gurney lip, while the upper section is raised automatically at speeds in excess of 75mph. Sharing a 1,830mm widebody of the Turbo, only a discreet 'Turbo S' badge mounted on the rear of



the engine lid will give other drivers a clue as to what has just outpaced them.

An immediate giveaway as to the car's model designation can be seen when viewing the car side on, as inside those hollow five-spoke alloy wheels you'll find the yellow calipers housing Porsche Ceramic Composite brakes. As mentioned earlier, these highly durable drilled and vented discs expertly help bring all 1,590 kilograms of the Turbo S to a halt in seconds.

The Turbo S's exhaust note is, like the Turbo, muted but noticeable, a trademark of twin turbochargers feeding a lot of noise back into the engine, aided by soundproofing of a cabin with exquisite refinement. Push on, and all of the Turbo S's 450hp is keenly felt. We've experienced GT2 RSs and modern Turbos before, but the rush of this ten-year-old Turbo S still makes for an incredibly exciting experience. With the gas pedal

pinned to the floor, the driver will be thrown back in his seat almost instantly, and the accelerative force just keeps on coming (peak torque of 620Nm is available between 3,500rpm and 4,500rpm) as the scenery outside becomes a blur. Sensations are only heightened by the absence of any great noise, save for the 'whoosh' of spooling turbochargers, as the car charges up to a ludicrous realm of speed.

That top speed we speak of is just 9mph short of the magic double ton, an incredible feat for such a well-appointed sports car. Owner, Kish, has previously chased those big figures in seeking confirmation of the car's performance, having taken his car down to Dunsfold Aerodrome where he was able to test his car to the limit in safety on the one-mile runway. He recalls, "It was an incredibly rainy day but I had a couple of runs, and I think the maximum I got to before running out of runway was 165mph. I'm sure I could have

gone faster if it hadn't been raining, but that is when you are pleased that these ceramic brakes really work."

Despite its incredible performance and somewhat firm suspension, the 996 Turbo S can still be effortlessly docile around town, just like the 996 and 997 Turbos that share its price range. Sleek in style, with its huge performance largely masked behind discreet 911 coachwork, the 996 Turbo S is a model that clearly has the power and performance of several supercars many times its value. Though this can be said of the 996 and 997 Turbos, what they lack is the exclusivity of the 996 Turbo S and its ultra-lavish specification straight out of the box. For just £40,000, the 996 Turbo S is a superb and exceptionally fast Porsche grand tourer for a true arbiter of taste – the biggest problem a buyer will likely have is finding one. **911**



“The Turbo S has an enviable spec over the 996 Turbo including a Powerkit and ceramic brakes”

Turbo S timeline

930 S

Power hike over 930: 30bhp

Thanks to the success of the 935 race car, Porsche enjoyed a captive audience who wanted the same 'flat nose' look. It featured a lower streamlined nose with pop-up lights and aggressive rear fender air inlets. 948 units were produced.

964 Turbo S

Power hike over 964 Turbo: 61bhp

Turbo S Lightweight featured side air inlets ahead of the rear wheels, a flatter rear spoiler and a weight saving of 180kg, all contributing to a 0-62mph of 4.6 seconds, nearly a half second quicker than the standard Turbo.

993 Turbo S

Power hike over Turbo: 42bhp

The 993 Turbo S was the last to be completed by Porsche Exclusive. Now with a 4WD setup, power was lifted to 450bhp by fitting two larger turbos, a modified control unit and an additional oil cooler. Only 345 cars were made.

996 Turbo S

Power hike over Turbo: 30bhp

To cope with the extra performance, the Turbo S was fitted with PCCB. Metallic paint, Xenon headlights, BOSE audio system, Porsche Communication Management system, full leather trim and 18-inch alloys were fitted as standard.

997 Turbo S

Power hike over Turbo: 30bhp

Fitted with Porsche's latest seven-speed PDK gearbox, the Turbo S returned the same fuel consumption as the regular Turbo model, but acceleration from 0-62mph was now a blistering 3.3 seconds with a top speed of 195mph.

991 Turbo S

Power hike over Turbo: 40bhp

Once again, 3.8-litre twin-turbo engine was modified to produce an astonishing 560hp. Top speed crept up to 197mph, while the 62mph dash was achieved in just 3.1 seconds.

THE FLATNOSE 911s

Porsche has long been defined by its success in motorsport, and it was the 935 racer that inspired these stunning 'Flachbau' neunelfers with an altogether different silhouette

Written by **Chris Randall** Photography by **Phil Steinhardt**



Above: upright headlights are replaced by 'pop-up' items on a flachbau 911



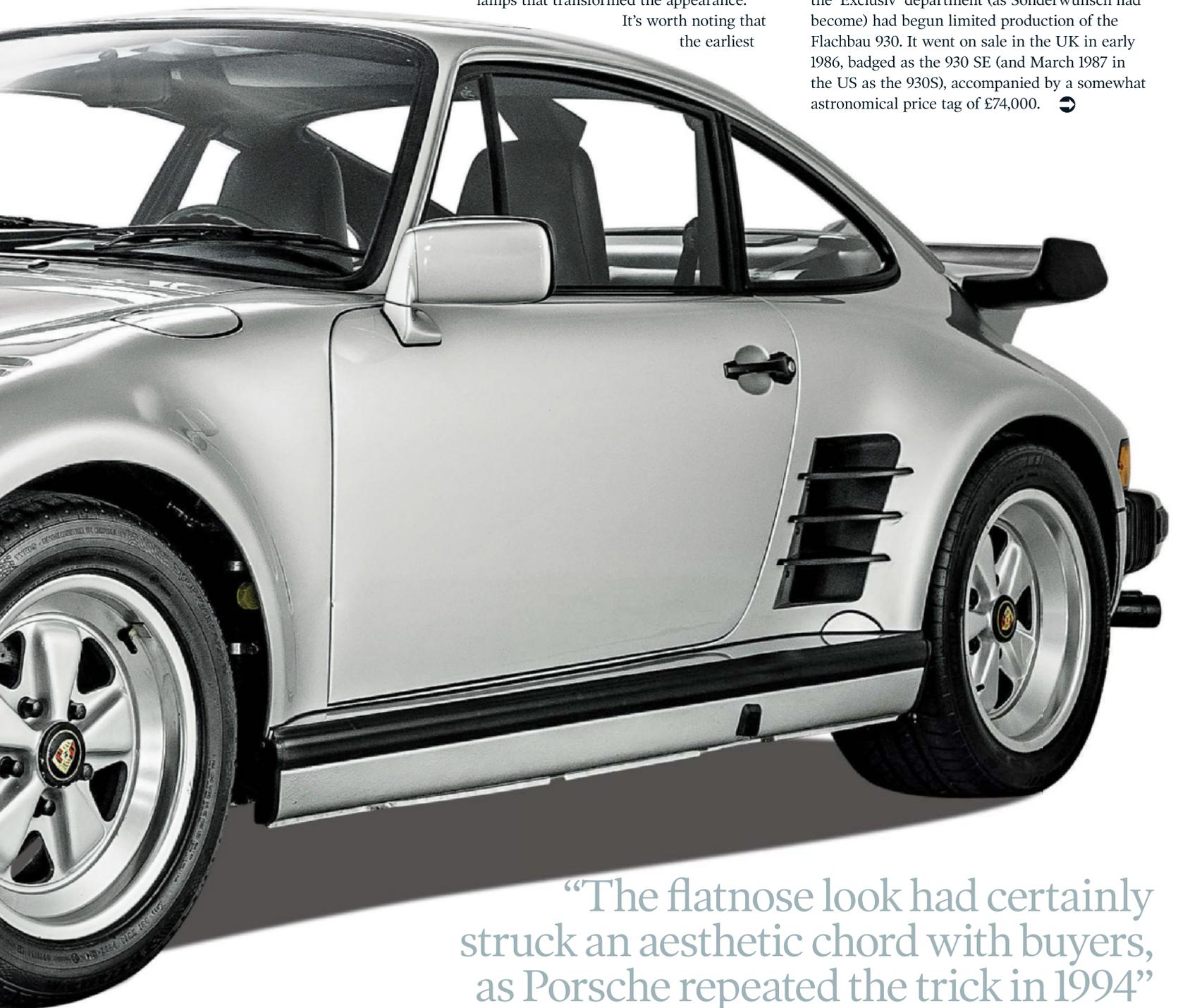
You might be forgiven for thinking that messing with the shape of such a sporting icon is an unwise move, but that hasn't stopped people from trying. With the awesome 935 having dominated proceedings on the track, companies such as Rinspeed and Gemballa turned their attentions to our favourite Porsche, and swollen rear wings and dubious side strakes apart, what many of them had in common was the 'Flachbau' look. Welcome, then, to the world of the flatnose 911.

We'll come back to the modifiers later on, but Porsche itself tampered with the styling,

discovering in the process the potential to mine a rich seam of buyers that were inspired by the race car. It all started with a very special car built for industrialist Mansour Ojeh, which would lead to the flatnose look becoming a regular, if very exclusive, part of the 911 range. The cars were originally the work of Porsche's 'Sonderwunsch' (or Special Wishes) programme, the talented craftsmen taking a standard 930 bodyshell and spiriting it away to a separate area of the factory. Once there, the body was shorn of the flowing front wings and gently slanted headlights that are so much a part of the 911's look, to be replaced with a flatter design of wing and a pair of pop-up lamps that transformed the appearance.

It's worth noting that the earliest

examples had those headlamps incorporated into the front air-dam, but from 1982 onwards Porsche began to adopt 944-style items, which would become standard three years later. Available on special order only, it took deep pockets to apply this level of workmanship to your 911, and the option that would later become known as M505 in the United States and M506 in the rest of the world was mooted to cost somewhere in the region of £15,000 at one time. At least the factory-built nature of the cars ensured you retained the standard anti-corrosion warranty! Porsche, though, quickly became aware of the interest these cars generated, and by the late Eighties the 'Exclusiv' department (as Sonderwunsch had become) had begun limited production of the Flachbau 930. It went on sale in the UK in early 1986, badged as the 930 SE (and March 1987 in the US as the 930S), accompanied by a somewhat astronomical price tag of £74,000. ➔



“The flatnose look had certainly struck an aesthetic chord with buyers, as Porsche repeated the trick in 1994”



Model 930 'M505'

Year 1986-89

Engine

Capacity 3,299cc

Compression ratio 7.0:1

Maximum power 300bhp @ 5,500rpm

Maximum torque 432Nm @ 4,000rpm

Transmission Five-speed manual,
rear-wheel drive

Suspension

Front MacPherson strut with
torsion bar springs and
antiroll bar

Rear Semi-trailing arms with
telescopic dampers, torsion
bar springs, and antiroll bar

Wheels & tyres

Front 7x16-inch; 205/55/VR16

Rear 8x16-inch; 225/50/VR16

Dimensions

Length 4,491mm

Width 1,775mm

Weight 1,335kg

Performance

0-62mph 5.4 secs

Top speed 161 mph



Above: The flatnose look was first used on Porsche 935 race cars, which soon captured the imaginations of road-going 911 customers

So what exactly did you get if you forked out almost twice the cost of a standard turbocharged 911? Dramatically changed looks for one thing, the front of the famous SE featuring a deeper front air dam with integral driving lights and an additional oil cooler hidden behind (the cooler was positioned in a rear air duct on US models). The electrically operated pop-up headlamps were derived from those used on the 944, and were integrated into hand-beaten steel wings that included air vents to help high-pressure air escape from the wheel wells and aid brake cooling. Extended sills were bolted on, and at the rear you'd find a pair of voluptuously flowing wings with straked air vents, the latter allegedly fashioned from wood, although they were, in fact, glass fibre originally, with steel then used on later M505/506 variants.

The regular teatray spoiler completed the package, although beneath that the 930 had received some attention in the engine room. An extra 30bhp had been liberated from the turbocharged flat six, taking total output to 330bhp courtesy of revisions that included a larger intercooler and higher boost pressure, greater valve lift and a freer flowing exhaust. Flat out, the new car would reach 173mph. The cabin hadn't been ignored either, with a host of opulent trimmings and the likes of air conditioning and electrically adjustable Recaro seats fitted as standard. Just over 900 examples would be built in total, with only 50 reckoned to have come to the UK in right-hand drive form, making the SE a rare beast indeed. Even rarer, though, was the Cabriolet version, with just 28 made, nine of those in right-hand drive. Only eight cars are thought to still exist in the UK.

The flatnose look had certainly struck an aesthetic chord with buyers, as Porsche repeated

the trick in 1994, building a tiny number of 964s in 3.6-litre Turbo S form. As is often the case with special 911s, exact numbers are hard to establish, but it's generally agreed that 93 were produced, with 76 of those in Flachbau form. However, the difference here was that the majority of those cars adopted a 968-style front end with exposed, circular headlamps – except, that is, for the Japanese market cars, which got a design similar to the 930 SE. With a price tag of around £130,000, the M64/50 engine received the X88 upgrade, which featured numerous revisions, including a larger KKK turbocharger and intercooler, alterations to the cylinder head, and a different clutch and flywheel. They were enough to boost power to a useful 385bhp.

However, it's time to turn our attention to the modifiers, and there were a number of ➔

THE FIRST FACTORY FLATNOSE

Mansour Ojeh's company, Techniques d'Avant Garde, has been heavily involved with Grand Prix racing for many years with the likes of Williams and McLaren, and in 1983 he was the lucky recipient of a very special Porsche built by the Sonderwunsch department. Considered by some to be the real beginning of the whole road-going Flachbau genre, he wanted a 935 race car for the road, and that's exactly what he got. As well as the flat front and pop-up headlamps, the unique car featured dramatic bodywork that included large rear wings and spoiler and extended side sills. Broad tyres were wrapped around centre-lock BBS wheels, the suspension was upgraded to competition specification, and the engine was a 380bhp unit that was claimed to get the car to 60mph in five seconds and on to 186mph. The interior came in for special attention too, being fitted with a roll cage and Recaro seats alongside cream leather, wood veneer and a top-notch hi-fi system. The mixture of luxury and sporting aggression was an unusual one, and the looks certainly weren't to all tastes, but as a statement of intent (and wealth) it was hard to beat. The final cost was never revealed, but the car later passed into the hands of US collector John Mecom Jr before being auctioned at Spa in May 2014, where it sold for a healthy £167,331.





OWNING A 964 TURBO S 3.6 FLACHBAU

- **Price new:**
£130,000+
- **Numbers built:**
76 (Flachbau)
- **Service intervals:**
1 year/12,000 miles
- **Service costs minor:**
£282
- **Service costs major:**
£894

(Figures are courtesy of JZM and include VAT)

companies offering customers a pair of pop-up lights for their 911, among them the likes of Ekkehard Zimmermann's DP Motorsport with their DP935. Having produced bodies for the Kremer race cars, the standard of work was incredibly high, and with bespoke engines and interiors they were a very expensive choice.

However, two of the more stand-out designs were to come from renowned Porsche-fettlers Rinspeed and Gemballa. The former's attempt was a pretty wild-looking thing as you might expect, the 939 (it became the R39 later as Porsche had registered the 939 moniker) sporting front and rear ends donated by the 928. The tastefulness of the styling was, as ever, a matter for debate, but it was clearly attractive enough to find a number of wealthy buyers.

Even more extreme was Gemballa's 930 Avalanche. Arriving in 1985 with a starting price of around DM350,000, 13 were reckoned to have been made, each featuring a 375bhp version of the turbocharged engine and dramatic styling that included a rear wing sculpted from plastic and an unusual spoiler surrounding the rear screen. The lavish cabin featured a raft of options, from a television to monitors that replaced the normal rear-view mirrors, all available at extra cost. The company would even go so far as to build examples with four pop-up headlamps across the nose. And even if you do find one for sale, any problems with the unique bodywork could prove difficult and expensive to sort.

Back to the realm of Porsche's own models though, and what do you need to consider if you want one today? The first thing is price, and according to specialists a Flachbau 930 SE is

Above: 964 Turbo S Flachbau light system was from a 968



TIMELINE OF THE 911 FLACHBAU

1976

The 935 race car enters the fray, beginning the Flachbau look that would be emulated in following years

1978

The 930 Turbo gets a 3.3-litre engine, a 300bhp unit that will form the basis of many a flatnose model

1983

Sonderwunsch build a 935 racer-for-the-road for Mansour Ojeh. Boasting 380bhp, it's quick and luxurious



Above: 930 SE (known as S in the US) featured a 30bhp Powerkit...

Below: ...while the exterior featured the factory flatnose option as standard



1985

Specialist tuner Gemballa joins the Flachbau party with their powerful and dramatically styled 'Avalanche' model

1986

Porsche adds the 930 SE to the UK range, with just 50 in right-hand-drive. Power is up to 330bhp, and there's a price tag of £74,000

1993

964 production draws to a close with the Turbo S 3.6 cars. Just 93 are made, with 76 in Flachbau form

1994

993 era sees the end of the traditional flatnose option thanks to reduction in height of front fenders

BUYING TIPS

You might have gathered that buying such an unusual 911 isn't straightforward. Establishing the true facts and specifications can be a minefield, so this isn't a car to buy without expert advice.

• Prices:

Genuine examples are worth substantially more than conversions, so you will need to decide how far you want to go – and how deep your pockets are – in order to get the flatnose look.

• Provenance and originality:

It's not easy to establish, but don't be tempted to rush the process. That difference in values means that it is vital to know exactly what sort of Flachbau you're dealing with. Contacting Porsche AG for a letter of authenticity will confirm options from the factory.

• Bodywork:

You will need to check carefully for rot, especially so in the case of the 930. The B-posts and kidney bowls are common areas, but pay special attention to the wings and floors. Any flatnose conversions by coachbuilders of the time will likely need heavy inspection and possible restoration now.

• Engine and transmission:

Don't get so carried away with the unique styling that you forget about the rest. Major overhauling of a 930 SE or 964 Turbo S will be very costly, so signs of tiredness or neglect should be treated with suspicion. Worn turbos and oil leaks are key issues, while hard use will take its toll on the clutch and gearbox.

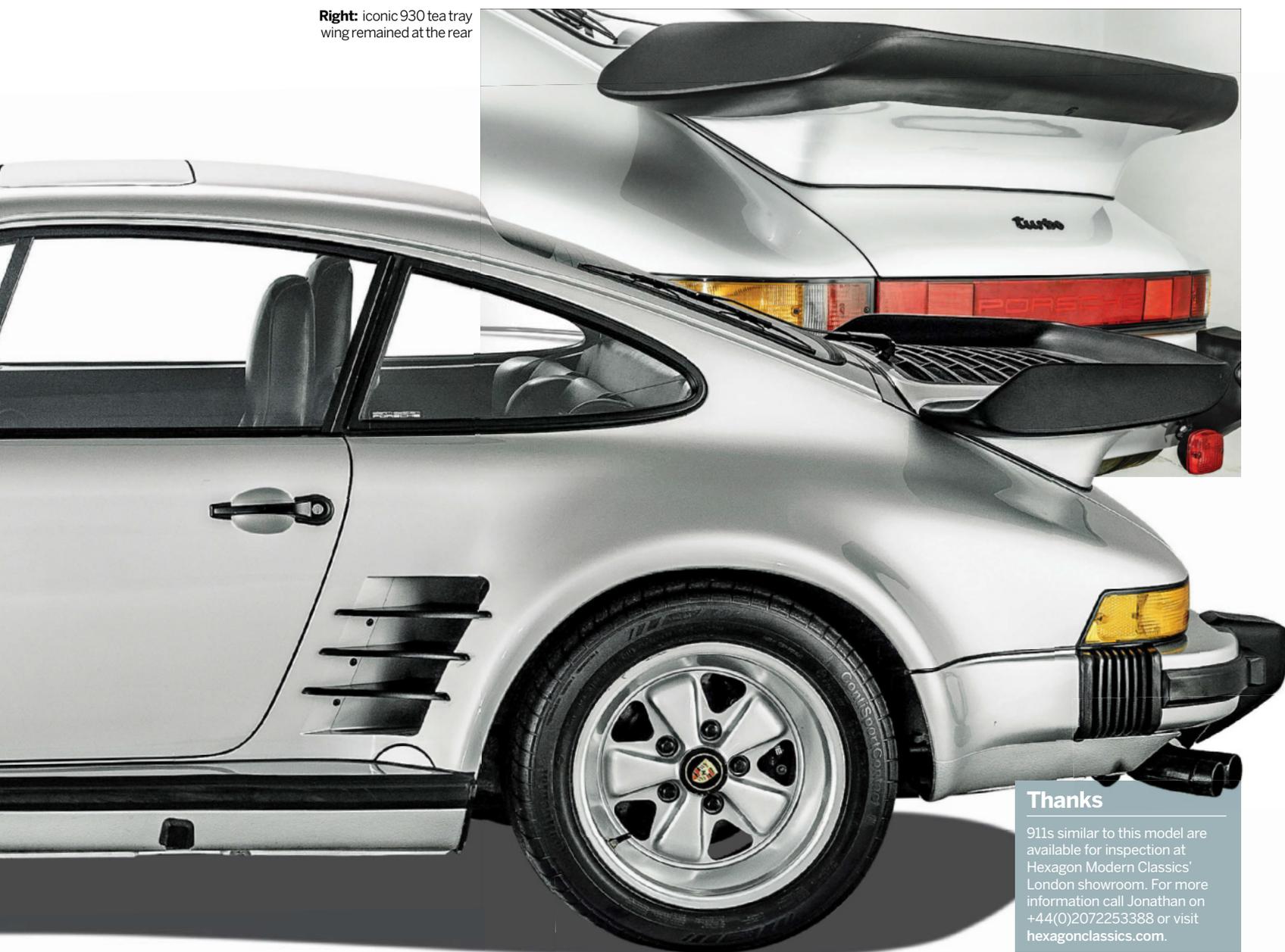


Main: Customers could opt for a slantnose at the factory or enlist in the work of aftermarket coachbuilders

Left: Factory spec remained inside – the only change was the view out the windscreen



Right: iconic 930 tea tray wing remained at the rear



Thanks

911s similar to this model are available for inspection at Hexagon Modern Classics' London showroom. For more information call Jonathan on +44(0)2072253388 or visit hexagonclassics.com.

worth somewhere in the region of £25,000-50,000 more than a standard car.

At the other end of the spectrum, a car converted later is likely to have a negative impact on values. Equally as important is provenance, and this is where things get a bit tricky. A quick look at the chassis number won't be enough to identify a genuine car, so the safest thing is to get an OPC or specialist to check the factory records. The engine number and special marking on the crankcase will act as an additional giveaway though, as those experts will be able to confirm the presence of a genuine 330bhp motor. All factory cars were fitted with steel wings, so GRP items should ring alarm bells, and it's also reckoned that the standard of workmanship on the factory cars wasn't great.

Reputedly, the finish beneath the front wings and within the front compartment was of lower

quality than you might expect, and a converted example may have been finished to a higher standard. The DP935 is a case in point. Also, the new metal parts should have unique numbers stamped into them, and a genuine car should have extended jacking points welded to the wider sills.

“For some, this rare rendition of the 911 form holds a particular kind of appeal”

It's clear, however, that proving the provenance of a genuine car isn't easy, so care – and plenty of time examining any paperwork – is needed. And then there's the thorny issue of parts availability and cost. It seems to depend on who you ask, with some suppliers directing you to Porsche Classic in Germany, while others say parts are obtainable. A bit of digging revealed that OPCs do

seem to list 930 SE items, with a front wing (the right-hand side only, oddly) retailing for £1,623, including the dreaded VAT with a cover for the pop-up lights at £340 each, an operating motor at £233, and the operating mechanism that connects the light pods at £700. Whatever the case, any

damage to the bodywork or inoperative lights would need approaching with caution, as costs could spiral rapidly.

So where does that leave us? Well, not all 911 devotees are enamoured

with the 'Flachbau' look, but for some, this rare rendition of the 911 form holds a particular kind of appeal. With values comfortably ahead of a regular 930 Turbo, it could prove a canny investment too. And with pop-up headlights banned in our safety-conscious automotive world, it's an enjoyable reminder of a once different styling direction for our favourite sports car. **911**

THE PORSCHE

A focus on exclusivity has always been part of the Porsche repertoire, highlighted by the existence of a special department that for nearly 30 years has fulfilled the wishes of its most flamboyant clientele

Written by **Kieron Fennelly** Photography by **Porsche AG & Total 911**



The aftermarket for Porsche upgrades goes back to the days of power enhancements for the 356, and within months of the 911's 1964 launch, Zuffenhausen was already marketing competition engine and suspension kits. However, it was the dramatic arrival on the scene of the 911 Turbo in 1974 that really opened the aftermarket door for Zuffenhausen, for the Turbo was not only a technical tour de force; it was a bold marketing coup.

Porsche's instinct for what customers wanted struck gold again with the blown 911, which despite the first oil crisis, was an outrageous hit, and its success bred Porsche's Sonderwunschprogramm. The company took a leaf out of Henry Ford's book, but rather than offering any colour you liked as long as it was black, you could propose any colour you liked as long as you were prepared to pay for it. As it turned out, plenty of people were.

Turbocharging was the fastest way of bringing a new model to market, and from its 1974 launch, the 911 Turbo offered an accelerative 'shove in the back' unequalled anywhere else. The Turbo's reputation soon found a much wider and well-heeled public, a clientele that thought nothing of paying a 50 per cent premium over the standard 911, and for which laying out even more money to make this already über-Porsche go faster or look different was part of the pleasure. Before long, Porsche was offering a boost upgrade, which took power from 260bhp to 300bhp, and it was becoming clear that customers were also interested in visual enhancements such as special paint schemes or more opulent interiors.

EXCLUSIVE STORY

Responsibility for carrying out these upgrades fell to Rolf Sprenger, who was then supervisor of Werk 1, which also undertook after-sales modification. Sprenger had joined Porsche as an apprentice in 1967 before graduating to Werk 1. His duties here included after-sales service, and this brought him into direct contact with buyers. "I began to see a pattern in the kinds of things they wanted in order to individualise their Porsches, and I saw that when I went to (CEO) Ernst Fuhrmann because a customer wanted a lightened chassis or a wider body, he was always supportive. So it meant that most owners' ideas could be successfully implemented, especially as they seemed quite ready to pay whatever Porsche estimated the changes would cost!"

Not all requests could be acceded to so readily: the great conductor of the Berliner Philharmonic, Herbert von Karajan, was also famous for his taste in Porsches, and it was not long before he decided he wanted to combine the agility of his 2.7 RS with the acceleration of the Turbo – an RS Turbo, no less. This would have been difficult to fit into the production line, as by 1974 Porsche had moved to the G series and no longer built lightened bodysHELLS. But von Karajan was persistent, and he got his unique, silbergrau lightweight Turbo to add to his collection. Von Karajan returned for several more Porsches over the years. Sprenger recalls he insisted that his 959 had a spare wheel: "I don't care how you do it, just fit it in somewhere" was his instruction.

Sprenger realised that there was a viable business here, and at his urging the company set up the special-wish Sonderwunschprogramm as a standalone business that could go out and



market itself rather than having to wait for punters to find their way to the door. Over half the Porsches made were going to the US, and with three Deutschmarks to the dollar, 911s were competitively priced. And in cost terms, items manufactured ten or twenty-fold or paint-purchased in bulk worked out far cheaper than a series of unprogrammed one-offs. Porsche's ebullient new MD Peter Schutz was just as enthusiastic about Sonderwunsch, and famously used to tell customers, "If I want a trailer (caravan) with a swimming pool, Rolf Sprenger will build it for me."

It was 1984 before the first comprehensive catalogues and literature could be drawn up. ➔



Top: Mansour Ojje's 935 Street is perhaps the most famous Sonderwunsch offering ever

Above: Another flachbau-fronted 911 is crafted at Porsche Exclusive in the 1980s



The basic upgrades besides paint schemes would consist of wood or leather-faced dashboards and door panels or building-in of car phones, then bulky, cumbersome devices. Neat drawers for cassettes, or later compact discs, would be incorporated in the doors or in the fascia above the gear lever filling the slightly irritating gap – a feature of the standard 911 cabin until the 996.

A special order on Turbos, the Dampfrad, was a control that turned up the boost situated on a console beside the gear lever. This iconic knob was the nearest you could get on a production car to an ejector seat switch, and symbolised everything excessive about the 911 Turbo. Sometimes, absolute luxury was no object. One Middle Eastern potentate ordered a solid gold gearknob costing DM 25,000 (£8,000) as the pièce de résistance in a cabin that was almost a parody of opulence. Sprenger decided that it could not possibly be fitted to the car for delivery: it would have to travel if not in the diplomatic bag, then by other highly secure separate means, “Otherwise it would have disappeared for certain on the way!”

Many of the Sonderwunsch ideas became part of Porsche production. The stitching, which is

a feature of current cars, has its origins in the special-order cars of the Eighties. The hardtops for Cabriolets began as special orders from customers who wanted to use their convertibles in winter. Sprenger explains how he and colleagues would sit down with a customer and work out a specification, and he remains surprised at just how much extra kit they were able to sell to some enthusiasts. A veritable who’s who of the great and famous came to place orders with the Sonderwunsch department. Sir Anthony Bamford of JCB had a number of cars, including a Flachbau, the flatnose: “We started those,” said Sprenger. Indeed, 2,000 flatnoses were built over ten years. A curiosity today, the flatnose look came from the all-conquering Porsche 935, the most famous and successful racing car of the Seventies, which underpinned the reputation of the 911 Turbo.

It was a reputation that went far and wide: Juan Carlos, the king of Spain, was another Sonderwunsch client, as was Mansour Ojeh, the man behind Techniques d’Avant Garde. He had a production Turbo turned into a 935 road car that was not homologated for use in Europe, but this does not seem to have prevented Mr Ojeh

Top: 1993 America GS 3.6 (turbo-look) One of 250 built, this one was specially modified for Bob Linton

Left: The ‘Facebook’ 911 was built by the department to celebrate 5 million Porsche ‘likes’

Center: Exclusive department staff showcase the 997 Speedster and Sport Classic in 2010

Right: 993 Speedster is another rare build courtesy of the famous Exclusive department

from driving it in Paris where he lived, although he was careful not to drive his 400bhp special order car in Germany.

In 1987, the Sonderwunschprogramm was renamed Porsche Exclusive, a label with more international appeal and a stronger marketing message. It was a little after that Sprenger made the acquaintance of one of the most memorable ‘special-wish’ customers, New York insurance broker Bob Linton. He had ordered a 3.2 Cabrio with a leather-faced dash, only to be told by the importers that these were not supplied to the US because the sun caused the leather to dry out and warp. “But I live in Manhattan, and the car spends



The Exclusive department is limited to aesthetical changes today, offering the AeroKit Cup package to 991.1 Carreras (top left), colour-coded keys (top right) or a 30hp Powerkit (left). 997 Speedster and Sport Classic are more exuberant recent offerings



most of its time in the garage anyway,” protested the would-be owner to no avail. However, this customer turned out to be the proverbial dog with a bone, and after further fruitless discussion with the US importers, he wrote a letter to Porsche’s managing director Heinz Branitzki, with a copy to Ferry Porsche, all absolutely correctly addressed. Naturally, the matter soon found its way to Sprenger’s desk with an instruction to “sort this out.”

“I realised straightaway I was dealing with someone special,” recalled Sprenger, “So I invited him to Zuffenhausen to look in detail at what we could do for him, as well as his leather dash. The upshot was a hugely modified and specified flatnose Cabriolet, and a customer so satisfied that a few years later, he came back to order a 964 Turbo Cabriolet with even more elaborate modifications. This really was a monster project – the wish-list ran to 32 pages – and caused endless head scratching and late nights as the proposed specification was batted to and fro between Manhattan and Stuttgart. In the

end, probably the most remarkable 964 ever to be built emerged.

In the Nineties, the winds of change were beginning to blow though: special-wish requests were becoming harder to fit into Porsche’s increasingly automated production schedules.

“One Middle Eastern potentate ordered a solid gold gearknob costing £8,000”

Nevertheless, two great cars from this period, the Turbo Leichtbau of 1992 – the origin of Speed yellow – and the Turbo S of 1995 both began as Exclusive projects. Perhaps the last significant special order to be squeezed out of Zuffenhausen was a narrow-bodied 993 Turbo Cabriolet, for which 14 were made for another character: Fritz Haberl, the Munich car dealer.

With the advent of the 986/996 platform, manufacturing at Zuffenhausen underwent a revolution, and the kind of interventions

Exclusive can make today are limited to equipment and finish. Homologation rules and safety requirements have increasingly prevented structural modification, and Porsche has had to turn down orders from the US for lightened 911 chassis. Despite today being confined to largely aesthetic upgrades, Exclusive still occasionally pulls off a coup, most notably with the MY2010 Sport Classic 911, which sported, among other Exclusive touches, the famous ducktail.

The Sonderwunschprogramm was a child of its time; a period of colour, excess and individualism. It produced some wonderful Porsches, and turned up some remarkable characters. The reining in of special-order specifications can be seen as a metaphor for the general homogenisation of motoring in the last 30 years, which in the quest for safety has removed much of that colour and character. Porsche Exclusive today makes a range of high-quality and tasteful alternative finishes, and is as profitable as ever, but that splendidly wild element has gone the way of all flesh. **911**



997 CSR RETRO

RPM Technik's CSR has won plaudits for bringing GT3 focus to the factory Carrera. Now, Total 911 tackles the Tarmac with the new Retro edition

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



As problems go, it's a nice one to have. Replacing the business Audi RS3 was proving difficult: Porsches featured strongly, though a Macan didn't suit, a Cayman only offered two seats, and the 991's interior didn't appeal. Step in RPM Technik, which potentially offered a solution via its CSR Retro options, allowing the owners of this black 997 to create a car perfectly suited to them. The CSR concept isn't new – RPM Technik has built a few now – though this car differs in that allied to the CSR upgrades, RPM has backdated it slightly, as despite appearances to the contrary, the base car is a Gen2 997.

Darren Anderson, RPM's technical director, explains that taking a 997 Gen2 and adding the lights of a Gen1 car isn't as easy as you might think. The key was removing the LED lighting, which made the car look too contemporary. That required wiring revisions and ECU changes to support it. It's arguably an odd step to be taking and a lot of work for what, outside of those in the know, are subtle changes, but for the owners that's part of the appeal. Those lights required Gen1 bumpers, the front being a chin-scraping aero bumper with driving lights, while the fitment of the carbon fibre ducktail is a CSR defining feature as much as it's part of the Retro package.

Given that theme, genuine forged 19-inch Fuchs alloy wheels feature, creating not just a

strong backdated visual, but also saving around three kilograms of unsprung weight over a traditional cast alloy wheel. Red CSR decals at the leading edge of the doors and bonnet, as well as on that ducktail, and a bold Porsche strip badge spanning the engine cover between the rear lights complete the visual changes. There is no denying it's got real presence, though some elements of it are arguably more successful than others. That aero front bumper looks busy for a car that's going for a backdated look, it being at odds with the neat simplicity of that iconic-looking ducktail. The rear Porsche decal on that engine cover also sits quite high, though that's an easy enough fix. What's undeniably appealing is the car is unique to its owner, that being a huge part of its appeal.

Over and above the retro elements, Anderson admits that core to the CSR is a finessing of

Porsche's product. Think of it as a Clubsport, with elements of GTS; a car that can offer near GT3 thrills without the compromises Porsche's GT offerings bring. Each is built to its owner's specification and needs. No mere plaything, this car will be used as a daily driver, anticipated to cover around 25,000 miles a year. Given that 4,000 miles have rolled under those Fuchs in the six weeks since the owners got the keys, there's a good chance it'll do more than that.

Taking the manual 997 Gen2 Carrera S as its basis means a 3.8-litre direct fuel-injected engine and the economy, performance and reliability improvements brought with it. RPM has done nothing to the engine internals, though has fitted its more free-breathing CSR exhaust with a crossover pipe for greater acoustics, as well as a high-flow performance air filter. It's not



Above: CSR exhaust is docile at low revs yet howls past 4,000rpm all the way to the redline

Right: Retro styling adds backdated aesthetics to proven CSR performance package

been dyno'd, but that exhaust and the air filter is sure to liberate a bit more power. RPM likes to fit Evans waterless coolant and a low-temperature thermostat to help with longevity of the engine, though when undergoing the CSR build, the base car gets a thorough going over, with this car being found to be in perfect order.

And so it seems when starting it for the first time. With that alloy flywheel weighing just six kilograms – a reduction of around 50 per cent – the 3.8-litre engine fires with racecar-like enthusiasm. The exhaust adds a deeper timbre, underpinned by the characteristic flat-six sound, making it difficult to resist the temptation to sit blipping the accelerator. Do so and it settles to a louder, but not obnoxious note, adding some richness to the sound but without dominating. As Anderson says, it's all about detail changes. The interior is a work in progress: there's the

CSR logos on the kickplates, and a red CSR logo'd rev-counter, but the rest is stock, save for the Alcantara on the gearshift and steering wheel. There's more to come, the dash likely to get a Alcantara trim, while RPM is on the lookout for some sports seats to re-trim, too. Honestly, I'd be happy as it is, though I might be tempted by a red insert at the top of the wheel to tie it to the outside – but then it's not my car, and part of the ownership proposition is the level of personalisation options RPM can offer.

A CSR build offers a number of suspension options, each depending on what you plan on doing with it. Given its road focus, RPM suggested its owners went with the least extreme Ohlins Road and Track suspension choice, though if you're intent on more track use there are a number of KW Clubsport options with varying degrees of adjustability. Unlike the

more extreme offerings, the Ohlins setup does without a remote reservoir, instead using dual-flow valve technology. It gives the damper the same characteristics on rebound as it does on compression, helping with control and precision.

Suspension is very much a personal choice but what RPM has achieved with the Ohlins setup on the 997 is very impressive indeed. Sitting around 20mm lower, Anderson says that many miles of testing with incremental changes have been made to get it to the point it's at now. It's arguably the most transformational element of the changes – taut, but incredibly controlled, and retaining a suppleness that's remarkable given its focus. What's most appealing is the CSR Retro's front end. The steering was always a highlight in the 997, but those springs and dampers add even greater levels of feel and immediacy to the 997's nose. Initial turn-in is sharper, the CSR changing

Model **997 CSR Retro**

Year 2010

Engine

Capacity 3,800cc

Compression ratio 12.5:1

Maximum power 385hp @ 6,500rpm

Maximum torque 420Nm @ 4,400rpm

Engine modifications Sports exhaust, performance air filter

Transmission Six-speed manual, lightened flywheel and clutch, GT3 short-shift kit

Suspension

Front Ohlins Road and Track DFV adjustable coilovers (PASM deleted)

Rear Ohlins Road and Track DFV adjustable coilovers (PASM deleted)

Wheels & tyres

Front 8x19-inch Fuchs forged alloy wheels; 235/35/ZR19 tyres

Rear 11x19-inch Fuchs forged alloy wheels; 295/30/ZR19 tyres

Dimensions

Length 4,435mm

Width 1,808mm

Weight 1,500kg

Performance

0-62mph not tested

Top speed not tested



Above: Genuine Fuchsfelge alloys sit in CSR Retro's arches, while retro-inspired pasha or houndstooth interior can also be specced

Right: Timeless ducktail in carbon complements 997.1 bumpers



direction with initially alarming speed, the accuracy on display being very impressive indeed.

There's none of the 911's sometimes lightness to the nose, it having a tied-down feeling that's more in keeping with a GT3 or RS over a standard Carrera. That's at road speeds too, the CSR even more enjoyable when taken to a track. CSR specification would usually include a Wavetrack limited-slip differential for greater traction, but given the car's road-biased mileage it wasn't optioned. This car doesn't feel lacking without it, the CSR Retro's rear delivering the same sort of fine, detailed control as the front, even when the surface topography is more British road than anything resembling a track. In fact, what's genuinely surprising here is how it's able to track down the sort of pock-marked, undulating surfaces that a typical country road might present, making it possible to carry more speed more

of the time, the composure it delivers being genuinely surprising.

If the intention was to produce something akin to a GT3 but with a bit more road compliance, then RPM has hit the mark. The steering is so rich in feel and information that you'll seek out poor surfaces just to feel what's rolling under those wheels, yet for all its plentiful information it's not overbearing or intrusive. It's among the nicest-steering 911s I've ever encountered.

There might not be a Mezger out back, nor here has this car had its engine mounted on optional Rennline solid engine mounts, but with that lightened flywheel and clutch assembly, there's low-speed chatter that's very much like you'll find in a GT3. The way it revs is convincingly GT in its character too, and there's a clear lack of inertia to the engine, to the benefit of response. The free-breathing exhaust, that flywheel and bigger

capacity air filter seems to sort out that slight hesitancy that's apparent in the S in its mid range, the delivery far more linear and urgent across the entire sweep of the rev counter on that red dial.

That sharpness is a huge part of the CSR's appeal, the way it reacts to accelerator inputs being so much quicker, giving it the feeling it's packing more power than it has. Partner that to the quick action of the clutch, the excellent pedal weighting and the short-shift enhanced six-speed manual and any arguments some people have about the speed offered by paddle-shift systems are made null and void. As manual transmissions go, the 997 has always offered one of the best out there, and the CSR revisions only build on that. The improved speed and precision has been achieved without any upset in the CSR's driveability though admittedly, you do have to remember the lighter flywheel at times and

“Dialling out some of the 997’s inherent GT character and focussing on its sports car DNA creates an enticing proposition”



dial in more revs pulling away to avoid stalling it, but within a few miles the CSR feels very natural.

Dialling out some of the 997's inherent gran turismo character and focusing with greater emphasis on its sports car DNA creates an enticing proposition, one that's got few, if any vices. The CSR feels like a fast road car with track ability, rather than a track car that's escaped for the road. Or at least this one does; RPM can make it pretty much how you like it. As it's set up here is arguably more relevant for most buyers, particularly if they're genuinely intent on using it as a daily driver or even a weekend plaything. The exhaust is tuneful and interesting when you want it to be, adding to the intensity at high revs, but quietening down when on a cruise or trundling through a rapidly-reached village. The capacity it brings to make every – not just the occasional – drive something to remember is hugely enticing, the changes RPM have made adding significantly to driver engagement.

What's perhaps most appealing is it feels like something Porsche itself might have done. It's sharper than a 997 GTS, yet no less compromised, and despite the suspension's clearer focus the ride quality is exceptional. That low aero nose does cause a few breathe-in moments, being prone to catching speed-bumps and forecourt ramps, but you don't have to have it. Some might question why there isn't the option of more power, but

as RPM says, the Carrera S isn't exactly lacking in the first instance. We'd agree – the changes to how it drives, rather than obsessing about horsepower increases, is rather refreshing. Indeed, the only question we'd have is regarding the Retro changes. Porsche managed a convincing homage to its historic models with both the Sport Classic 997 and latterly the 991 Anniversary, both while retaining LED lights. The Fuchs alloy wheels, that ducktail spoiler and a few other signature styling elements would suffice; it seeming like a hell of a lot of work and expense to backdate the lights one generation in the pursuit of an old-school look.

That is perhaps looking at it from a Porsche purist's perspective rather than what it ultimately represents, which is the opportunity to build exactly the car you want. Remember too, it's been achieved at a cost, which when compared to what you might buy new for the same money is impressive. Remember, the owners of this bespoke, custom-built Porsche were looking at an anodyne if undeniably rapid and capable Audi hatchback – which with a few options added would be within £10,000 or so of the cost of this 997 CSR Retro. Looked at like that, it's impossible not to congratulate them on their decision, and indeed what RPM are offering, which is the choice to make a more engaging, interesting 997 that'll be unique to you. **911**

997 Gen2 CSR Retro Costs

Bodykit including ducktail and graphics
£6,600

Fuchs Wheels, Spacers and Michelin PS tyres
£4,300

Interior

£6,500
(£3,500 spent on test car interior, upgrades including seats and dash have not been re-trimmed yet)

Full suspension and geometry setup
£4,000

Engine Upgrades
£1,000

CSR Exhaust

£2,100
(this car is also fitted with centre box bypass which adds a further £700 to costs)

Drivetrain - Lightweight clutch/flywheel, LSD and Short-shifter
£4,500

(Cost reduced to £2,300 on test car as differential was not fitted)

Brakes - Performance friction pads and brake fluid upgrade
£700

(not fitted to this car)

TOTAL: £29,700



Thanks

Those interested in the 997 CSR should call RPM Technik on 01296 663824 or visit www.rpntechnik.co.uk/csr

Beverly Hills Car Club

Specialized dealer of classic European & American cars



1994
Porsche Turbo Coupe 3.5L

Extremely low 15,402 miles, this matching numbers example comes in its original color code midnight blue with black leather interior. Extremely desirable air-cooled model that marked the end of an era.

.....\$319,500



1977 Porsche Turbo Carrera
Certificate of authenticity in original colour code minerva blue with black interior. Number 242 of 727 produced for the U.S. market in 1977.\$149,500



1967 Porsche 911
Silver with black interior, this SWB coupe sports a classic color combination. Comes with jack and spare tire, incredible investment potential.\$79,500



1981 Porsche 930 Sunroof Coupe
Matching numbers, certificate of authenticity in original platinum metallic with black interior and black sports seats. Mechanically sound.\$79,500



1957 Porsche 356A Coupe
White with black interior. This car has had the same owner since 1988. It's an excellent restoration candidate with tons of potential.\$59,500



1962 Porsche 356B Sunroof Coupe
Red with black interior, period-correct 1600S motor and comes with electric sunroof, matching numbers head and decklid, and spare tire.\$56,500



1973.5 Porsche 911T Sunroof Coupe
Matching numbers in guards red with tan interior. A very presentable car equipped with 2.4-liter with CIS and a five-speed manual transmission.\$54,500



1970 Porsche 911T Coupe
Red with black interior. Equipped with five-speed manual transmission and Fuchs wheels.\$32,500



1971 Porsche 911T Targa
Burgundy with black interior. Great car with lots of potential. Comes with Fuchs wheels and just came out of storage.\$28,500



1967 Porsche 912 Coupe
Red with tan interior. Four-speed manual transmission, solid wheels, and spare tire. It's an excellent short wheelbase example at a great price.\$27,500



1975 Porsche 911S Coupe
Red with black interior. Five-speed manual transmission and Fuchs wheels. Same owner for many years and is mechanically sound.\$24,750



1979 Porsche 911SC Targa
Red with black interior. Solid floor pan and battery box. Could use some minor cosmetics, same owner for many years, mechanically sound.\$22,750



1968 Porsche 912
Orange with black interior. Comes with five-speed manual transmission and Fuchs wheels. This car has lots of potential.\$18,750

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AIR-COOLED KING

For many, the 993's engine is the pinnacle of air-cooled engineering. Total 911 takes to the track in its most extreme iteration

Written by **Wilhelm Lutjeharms** Photography by **Tim Moolman**

Even if you are not of the opinion, like several 911 fans, that the 993 should be put on a pedestal, you have to admit that it was, and still is, an exceptional era in the 911's heritage. Not only is its smooth exterior design a visual highlight, but being the last of the air-cooled generation gives it a unique place in the 911's history.

Dig a little deeper, and the 993 RS is one of a handful of 993s that most of us lust after. Until its design, the RS featured the same base engine as used in race cars such as the 964 RSR, the largest capacity engine fitted to a production 911. This engine was also the foundation for other race cars.

However, in terms of naturally aspirated 993 engines, its zenith was reached in the design of the 993 RSR. Here the 3.8-litre engine developed, depending on which literature you have read, between 315bhp and 340bhp. There are also a few companies that would actually enlarge this engine's capacity to either 3.9 or 4.0-litres in size.

Today that power figure might not seem like much, but take into account that the RSR tips the scales at only 1,120 kilograms, and it is suddenly a very attractive result. This specific car was ordered with the lightweight package; the car has a different front splitter, and the doors and all the windows (except the windscreen) are lighter →



compared to a standard 993 RSR. The lighter windows also included the sliding mechanism for the driver's window.

This specific car has an interesting history though. Originally imported into South Africa, it belonged to two Porsche enthusiasts who used it on track, but didn't take part in any major races with the car. However, the current owner has had it for several years.

The most significant race that the car has done to date was a six hour endurance in South Africa, in which the current owner, together with the RSR's second owner, achieved third place overall.

As the front splitter is put in place after the RSR is taken off the trailer, the pop-riveted wheel arches are a strong reminder of the 993 GT2 road car and its race variants first. Today these arches are filled with full racing slicks, though.

One of the most attractive facts about this car is the fact that it is actually road-registered (the

owner admits that more than half of the 5,500 miles the car has done were actually done on the road!). The rest has been done on the track, although not all of it while racing. If the track wasn't more than 40 miles from this car's home, I would have happily driven it to the track – what an adventure that would have been!

However, even though it would have been

that the wheels are pushed up into those wide wheel arches, the split-rim wheels and most notably, the bi-plane rear wing. The RSR really does look hunkered down and ready to tackle the next endurance race. The fact that it looks like a GT2 from a distance but that a naturally aspirated engine sits between those two slick rear tyres makes it all the more appealing.

With most of the photography done, it is time to climb over the roll cage and into the cabin. The door opens with the same click-clack sound when you pull its lever, as that of any other 993. With the RSR this

is simply amplified through the empty, lightweight door and stripped-out cabin. The moment you pull the lever, the door literally pops right open.

I climb over the X-formed door bars and as I drop down into the racing seat, the contours of the Recaro seat with its famous Porsche crest pushes me into place, from my legs right the way up to my shoulders.

“Originally imported into South Africa, it belonged to two Porsche enthusiasts who used it on track”

quite an event to drive this race car on the road, the track is the perfect environment on which to experience the epitome of Porsche's naturally-aspirated, air-cooled development.

As we get underway with the photography, it gives me the perfect opportunity to take in all the details. If you are used to road cars, these details include the peculiar tyre sizes, the fact



Above: Kerb weight of just 1,120 kilograms is sprightly, making good use of the 325 available horsepower

Left: Acceleration is brutal above 5,000rpm as the RSR races for the horizon

I move the seat slightly forward to have a commanding position over the steering wheel. Deciding to leave the three-point road belt, I opt for the full six-point harness. In front of me is a three-spoke racing steering wheel with a very neat Porsche inscription and the signature five dials.

The dials and ventilation controls are of a typical 993. However, that is it – the rest is a bare, stripped out yellow cabin, filled with the roll cage. In the passenger footwell is the fixed fire extinguisher, which I don't plan to use today. I pull the door shut and the noise of the action briefly echoes in the cabin.

A simple turn of the key kicks the 3.8-litre engine into life. The sound from the engine and exhaust is not as loud as I thought it would be – this is partly owing to the exhaust system which has been replaced with another, quieter, system, and offers a balance for both road and track use (the owner admits the original system would have had the authorities knocking on his door).

However, as soon as the engine catches, the cabin is filled with the harshest of clunking metal sounds that you could ever imagine. If you haven't

experienced straight cut gears before, you will seriously think that the gearbox is about to rumble itself to pieces.

Press the clutch in, though, and all those noises disappear. I select first gear, let the clutch out and we are off. The gearbox has the same slick and easy shift action as that of other 993s, although here it has a springy action to it, assisting you as you move the lever out of each slot.

The first lap I take very easy. Suddenly my brain seems to forget all about the noise, focussing entirely on the directness of the steering system and the lightness of the car instead. As I become more comfortable with the RSR, I start to rev the engine that bit harder. It does feel like a massive punishment to the drivetrain, though. The engine actually only picks up speed as it swings past 5,000rpm, but by then the sound is already borderline ear-splitting. Then the needle simply swings faster and I quickly slot the next gear home a few 100revs before 7,000rpm. It is an intensive, raw and grinding sound. There is no doubt that the engine is built to be driven at high revolutions all the time. ➔



Model 993 Cup 3.8 RSR

Year 1998

Engine

Capacity 3,746cc

Compression ratio 11.4:1

Maximum power 325bhp @ 6,900rpm

Maximum torque 353Nm @ 5,500rpm

Modifications Factory lightweight package, restrictors removed

Transmission Six-speed manual, straight cut gears

Suspension

Front MacPherson, coil springs, adjustable gas dampers, anti-roll bar

Rear Multi-link, coil springs, gas dampers, anti-roll bar

Wheels & tyres

Front Split-rim wheels, Dunlop SP

Sport 250/640 R18 slicks

Rear Split-rim wheels, Dunlop SP

Sport 280-640/R18 slicks

Dimensions

Length 4,245mm

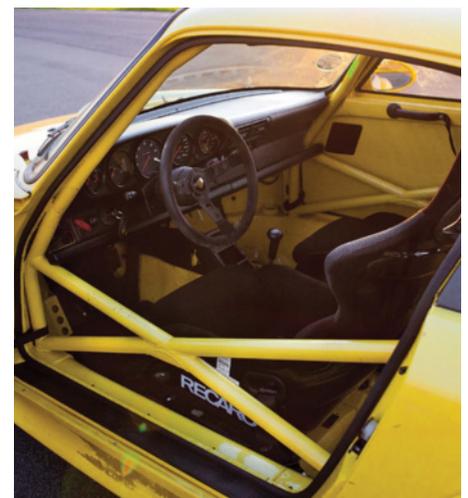
Width 1,735mm

Weight 1,120kg

Performance

0-62mph 4.0 seconds

Top speed 162 mph



Finding a 993 RSR

With so few cars produced, finding a car for sale will be no easy task. Research on the internet indicated that one came up for sale last year in the USA, where 13 of the 30 cars had been exported to. This unit was a well looked-after example, with some slight modifications which didn't veer too far from the car's originality. The asking price was \$265,000. With the ever increasing demand for air-cooled 911s, having a factory air-cooled race car means you are unlikely to lose any money, though parts will be expensive.



Blip the throttle before a downshift, and the free revving nature of the engine is evident once again. Turn in, and the manner in which the nose darts into your desired direction is unlike any other road 911. Only a small amount of lock is needed as you turn the wheel, even through the tighter corners of the track.

As expected, there is no body roll, and with the high grip levels I find it rather difficult to sense exactly where the car's grip levels are. It is as if the slick tyres hide the fact that you have the weight of the drivetrain over the rear axle. They grip extremely well but don't give you that warning, via feeling or sometimes even a sound, that road tyres tend to do.

The same thing happens when you apply the brakes. Here, the fact that the car tips the scales at only 1,120 kilograms can immediately be experienced. The brakes scrub off speed in what feels like tenths of seconds, and each time I discover that I could have braked a lot later than I had done.

From the driver's seat, you sense that there is no movement of the car's body when pressure is applied to the brakes. It is not dissimilar to the feeling you experience when you brake hard in a road version of a 993.

I do a final lap and try my utmost to enjoy it, but at the same time take in every conceivable aspect of the drive. For a moment I can imagine what racers must experience: the intensity, both physically and mentally, of piloting such a car

lap after lap, must be wholly draining but also extremely exhilarating.

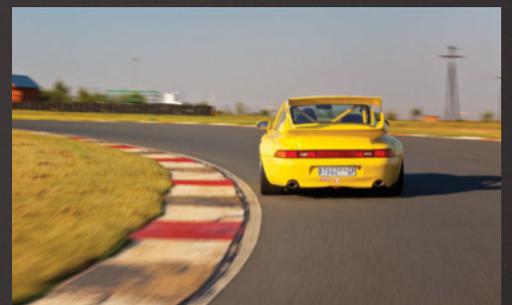
As the sun sets over the rural area outside Johannesburg, I can understand why this car forms part of this enthusiast's collection. As he said himself, it is an easy car to drive in terms of racing cars. Then there are also practical factors to consider. Most seasoned 911 specialists can work on the car, he can drive it on the road if he has to, and even the maintenance that is needed for this race car is reasonable. Lastly, there is, without a doubt, the desirability factor.

As we pulled the RSR back onto the trailer, I grasped the important connection between Porsche 911s that has been written about profusely. There definitely is a close link between Porsche's road and race cars. The road cars really do offer an extremely similar experience to those driven on the track.

For that distilled 911 experience, a race car or in this instance an RSR, especially from the 993 generation, is a truly fantastic proposition. That additional 'R' really puts the car in an entirely different league.

I find it fascinating that so little has been written about these RSRs. It seems in this generation of race cars the GT2-based cars have received a lot

more attention. Maybe rightly so; they were more powerful and there was also a close connection to the road cars, whereas the 993 RS looked tamer in comparison to the RSR version. Mention RSR and most enthusiasts will immediately think of the 2.8 and 3.0-litre RSR models of the 1970s, and maybe even the more recent endurance versions. But back in 1997 and 1998, Porsche built just 30 of these cars and after driving this example, my top five wish list of 911s has been reshuffled. **911**



Above Right: Level of steering directness in the RSR is staggering, says Wilhelm...

Right: ...while the huge bi-planed rear wing aids downforce when the 993 reaches big speeds

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Living the Legend

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



1999 996 Carrera 4



Rob Clarke
Bristol, UK

Date acquired:
February 2014

This month, myself and my family took the trip to Spa to watch the Porsche Supercup, which has a small support race called Formula One.

We took the opportunity to meet up with **Total 911** columnist and Supercup Driver Ben Barker. Ben races for Momo-Megatron as one of their three drivers in the Mobil 1 Supercup. This gave us a chance to get an insight into the world of 911 Supercup racing. We visited on the Friday just as there was a press conference taking place. Seven-times world rally champion Sebastian Loeb was being interviewed, along with TV star and Porsche racing driver Patrick Dempsey, both of whom would be racing 911s over the weekend.

First impressions were that the entire 911 paddock was a very organised place. The Momo-Megatron guys all seemed very relaxed, with Ben Barker's car sat patiently waiting for the first practice, unlike some of the other teams, who were frantically working on their cars. The Momo-Megatron guys also seemed more relaxed with the public – all the

other teams had barriers up – but they were happy for people to gather round.

We took a closer look at Ben's car and one of his team mates (Sam Power). As you'd expect, its exterior is identical to a road car, except for the large rear wing and big slick rubber! Ben explained that everything in the car is fixed by Porsche to run 460bhp with a sports exhaust, so there are limited changes a team can make, such as suspension geometry, rear wing and ride height.

This weekend was a double header for the Supercup, so they only had a single qualification period for the two races. Fast forward to Saturday, and Ben led the other Momo-Megatron guys out to do their qualification runs. As qualification approached, there was a distant rumble as the 911s fired up in the paddock. The note changed as they exited the paddock running parallel to Raidillon – at this point, you knew something special was going to happen!

Our first close experience was as the cars filed into the pits. We had seats in the main covered grandstand overlooking the

pits and podium, so had a clear view of the pit entry, start/finish straight and entry into Les Source, with a glimpse of Eau Rouge-Raidillon. As the cars went past for the first time at full race pace, a cacophony of sound reverberated through the grandstand, with car after car increasing the volume until the last approached Les Source and the echoes in the grandstand died down.

After qualifying, Ben managed 8th and 14th for the two races – probably not what he wanted. He was leading his team, ahead of the two Porsche 'celebrities' (Sebastien and Patrick), but more significantly, those close championship rivals were ahead on the grid.

Race one approached, and the cars formed on the grid: Ben in 8th, and his two Momo-Megatron team mates further back. Ben managed to improve on his grid slot and end up 6th with a great move that started on the main straight, lining up Matteo Cairoli on the approach to Les Source and making the move stick on Kemmel straight. The drawback of seeing this live is you miss some of the action, but the overall atmosphere is better.

997 Cup



David Grover
Harpenden, UK

Date acquired:
July 2015



I'm in my third year of circuit racing (in my early 50s), and an amazing new car has just joined the fleet: a 997 Gen2 2012 Cup car. I had been yearning for another 911 after owning a succession, and feeling that my great 968 CS race car was near its maximum ability, this seemed the ideal way to satisfy my desires.

The plan is to get to know the car and race it in a variety of series in the UK from 2016, with test events and practice races leading up to then. We have been out just once at Brands GP circuit, and it's simply brilliant in terms of its pick-up, handling and power curve, peaking

at just under 140mph on Hawthorn Hill on my first day with my instructor on a busy track day. Lap times fell consistently towards the mid/high 1.30s as I got used to it. Now, it's time to focus on the car's setup, analyse the data and gain the confidence to get into competitive club racing.

It's too old for the current UK Carrera Cup, as everyone is racing 991 models now, but we can enter the GT Cup and AMOC series, and possibly New Millennium with the CSSC. I am hoping to share my experiences over the coming months as we learn, enjoy and savour one of the most capable 911 cars ever made.



The pole car driver (Michael Ammermuller) had a massive off, resulting in the car rolling. On TV it looked like he just brushed himself off and walked away, which stands as testament to the structure of the 911's safety cage. He was back with his car in race two on Sunday.

Race two was in front of a larger crowd, as it was the last support race before the F1. Ben had not qualified as well in race two, only making 14th. Race two was as spectacular as race one; there seemed to be more change of position in this race. Ben managed to make up several places to finish in eighth, making a good recovery from the 14th grid slot.

However, one of his teammates wasn't so lucky. Power qualified in 19th for race two, but was involved in an incident with another car and retired on lap seven. Unluckily for him, it was his second DNF in three races.

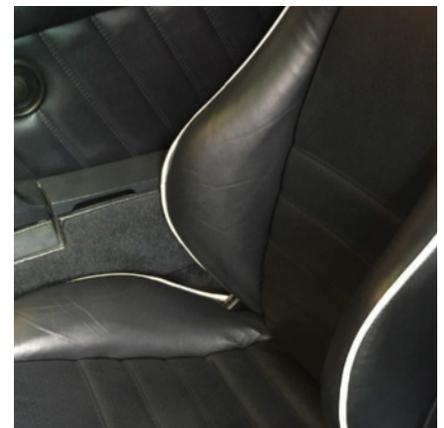
Even though we went to Spa to watch the F1, seeing 34 911s was a highlight, with evenly matched cars, close racing and a fantastic exhaust note. Many thanks to Ben for taking the time to speak with us and show us some of the Supercup world.

1982 SC & 1989 964 Carrera 4



Gina Purcell
Oxford, UK

Date acquired:
September 2004 &
April 2014



With Wolfi the C4 and Sabine the 3.2 having recently undergone extensive exterior restorations, it was high time to turn attention to their interiors. Both cars' upholstery and fittings have weathered well the past quarter of a century, with only the high-wear components such as wheel, gearshift and drivers' side bolsters showing significant deterioration.

A web search found Mark Slade of Benchmark Leather Renovation. Specialising in Aston Martin, Ferrari and Porsche interiors, plus numerous aircraft and luxury yachts, he looked like the man for the job, and being a mobile service swung the decision.

Mark mentioned that we'd barely recognise our cars' interiors, and he was right! The transformation was dramatic. Gone are

the scuffs and worn-smooth shine, to be replaced by an as-new matt sheen. Wolfi's had the handbrake, steering wheel and gearshift treated, as well as every facet of the front seats. The process begins with a deep cleanse of the surfaces followed by keying the leather with fine rubbing paper. Where the piping had worn to the string, Mark had grafted-in thin leather patch repairs. The piping and other areas are masked off and sprayed with colour-matched dye, then the seats are masked and the piping painted by hand with a coachline brush. All this was repeated for Sabine the 3.2, except for the handbrake, gearshift and vinyl seat backs.

The results are startling, and have truly lifted both cars. The other small bonus was being handed the inevitable haul of coins that were trapped under the seats!

**2007
997.1 GT3**



Ben Przekop
Georgia, USA

Date acquired:
July 2012

Is that car difficult to drive?" asked an out of breath gentleman who had rushed over to me in a parking lot recently, having spotted me driving in with my GT3.

"Not if you're a real man," I responded with a smile. It's true: the GT3, especially in 997.1 specification, is not for everyone: the heavy clutch, the stiff and hard-riding lowered suspension and formidable engine and brakes all add up to an intimidating car that takes effort and constant concentration to drive well. I guess that is what we enthusiasts call 'involvement'.

I bought mine three years ago when I started to take my on-track driving more seriously, as the GT3 is Porsche's perfect answer to a street-legal race car you can drive to the track, and also use for the occasional grand touring drive in the country. But if I were not planning to take my car to the track at all, I would feel rather silly driving a bi-winged, loud and low-slung sports car around the neighbourhood. Like Ferry Porsche, who famously said that "functional designs are so calming, so pleasing," I feel that Porsches should be used as they were designed to be used, and the GT3 is meant for the track.

Conversely, if you don't use them in that fashion, you are basically wasting their capabilities, and should probably have spent your money on a model more suited to your needs. While I enjoy my GT3 now because I am doing between six and eight track events per year, in the back of my mind I know that eventually I will 'retire' from such an active track schedule, and at that point the compromises demanded by this car will seem unnecessary and irritating. I will long for the creature comforts of a new 991 with its more compliant suspension, PDK transmission, ventilated seats, touch-screen PCM, BOSE stereo I can actually hear above the exhaust, and bluetooth integration with my iPhone.



So it was probably more than coincidence that I recently test-drove a lovely 991 Carrera Cabriolet at Hennessy Porsche to remind myself of what life is like in a 'normal' Porsche 911. Resplendent in Platinum Metallic paint over full Yachting blue leather, and fitted with every option I could imagine, it was a total joy to drive. Although not as track-focused as a GT3, it was clearly no slouch when it came to carving corners, and even with the standard Carrera 350bhp engine this car had more than enough power to put a big smile on my

face as I tore around the countryside with the top down and 9A1 DFI engine singing its sweet 3.4-litre song.

But am I really ready to hang up my helmet, say goodbye to serious trackdays and trade in my GT3 for this car? My Hennessy sales rep and good friend Mike McPherson offered a suggestion: "Buy the 991 Cabriolet, and keep the GT3!" he advised with a wink. Hmm, I wonder what her ladyship will think about that. It seems like a perfectly logical solution to me: so calming, so pleasing.

1979 930 3.3



Richard Klevenhusen
Rio de Janeiro, Brazil

Date acquired:
May 2012

Porsche, represented in Brazil by Stuttgart Sportcar since 1997, announced that it will start operating officially in this country. This includes, besides the import of vehicles, the entire structure of dealers and after sales. It's the best Porsche-related news we have had in Brazil this year.

According to the German automaker, Brazil will be the first country in Latin America to rely on its own subsidiary brand. Porsche is present in an official way in 18 countries worldwide, and the Brazilian subsidiary will be based in the city of São Paulo.

However, Stuttgart Sportscar will not be out of the German automaker's plans. The company is a partner of Porsche in the installation and operation of the subsidiary

process. Currently, there are seven dealerships of the brand in the country, and five of them are from Stuttgart. This number, however, is expected to grow gradually, according to their statement.

"In the medium term, the market has a great potential for growth. With the establishment of a subsidiary, we hope for the opportunity to continue the successful work of the Stuttgart Sportcar, continuing the positive business development and contribute to the global strategy of Porsche," said Matthias Brück (pictured), managing director of Porsche Brazil.

In 2014, Porsche sold 751 units in Brazil. That's not much if you compare it with what other countries trade, but remember that importing a car in Brazil costs twice what it would cost in any other country. I am very



happy with the official arrival of Porsche in Brazil, and I believe that we brand fans will enjoy it a lot.

1994 993 Carrera 2



Kyle Fortune
Warwickshire, UK

Date acquired:
December 2014



Another busy month, squeezing in a holiday, a trip to Scotland and more besides. Neither of the big runs involved the 993. As practical as it is, it's not much use for sleeping in, nor moving furniture. Still, there have been plenty other excuses to get the 993 out.

It's been a busy month with other work, the 993 sharing the driveway with a Ferrari 458 Speciale, F12 and 991 Targa GTS. They're all fun, but the Italians were too fast to be genuinely usable, and the Targa GTS not a car I gelled with. Parking the 993 alongside it, the lineage is clear, but the 991 feels more like a GT car that's a good sports car, as opposed to a sports car that happens to be a capable GT. The Targa feels big too, and the level of feel the 993 delivers is on a different

level. My three-year-old boy (and my inner child) couldn't help but be wowed by the roof operation, though.

I find myself looking at little jobs I can do with the 993. Despite being a stickler for originality, I keep looking at steering wheels. I love the simple look (and feel) of Momo's Prototipo. I doubt I'll ever go ahead with a change, not least as I've rarely got the time to tinker, and I've better things to spend my money on.

One thing I will be doing is exploring leather restoration, as the seat bolsters are beginning to look a bit worn. Whether I'll do that myself or get an expert in remains to be seen, but for the next month or so, while the last vestiges of summer are still here, I'll be focusing on just driving it.

2003 996 Turbo



Joel Newman
London, UK

Date acquired:
April 2014



After last month's AMD remap, I've had around 500bhp and 500lb/ft to play with, and it really is the gift that keeps on giving. With the increased boost pressure now running at 0.9 bar (up from 0.7), every journey contains at least one laugh-out-loud moment.

The car is so immediate in its reactions. Like a dog pulling at its leash, it always wants to explode forward. The sound too is brutal, with an amplified turbo whizz alongside my barking QuickSilver exhaust that turns every head it passes – as all supercars should. I might add! I'd love to get some 0-60 times, but launching a four-wheel drive car like the Turbo is, in my experience, not very good for the car's clutch or differential.

One thing I didn't consider is the fact that this additional performance encourages bursts of acceleration at every slice of open road or gap in traffic. It's probably because I'm in the honeymoon period and driving with a far heavier right boot, but my brakes are getting worked a lot harder, and fuel consumption has dropped to around 12.8 mpg. That's around 170 miles for a full tank!

I've done some research and although some people claim upward of 30mpg on motorway stints, the general consensus is that 25mpg is normal. That means I'm paying upward of 50p a mile – excluding insurance, road tax, and maintenance, which is downright terrifying. The funny thing is I've never loved the car more...



1979 911 SC 1967 912



Sean Parr
Harpden, UK

Date acquired:
May 2015

It looks like summer has departed and we are on the slow, miserable drag into deep depression and winter – unless you have a Porsche, that is; every day is like a holiday!

Well not really; my month has been pretty much Porsche-less. I drove my 912 down to my godson's 21st birthday in Cardiff. It behaved faultlessly, except for a bit of a stumble around at 4,000rpm. Although it cleared up, it's now apparent that the points are closing and need replacing. Old cars, eh?

The 911 is making slow but steady progress: it had evolved from what was a tired but presentable and drivable Porsche 911 SC into one that looks like all hell has broken loose on it. The wings, bonnet, boot, front and rear screens and doors are all off, and it looks like a shed!

The work is coming on slowly, but the quality is outstanding, and the new kidney bowl and sill fabrication has all come on very well. Other than that, there is a small amount of surface rust by the battery box where it has overflowed at some point, and that's pretty much it.

So the hard work has been done, and it will start to come together soon. Then it's a full respray in Guards red before being put back together. And then it's time for new seals, so I've been a-pricing! The car is in excellent condition, and while I'm not aiming for concours, you can't spoil a sow's ear for a ha'porth of tar (or whatever the saying is!), and I'm replacing the most important rubbers with genuine Porsche items.

The Porsche Tax is alive and well. Rubbers and mouldings for front, rear and rear quarter windows, threshold strips and a few other seals comes to £1,500! Scarily, that price is from Porsche Hatfield, and they were over £1,000 cheaper than some specialists!

Rubber is expensive; use it wisely. But Porsche is cheaper than specialists for older cars, so always check them first!



2003 996 Turbo

Ray Chandler
Surrey, UK

Date acquired:
August 2011

I first ran into a problem with my 996TT in the summer when, after a long stint of nose-to-tail traffic, petrol fumes became noticeable.

My initial hint that something might be amiss was when the fuel filler hose kept clicking off at the garage. The second clue was literally in my face, with a periodic whiff of fumes into the car when sat for a long time in really heavy traffic on a hot day. I'm told that the last piece of the puzzle in detecting a failed fuel line vent valve would be a noise similar to blowing across the top of an empty beer bottle, as you do.

If it is this little valve then it is quite a bit of work to change. When you stop to fill the fuel tank, if the valve has not been dealt with, the pressure builds up or cannot deal quickly enough with the air being driven out by the arrival of fresh petrol. Then the fuel filler hose detects the build-up of pressure in your car's petrol tank, believes it is full and automatically shuts off the fuel flow.

The canister will need to be emptied, and a vacuum from the engine manifold – controlled by the DME – will do that. However, if the valve isn't closing correctly then your car's diagnostics will think there is a problem with the vacuum system and turn on the 'Check Engine Light' (CEL).

Once the engine is running, the charcoal canister can be purged of the collected vapours by sending them back to the intake manifold to be burnt in the engine. But sending an unregulated amount of petrol-laden air straight into the engine intake manifold needs careful handling, and it is the job of the DME to ensure that these extra fumes are blended into the current stoichiometric mixture being delivered.

To get to this valve means removing the OSF wheel and wheel arch liner. So my first task is quite a simple one; all or most of the symptoms can be caused by a leaking filler cap, so for around £10, I'll start there and re-test the car.

2011 997.2 GT3 RS & 2015 991 GT3



Tony McGuinness
San Diego, USA

Dates acquired:
February 2011 & December 2014



Last month during the routine maintenance check and yearly service at Porsche of San Diego, the foreman and Porsche Certified Gold technician, Chase Stephenson, discovered the left rear toe-arm was bent, causing uneven tread wear on the inside right front tyre.

Chase mentioned that he had seen this happen in another 997.2 GT3 RS, and felt this may be caused by load on the rear, as there was no damage to the other GT3 RS or mine from any accident. As you can see from the photos, the bend is very apparent. I'll keep an eye on this to see if it happens again, as the car has not been under any extraordinary excessive loads.

I decided to replace them and the toe-arm at the same time. The original Michelin Pilot Sport Cup tyres have been discontinued, so we

replaced them with the Michelin Pilot Sport Cup 2 tyres, similar to the ones on my 991 GT3. I am very pleased with them on my GT3, so it made sense to have them installed on the GT3 RS.

From what I have heard, the Pilot Sport Cup 2 tyres have almost 50 per cent more tread life than the originals. I am hoping this is the case, as I went through the Pilot Sport Cup tyres with astonishing frequency.

Along with the new tyres and wheel alignment, the right front brake duct was replaced. Everything else checked out in great condition. With last month's oil change, PCCB brake fluid renewal and this recent work, the GT3 RS is in fantastic shape. A massive thank you to Chase and service advisor Les Lisenbee for working on the GT3 RS and taking these photos.

1978 911 SC



Wilhelm Lutjeharms
Cape Town, South Africa

Date acquired:
January 2015



It was a quiet month for the SC in terms of driving, but I did get two important tasks done on the car's do-to list. Using the Porsche Classic general email address on their website to inquire about a Certificate of Authenticity didn't prove to be fruitful.

Finally, Porsche Centre Cape Town's parts manager assisted me, and within three weeks I had my certificate – a great addition for any 911 owner.

There were no real surprises on the certificate. The original colour was petrol blue metallic (J2), but that I knew. Don't know what the 'coloured windows' (M-568) entail, and one

day I would like to fit the original radio (M-351). Currently, it has a radio from a later 993.

However, the 'leatherette black pinstripe velours' (V5) means that the car still has its original seats, which adds to the car's appeal for me.

The next menial task was to find a locksmith shop, which can make a duplicate key for me. After three shops couldn't help me, I almost gave up. Fortunately, as I handed the key to the keymaker in the next shop, he gave it one look and said: "Porsche?" I couldn't believe it. Five minutes later, I had my spare key. He did inform me that he had 35 years of experience in the field!

2005 997.1 Carrera S



Chris Wallbank
Leeds, UK

Date acquired:
November 2012

It was 9am on a sunny Saturday morning when I got an unexpected call from my friend Joe Warnes at Wiisetree Creative. He asked if he could use my 997 C2S to shoot some aerial drone footage on some great driving roads in the Yorkshire dales! Luckily, the car was sat in the garage freshly washed and ready to go, so I thought 'why not?' I've always wanted some nice shots and footage of the car in some nice country road backdrops as I never really get the chance with my own car – it's usually tuner's demo vehicles and press cars!

The real purpose behind the shoot was to put his new drone and GoPro Hero 4 to the test and see how they managed with tracking a car from the skies, as he'd recently passed his aerial drone aviation test, which allows him to fly the drone commercially in permitted areas.

After arriving at the location and checking out the best parts of the road, we went ahead and did some initial fly-bys, which involved me accelerating towards the drone as it rose from the ground. As it turned out, this simple shot worked surprisingly well. Then we moved onto some tracking shots, where the drone followed me overhead. The results of that were absolutely stunning.

We finished the morning off with some chase shots, where we simply mounted the



GoPro on Joe's car bonnet, following me through the trees and recording some sound with an external mic on the ground to really capture the exhaust notes.

Looking back at the footage on screen, we were convinced we had enough good results to put together a short little promotional video to show how well the drone can work with cars

and produce such effective, dramatic shots of a Porsche in its natural environment!

I have to say I really enjoyed being part of the test. Next issue I'll provide a link for you if you would like to take a look at the short video showing some of the stunning footage we captured, where you should be able to view it on YouTube.

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Data file

Full specs & data of every 911 can be
found beginning **page 86**

Plus

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PORSCHE EXPERIENCE CENTRE LE MANS

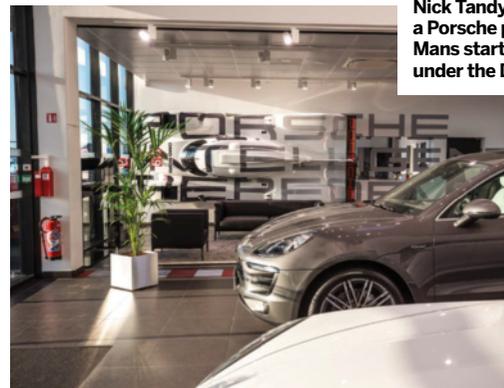
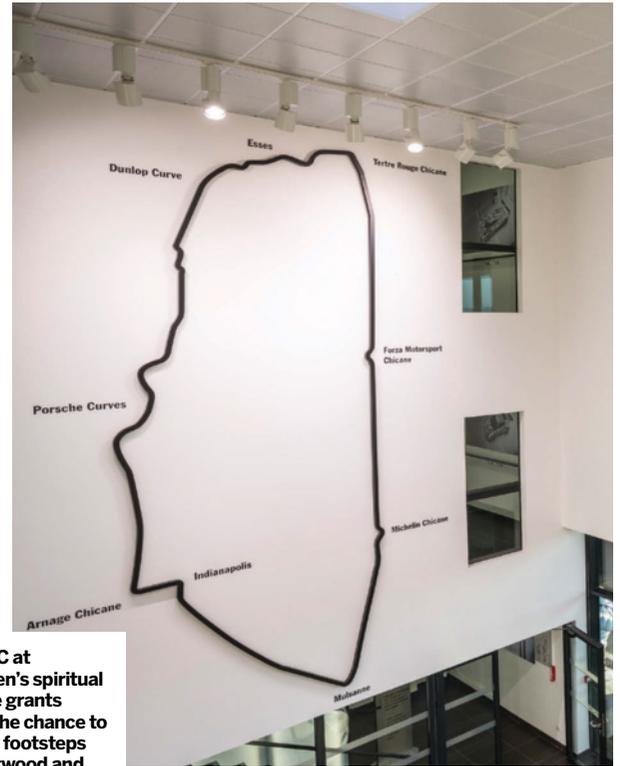
As any Porsche fan will know, Le Mans is a special place. However, with the opening of a new Experience Centre, a pilgrimage to La Sarthe has become even more pertinent

Written by **Josh Barnett** Photography by **Daniel Pullen**





Having a PEC at Zuffenhausen's spiritual racing home grants customers the chance to follow in the footsteps of Dickie Attwood and Nick Tandy by racing a Porsche past the Le Mans start line and under the Dunlop bridge



A few years ago, the idea of a new Porsche Experience Centre – like the one built at Silverstone – was floated by Porsche France to those in charge at Zuffenhausen. In principle, the board agreed with the plans. However, there was one sticking point. Starting in the late summer of 2014, construction would have to be completed in just ten months. “Impossible” was the response from Germany, who had previous experience building such facilities at Silverstone, Leipzig and Atlanta. Why did the work have such a short turnaround? The plot for the new Porsche Experience Centre was not in just any old location. It was at Le Mans, the setting for the world-famous 24-hour race and Porsche’s spiritual second home. After the 2014 running of the race was done, there would be less than a year until the circuit needed to be prepped for action once again. The race was on.

By last August, the ground had been prepared and, come January, the main structure had been finished. On 12 June this year – the day before the 83rd 24 Hours of Le Mans – the new Experience Centre was officially opened in a star-studded ceremony starring Wolfgang Porsche (who would

help cut the ritual red ribbon). Less than 48 hours later, there would be further celebrations as thousands of Porsche’s guests watched Nick Tandy, Earl Bamber and Nico Hülkenberg take the chequered flag in the number 19 919 Hybrid, giving Zuffenhausen a historic 17th victory at Le Mans. As opening weekends go, it was pretty much perfect.

More so than anywhere else, Le Mans holds a special place in Porsche’s history. Since its first appearance in 1951, the brand has always been represented in the legendary twice-round-the-clock endurance race, a record for any manufacturer. That it was able to build a PEC at such an iconic venue speaks volumes for the relationship that Zuffenhausen has built up over the years with the Automobile Club de l’Ouest, organisers of the 24 Hours and owners of the land that the centre is built on. Not only did the ACO loan out land but, led by president Pierre Fillon, they also contributed a significant portion of the €8 million budget required to create the 3,000-square-metre facility, proving that not only is Le Mans a part of Porsche, but Porsche is an intrinsic part of Le Mans.

Built on the site of the old Maison Blanche, the PEC provides an incredible view of the Circuit des

24 Heures. From the roof-top terrace, the cars at this year’s race could be tracked from the exit of the Porsche Curves all the way through the Ford Chicane until they disappeared for the Dunlop Curve. However, as is suggested by the name, the facility does not merely allow Porsche fans to watch from the sidelines.

Like the triumvirate of other completed Experience Centres, Le Mans offers the chance for customers and enthusiasts to get behind the wheel of Zuffenhausen’s latest and greatest. As at Silverstone, the centrepiece is the handling circuit, measuring 2,817 metres. Unlike any other PEC though, this tarmac track includes a portion of the actual 24 Hours circuit, utilising the chute between Corvette Corner and the Ford Chicane. This is joined by a kick-plate area (used to demonstrate the effectiveness of PSM on icy surfaces), a skidpan and an off-road arena. Even as a dyed-in-the-wool 911 fan, the latter was surprisingly impressive, especially when balancing a two-ton Cayenne at around 40 degrees (all while driving around in a circle). However, the pièce de résistance is the Porsche Sport Driving School, the French arm of which was based at the Circuit de Magny- ➔



While the experience centre offers a chance to get to grips with the latest Zuffenhausen motoring machinery, an on-site service station is also available for local customers with a Porsche of any age



Cours (ex-home of the French Grand Prix) until moving to Le Mans in 2011.

With various courses for different experience levels, the PSDS at PEC Le Mans has access to the Circuit Bugatti, a 4.3-kilometre permanent track that includes the run through the iconic startline and Dunlop Chicane, as used every year by the 24 Hour racers. As a taster of what's on offer, we were able to jump behind the wheel of the new 911 GT3 RS for a few laps, instructed by Dmitri (one of PSDS Le Mans' expert team of ten instructors). Getting to push any 911 to the limit is a fantastic experience in itself – one that makes the PEC concept nearly invaluable. However, to do it at one of the most evocative locations in motorsport is mind-blowing. It is one of the reasons why since opening to the public on 1 July, PEC Le Mans has had nearly 4,000 visitors through its doors in just a few months.

Another reason for this is Porsche France is projected to sell 5,000 new cars in 2015 and, like at Silverstone, every new Porsche customer gets a free half-day session at PEC Le Mans, valid for up to two years after purchase. This includes time on the handling circuit, as well as a road test around the full 24 Hour track and a lunch at the new 'Maison Blanche' restaurant, housed inside the centre and manned by Michelin-starred chef, Olivier Boussard.

Yet, while Le Mans is a fitting location for exploring the dynamic limits of Porsche's creations,

the Experience Centre is not just about getting behind the wheel. Inside the cavernous facility, the ground floor features a display of the latest models alongside a concession for the Porsche Drivers' Selection. One story up, half of the first floor is dedicated to a Porsche Exclusive Lounge, where customers can personalise their dream car, all while getting in touch with Zuffenhausen's history via a display of classic cars (rotated with the Museum's stock every six months). Here, the idea is not necessarily to sell; it is to build. 'Social acceptance' is the buzzword that is being thrown around, with the PEC concept designed so that anyone can visit and get in touch with the values that Porsche embodies.

On a day-to-day basis, the Experience Centre will also play a more utilitarian role. With the nearest Porsche Centre around 100 kilometres away in Tours, a workshop has been constructed into the building so that local customers have somewhere to get their cars serviced. Le Mans will also be used as a training centre for all Porsche technicians in France, ensuring that all mechanics throughout the country are always up to date with the ever-improving technology on offer in Zuffenhausen's offerings.

Many of the services at PEC Le Mans are, if you have read issue 128, not unique. However, thanks to its incredible location – a "legendary place for a

Company profile

- **Proprietors:** Porsche France/ACO
- **First opened:** June 2015
- **Location:** Circuit des 24 Heures, Le Mans, France
- **Did you know?** The stairs are coated in tarmac, and the handrails are trimmed in the same leather as a Porsche 911 steering wheel.
- **Interesting fact about the business:** During the opening weekend at the 2015 24 Hours of Le Mans, various legends from Porsche racing past and present were invited to sign the wall near reception. There are over 20 signatures, including that of our very own **Total 911** columnist, Nick Tandy.

Contact

- **Website:** www.porsche-experience-center.fr
- **Telephone:** 0033 243 400 911



legendary brand," as Director General of Porsche France, Marc Ouayoun, put it – the centre is one of a kind. For the French division, the building is a landmark undertaking that underlines its relationship with the ACO. Yet, for Porsche at large, the Experience Centre has a much bigger resonance. It is a symbol for all of the company's best traits. For that reason, it should be firmly on any 911 fan's places of pilgrimage. **911**

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Data file

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

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

General valuations: ▲▼

This reflects the general market trend for a model's used value compared to the previous financial quarter. The next review will be Dec 2015. The last was for Sept 2015.

Ratings: ★★★★★

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

Sales debate: Where is the Porsche 911 market heading?



Recent auction results suggest that the crazy price surge seen in the Porsche 911 market over the last 24 months has finally slowed down. Where does this leave those looking to buy into the 911 market in the next six months? We consult the expertise of Paragon, Maxted-Page and Autofarm to find out.

While Mikey Wastie, proprietor at Autofarm, feels "there is less panic buying" than last year, causing prices to stagnate, Paragon's managing director Mark Sumpter explains that the current plateau is only because of a lack of top-quality cars (especially at the recent Monterey auctions). "If someone says, 'These RSs have run out of steam, they're now being reduced' it's because the discerning buyer wants a matching numbers, never crashed, full history car – only 20 per cent are these top division cars," Sumpter confirms.

Lee Maxted-Page, director at Maxted-Page, points out that going forward, "when a really exceptional car comes to the market, it will always make a slightly higher number than the average market price," suggesting that the 911 market still has further growth left for the right examples.

"We're going back to a more normal regime where the rarest of the rare and the exceptional cars will continue making spectacular results, but the mediocre and more common cars will sell for mediocre money," continues Maxted-Page.

Sumpter concurs: "I don't think a 911T should be anywhere close to a 911E or S. When they were all cheaper cars, the price difference between a really good one and really average one wasn't a lot. The division between the top cars and the second division cars (a car that doesn't meet our criteria) is going to be half the price."

All three experts agree that the next six months is still going to be a good time to buy a 911. As Wastie points out, "The activities in China and the stock market mean that at present, classic cars remain stable. I doubt any shrewd investor has all their worth in classic cars though."

However, buyers need to remain wary, especially with the number of second-rate examples on the market. "Do your homework. Find someone you trust and listen to them, if you can't work it out for yourself," Sumpter implores – a perfect piece of advice for the next half a year.

(O series) — 911 2.0-litre 1964-67



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

Production numbers: 9,250
Issue featured: 123
Engine capacity: 1,991cc
Compression ratio: 9.0:1
Maximum power: 130bhp @ 6,100rpm
Maximum torque: 149Nm @ 5,200rpm
0-62mph: 8.3sec

Top speed: 131mph
Brakes: Front: 282mm discs; Rear: 285mm discs
Wheels & tyres: Front: 4.5x15-inch; 165/80/R15
Rear: 4.5x15-inch; 165/80/R15
Length: 4,163mm
Width: 1,610mm
Weight: 1,075kg

★★★★★

(O & A series) — 911S 1967-68



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

Production numbers: 4,015
Issue featured: 114
Engine capacity: 1,991cc
Compression ratio: 9.8:1
Maximum power: 160bhp @ 6,600rpm
Maximum torque: 179Nm @ 5,200rpm
0-62mph: 8.0sec

Top speed: 137mph
Brakes: Front: 282mm discs; Rear: 285mm discs
Wheels & tyres: Front: 4.5x15-inch; 165/80/R15
Rear: 4.5x15-inch; 165/80/R15
Length: 4,163mm
Width: 1,610mm
Weight: 1,030kg

★★★★★

(C & D series) — 911E 1969-71



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

Production numbers: 4,927
Issue featured: 107
Engine capacity: 2,195cc
Compression ratio: 9.1:1
Maximum power: 155bhp @ 6,200rpm
Maximum torque: 196Nm @ 4,500rpm
0-62mph: 7.0sec

Top speed: 137mph
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 6x15-inch; 185HR
Rear: 6x15-inch; 185HR
Length: 4,163mm
Width: 1,610mm
Weight: 1,020kg

★★★★★

(C & D series) — 911S 1969-71



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

Production numbers: 4,691
Issue featured: 120
Engine capacity: 2,195cc
Compression ratio: 9.8:1
Maximum power: 180bhp @ 6,500rpm
Maximum torque: 199Nm @ 5,200rpm
0-62mph: 6.6sec

Top speed: 145mph
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 6x15-inch; 185HR
Rear: 6x15-inch; 185HR
Length: 4,163mm
Width: 1,610mm
Weight: 1,020kg

★★★★★

(F series) — Carrera 2.7 RS 1973



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

Production numbers: 1,590
Issue featured: 106
Engine capacity: 2,687cc
Compression ratio: 8.5:1
Maximum power: 210bhp @ 6,300rpm
Maximum torque: 255Nm @ 5,100rpm
0-62mph: 5.6sec

Top speed: 152mph
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 6x15-inch; 185/70/R15
Rear: 7x15-inch; 215/60/R15
Length: 4,163mm
Width: 1,610mm
Weight: 975kg (Sport)

★★★★★

(F series) — 911E 1973



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

Production numbers: 4,406 (including E series)
Issue featured: 117
Engine capacity: 2,341cc
Compression ratio: 8.0:1
Maximum power: 165bhp @ 6,200rpm
Maximum torque: 206Nm @ 4,500rpm
0-62mph: 7.5sec

Top speed: 137mph
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 6x15-inch ATS; 185HR
Rear: 6x15-inch ATS; 185HR
Length: 4,163mm
Width: 1,610mm
Weight: 1,077kg

★★★★★

(G, H, I, J series) ▲ 911S 1974-77



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

Production numbers: 17,124
Issue featured: n/a
Engine capacity: 2,687cc
Compression ratio: 8.5:1
Maximum power: 173bhp @ 5,800rpm
Maximum torque: 235Nm @ 4,000rpm
0-60mph: 7.0sec

Top speed: 142mph
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 6x15-inch; 185VR
Rear: 6x15-inch; 185VR
Length: 4,291mm
Width: 1,610mm
Weight: 1,080kg

★★★★★

(G & H series) ▲ 911 Carrera 2.7 1974-76



From 1974, Carrera name was given to range-topping 911. Essentially the same engine as previous year's RS for all markets except USA. Whaletail available from '75.

Production numbers: 1,667
Issue featured: 104
Engine capacity: 2,687cc
Compression ratio: 8.5:1
Maximum power: 210bhp @ 6,300rpm
Maximum torque: 255Nm @ 5,100rpm
0-62mph: 6.3sec

Top speed: 148mph
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 6x15-inch; 185VR
Rear: 7x15-inch; 205VR
Length: 4,291mm
Width: 1,610mm
Weight: 1,075kg

★★★★★

(A series)

911L 1967-68

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

Production numbers: 1,603
Issue featured: n/a
Engine capacity: 1,991cc
Compression ratio: 9.0:1
Maximum power: 130bhp @ 6,100rpm
Maximum torque: 173Nm @ 4,600rpm
0-62mph: 8.4sec

Top speed: 132mph
Brakes: Front: 282mm discs; Rear: 285mm discs
Wheels & tyres: Front: 5.5x15-inch; 185HR
Rear: 5.5x15-inch; 185HR
Length: 4.163mm
Width: 1.610mm
Weight: 1,080kg



(A & B series)

911T 1967-69

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

Production numbers: 6,318
Issue featured: 127
Engine capacity: 1,991cc
Compression ratio: 8.6:1
Maximum power: 110bhp @ 5,800rpm
Maximum torque: 156Nm @ 4,200rpm
0-62mph: 8.8sec (est)

Top speed: 124mph
Brakes: Front: 282mm discs; Rear: 285mm discs
Wheels & tyres: Front: 5.5x15-inch; 185HR
Rear: 5.5x15-inch; 185HR
Length: 4.163mm
Width: 1.610mm
Weight: 1,020kg



(B series)

911E 1968-69

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

Production numbers: 2,826
Issue featured: n/a
Engine capacity: 1,991cc
Compression ratio: 9.1:1
Maximum power: 140bhp @ 6,500rpm
Maximum torque: 175Nm @ 4,500rpm
0-62mph: 7.6sec

Top speed: 130mph
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 5.5x15-inch; 185HR
Rear: 5.5x15-inch; 185HR
Length: 4.163mm
Width: 1.610mm
Weight: 1,020kg



(B series)

911S 1968-69

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

Production numbers: 2,106
Issue featured: n/a
Engine capacity: 1,991cc
Compression ratio: 9.9:1
Maximum power: 170bhp @ 6,800rpm
Maximum torque: 183Nm @ 5,500rpm
0-62mph: 7.0sec (est)

Top speed: 140mph
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 6x15-inch; 185/70/R15
Rear: 6x15-inch; 185/70/R15
Length: 4.163mm
Width: 1.610mm
Weight: 995kg



(C & D series)

911T 1969-71

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

Production numbers: 15,082
Issue featured: 107
Engine capacity: 2,195cc
Compression ratio: 8.6:1
Maximum power: 125bhp @ 5,800rpm
Maximum torque: 169Nm @ 4,200rpm
0-62mph: 7.0sec (est)

Top speed: 127mph
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 5.5x15-inch; 165HR
Rear: Front: 5.5x15-inch; 165HR
Length: 4.163mm
Width: 1.610mm
Weight: 1,020kg



(E series)

911E 1972

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

Production numbers: 4,406 (including F series)
Issue featured: 117
Engine capacity: 2,341cc
Compression ratio: 8.0:1
Maximum power: 165bhp @ 6,200rpm
Maximum torque: 206Nm @ 4,500rpm
0-62mph: 7.5sec

Top speed: 137mph
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 6x15-inch; 185HR
Rear: 6x15-inch; 185HR
Length: 4.163mm
Width: 1.610mm
Weight: 1,077kg



(E series)

911T 1972

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

Production numbers: 16,933 (including F series)
Issue featured: n/a
Engine capacity: 2,341cc
Compression ratio: 7.5:1
Maximum power: 130bhp @ 5,600rpm
Maximum torque: 197Nm @ 4,000rpm
0-62mph: 7.6sec

Top speed: 128mph
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 5.5x15-inch; 165HR
Rear: 5.5x15-inch; 165HR
Length: 4.163mm
Width: 1.610mm
Weight: 1,077kg



(E series)

911S 1972

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

Production numbers: 5,054 (including 1973)
Issue featured: 120
Engine capacity: 2,341cc
Compression ratio: 8.5:1
Maximum power: 190bhp @ 6,500rpm
Maximum torque: 211Nm @ 5,200rpm
0-62mph: 6.6sec

Top speed: 140mph
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 6x15-inch; 185/70/R15
Rear: 6x15-inch; 185/70/R15
Length: 4.163mm
Width: 1.610mm
Weight: 1,077kg



(F series)

911S 1973

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

Production numbers: 5,054
Issue featured: 56
Engine capacity: 2,341cc
Compression ratio: 8.5:1
Maximum power: 190bhp @ 6,500rpm
Maximum torque: 211Nm @ 5,200rpm
0-62mph: 6.6sec

Top speed: 140mph
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 6x15-inch; 185/70/R15
Rear: 6x15-inch; 185/70/R15
Length: 4.163mm
Width: 1.610mm
Weight: 1,075kg



(F series)

911T 1973

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

Production numbers: 16,933 (including E series)
Issue featured: 127
Engine capacity: 2,341cc
Compression ratio: 7.5:1
Maximum power: 130bhp @ 5,600rpm
Maximum torque: 197Nm @ 4,000rpm
0-62mph: 7.6sec

Top speed: 128mph
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 5.5x15-inch; 165HR
Rear: 5.5x15-inch; 165HR
Length: 4.163mm
Width: 1.610mm
Weight: 1,077kg



(G, H, I, J series)

Carrera 3.0 RS 1974

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

Production numbers: 109
Issue featured: 102
Engine capacity: 2,994cc
Compression ratio: 8.5:1
Maximum power: 230bhp @ 6,200rpm
Maximum torque: 275Nm @ 5,000rpm
0-62mph: 5.3sec

Top speed: 152mph
Brakes: Front: 300mm discs; Rear: 300mm discs
Wheels & tyres: Front: 9x15-inch; 215/60/VR15
Rear: 11x15-inch; 235/60/VR15
Length: 4.135mm
Width: 1.680mm
Weight: 900kg



(G, H, I, J series)

911 1974-77

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

Production numbers: 9,320
Issue featured: 121
Engine capacity: 2,687cc
Compression ratio: 8.0:1
Max power: 148bhp @ 5,700rpm (165bhp from '76)
0-62mph: 8.5sec
Top speed: 130mph

Max torque: 235Nm @ 3,800rpm (4,000 from '76)
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 6x15-inch; 185VR
Rear: 6x15-inch; 185VR
Length: 4.291mm
Width: 1.610mm
Weight: 1,075kg



(I & J series)

911 Carrera 3.0 1976-77

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

Production numbers: 3,687
Issue featured: 125
Engine capacity: 2,994cc
Compression ratio: 8.5:1
Maximum power: 197bhp @ 6,000rpm
Maximum torque: 255Nm @ 4,200rpm
0-62mph: 6.3sec

Top speed: 145mph
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 6x15-inch; 185/70/VR15
Rear: 7x15-inch; 215/60/VR15
Length: 4.291mm
Width: 1.610mm
Weight: 1,093kg

**930 3.0** 1975-77

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

Production numbers: 2,850
Issue featured: 116
Engine capacity: 2,994cc
Compression ratio: 6.5:1
Maximum power: 260bhp @ 5,500rpm
Maximum torque: 343Nm @ 4,000rpm
0-62mph: 5.5sec

Top speed: 155mph
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 7x15-inch; 185/70/VR15
Rear: 8x15-inch; 215/60/VR15
Length: 4.291mm
Width: 1.775mm
Weight: 1,140kg (1,195kg from '76)

**930 3.3** 1978-83

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

Production numbers: 5,807 (plus '78-'79 Cali cars)
Issue featured: 116
Engine capacity: 3,299cc
Compression ratio: 7.0:1
Maximum power: 300bhp @ 5,500rpm
Maximum torque: 412Nm @ 4,000rpm

0-62mph: 5.4sec
Top speed: 160mph
Brakes: Front: 304mm discs; Rear: 309mm discs
Wheels & tyres: Front: 7x16-inch; 205/55/VR16
Rear: 8x16-inch; 225/50/VR16
Length: 4.291mm
Width: 1.775mm
Weight: 1,300kg

**911 SC** 1978-83

From 1978, the SC was the only normally aspirated 911. Developed from the Carrera 3.0, but produced less power to suit all markets. Upgraded Sport options were available.

Production numbers: 60,740
Issue featured: 127
Engine 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

0-62mph: 6.5sec
Top speed: 141/146mph
Brakes: Front: 287mm discs; Rear: 295mm discs
Wheels & tyres: Front: 6x15-inch; 185/70/VR15
Rear: 7x15-inch; 215/60
Length: 4.291mm
Width: 1.626mm
Weight: 1,160kg (1978)



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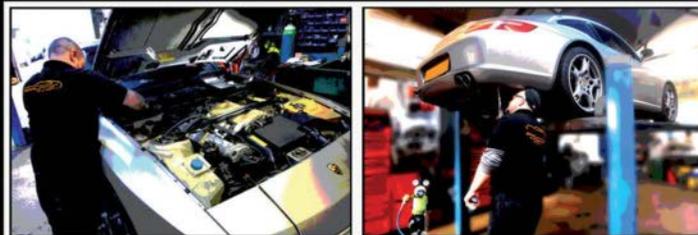
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930 3.3 1984-89



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

Production numbers: 11,135
Issue featured: 116
Engine capacity: 3,299cc
Compression ratio: 7.0:1
Maximum power: 300bhp @ 5,500rpm
Maximum torque: 432Nm @ 4,000rpm
0-62mph: 5.4sec
Top speed: 161mph

Brakes:
Front: 304mm discs;
Rear: 309mm discs

Wheels & tyres:
Front: 7x16-inch;
205/55/VR16
Rear: 8x16-inch; 225/50/VR16

Length: 4,291mm
Width: 1,775mm
Weight: 1,300kg (1,335kg from '86)

★★★★★

Carrera 3.2 1984-89



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

Production numbers: 70,044
Issue featured: 114
Engine capacity: 3,164cc
Compression ratio: 10.3:1
Maximum power: 231bhp @ 5,900rpm
Maximum torque: 284Nm @ 4,800rpm
0-62mph: 5.6sec

Top speed: 152mph

Brakes:
Front: 286mm discs;
Rear: 294mm discs

Wheels & tyres:
Front: 7x15-inch;
195/65/VR15; Rear: 8x15-inch, 215/60/VR15 (16 inches for '89)

Length: 4,291mm
Width: 1,652mm
Weight: 1,210kg

★★★★★

3.2 Clubsport 1987-89



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

Production numbers: 340
Issue featured: 126
Engine capacity: 3,164cc
Compression ratio: 10.3:1
Maximum power: 231bhp @ 5,900rpm
Maximum torque: 284Nm @ 4,800rpm
0-60mph: 5.1sec

Top speed: 152mph

Brakes:
Front: 286mm discs;
Rear: 294mm discs

Wheels & tyres:
Front: 6x16-inch;
205/55/VR16;
Rear: 7x16-inch;
225/55/VR16

Length: 4,291mm
Width: 1,650mm
Weight: 1,160kg

★★★★★

964 Carrera 4 1989-93



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

Production numbers: 13,353 (Coupe)
Issue featured: 111
Engine capacity: 3,600cc
Compression ratio: 11.3:1
Maximum power: 250bhp @ 6,100rpm
Maximum torque: 310Nm @ 4,800rpm
0-62mph: 5.7sec

Top speed: 162mph

Brakes:
Front: 298mm discs;
Rear: 299mm discs

Wheels & tyres:
Front: 6x16-inch;
205/55/VR16
Rear: 8x16-inch;
225/50/VR16

Length: 4,250mm
Width: 1,652mm
Weight: 1,450kg

★★★★★

964 Turbo S 1992-93



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

Production numbers: 81
Issue featured: 108
Engine capacity: 3,299cc
Compression ratio: 7.0:1
Maximum power: 381bhp @ 6,000rpm
Maximum torque: 490Nm @ 4,800rpm
0-62mph: 4.6sec

Top speed: 180mph

Brakes:
Front: 320mm discs;
Rear: 299mm discs

Wheels & tyres:
Front: 8x18-inch;
225/40/ZR18
Rear: 10x18-inch;
265/35/ZR18

Length: 4,250mm
Width: 1,775mm
Weight: 1,290kg

★★★★★

964 3.8 RS 1993



Identifiable by a lightweight Turbo bodysell, 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.

Production numbers: 55
Issue featured: n/a
Engine capacity: 3,746cc
Compression ratio: 11.6:1
Maximum power: 300bhp @ 6,500rpm
Maximum torque: 359Nm @ 5,250rpm
0-62mph: 4.9sec

Top speed: 169mph

Brakes:
Front: 322mm discs;
Rear: 290mm discs

Wheels & tyres:
Front: 9x18-inch;
235/40/ZR18
Rear: 11x18-inch;
285/35/ZR18

Length: 4,250mm
Width: 1,775mm
Weight: 1,210kg

★★★★★

993 Carrera 1993-97



Restyled bodywork had swept-back headlamps, curvaceous wings and blended-in bumpers. Engine revised, with VarioRam available from 1996.

Production numbers: 38,626
Issue featured: 110
Engine capacity: 3,600cc
Compression ratio: 11.3:1
Maximum power: 272bhp @ 6,000rpm
Maximum torque: 330Nm @ 5,000rpm
0-62mph: 5.6sec

Top speed: 168mph

Brakes:
Front: 304mm discs;
Rear: 299mm discs

Wheels & tyres:
Front: 7x16-inch;
205/55/VR16
Rear: 9x17-inch;
245/45/VR16

Length: 4,245mm
Width: 1,735mm
Weight: 1,370kg

★★★★★

993 Carrera 4 1994-97



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

Production numbers: 2,884 (Coupe)
Issue featured: 111
Engine capacity: 3,600cc
Compression ratio: 11.3:1
Maximum power: 272bhp @ 6,000rpm
Maximum torque: 330Nm @ 5,000rpm
0-62mph: 5.8sec

vTop speed: 166mph

Brakes:
Front: 304mm discs;
Rear: 299mm discs

Wheels & tyres:
Front: 7x16-inch;
205/55/VR16
Rear: 9x16-inch;
245/45/VR16

Length: 4,245mm
Width: 1,735mm
Weight: 1,420kg

★★★★★

930 SE 1986-89



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

Production numbers: 50 (UK only)
Issue featured: 99
Engine capacity: 3,299cc
Compression ratio: 7.0:1
Maximum power: 330bhp @ 5,500rpm
Maximum torque: 432Nm @ 4,000rpm
0-62mph: 4.6sec

Top speed: 173mph
Brakes: Front: 304mm discs; Rear: 309mm discs
Wheels & tyres: Front: 7x16-inch; 205/55/VR16
Rear: 9x16-inch; 245/45/VR16
Length: 4.291mm
Width: 1.775mm
Weight: 1,335kg



959 1986-1988



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

Production numbers: 337
Issue featured: 108
Engine capacity: 2,850cc
Compression ratio: 8.3:1
Maximum power: 450bhp @ 6,500rpm
Maximum torque: 500Nm @ 5,000rpm
0-60mph: 3.9sec
Top speed: 196mph

Brakes: Front and rear: Ventilated drilled discs; 4-piston aluminium calipers
Wheels & tyres: Front: 8x17-inch; 235/45/ZR17
Rear: 9x17-inch; 255/40/ZR17
Length: 4.260mm
Width: 1.840mm
Weight: 1,450kg



Speedster 1989



Carrera 3.2 with a chopped, steeply raked windscreen and hood and stripped-out interior. Porsche insisted the simple hood was not designed to be 100 per cent watertight.

Production numbers: 2,274 (for both wide and narrow-bodied)
Issue featured: 128
Engine capacity: 3,164cc
Compression ratio: 10.3:1
Maximum power: 231bhp @ 5,900rpm
Maximum torque: 284Nm @ 4,800rpm
0-60mph: 6.0sec

Top speed: 148mph
Brakes: Front: 286mm discs; Rear: 294mm discs
Wheels & tyres: Front: 6x16-inch; 205/45/VR16
Rear: 8x16-inch; 245/60/VR16
Length: 4.291mm
Width: 1.775mm
Weight: 1,220kg



930 LE 1989



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

Production numbers: 50
Issue featured: 110
Engine capacity: 3,299cc
Compression ratio: 7.0:1
Maximum power: 330bhp @ 5,500rpm
Maximum torque: 432Nm @ 4,000rpm
0-62mph: 4.6sec

Top speed: 173mph
Brakes: Front: 304mm discs; Rear: 309mm discs
Wheels & tyres: Front: 7x16-inch; 205/55/VR16
Rear: 9x16-inch; 245/45/VR16
Length: 4.291mm
Width: 1.775mm
Weight: 1,335kg



964 Carrera 2 1990-93



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

Production numbers: 19,484
Issue featured: 119
Engine capacity: 3,600cc
Compression ratio: 11.3:1
Maximum power: 250bhp @ 6,100rpm
Maximum torque: 310Nm @ 4,800rpm
0-62mph: 5.6sec

Top speed: 162mph
Brakes: Front: 298mm discs; Rear: 299mm discs
Wheels & tyres: Front: 6x16-inch; 205/55/ZR16;
Rear: 8x16-inch; 225/50/ZR16
Length: 4.250mm
Width: 1.652mm
Weight: 1,350kg



964 Turbo 1991-92



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

Production numbers: 3,660
Issue featured: 116
Engine capacity: 3,299cc
Compression ratio: 7.0:1
Maximum power: 320bhp @ 5,750rpm
Maximum torque: 450Nm @ 4,500rpm
0-62mph: 5.4sec

Top speed: 168mph
Brakes: Front: 320mm discs; Rear: 299mm discs
Wheels & tyres: Front: 7x17-inch; 205/50/ZR17
Rear: 9x17-inch; 255/40/ZR17
Length: 4.250mm
Width: 1.775mm
Weight: 1,470kg



964 C4 Lightweight 1991



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

Production numbers: 22
Issue featured: 131
Engine capacity: 3,600cc
Compression ratio: 11.3:1
Maximum power: 265bhp @ 6,720rpm
Maximum torque: 304Nm @ 6,720rpm
0-62mph: 4.5sec

Top speed: 125mph
Brakes: Front: 322mm discs; Rear: 299mm discs
Wheels & tyres: Front: 7x16-inch; 205/55/ZR16
Rear: 9x16-inch; 245/55/ZR16
Length: 4.275mm
Width: 1.652mm
Weight: 1,100kg



964 RS 1991-92



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

Production numbers: 2,405
Issue featured: 116
Engine capacity: 3,600cc
Compression ratio: 11.3:1
Maximum power: 260bhp @ 6,100rpm
Maximum torque: 310Nm @ 4,800rpm
0-62mph: 5.4sec

Top speed: 162mph
Brakes: Front: 320mm discs; Rear: 299mm discs
Wheels & tyres: Front: 7.5x17-inch; 205/50/ZR17
Rear: 9x17-inch; 255/40/ZR17
Length: 4.250mm
Width: 1.650mm
Weight: 1,230kg (Sport)



964 C2 Speedster 1993-94



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

Production numbers: 936
Issue featured: 128
Engine capacity: 3,600cc
Compression ratio: 11.3:1
Maximum power: 250bhp @ 6,100rpm
Maximum torque: 310Nm @ 4,800rpm
0-62mph: 5.5sec

Top speed: 161mph
Brakes: Front: 320mm discs; Rear: 299mm discs
Wheels & tyres: Front: 7x17-inch; 205/50/ZR17
Rear: 9x17-inch; 255/40/ZR17
Length: 4.250mm
Width: 1.652mm
Weight: 1,340kg



964 Turbo 3.6 1993-94



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

Production numbers: 1,437
Issue featured: 120
Engine capacity: 3,600cc
Compression ratio: 7.5:1
Maximum power: 360bhp @ 5,500rpm
Maximum torque: 520Nm @ 4,200rpm
0-62mph: 4.8sec

Top speed: 174mph
Brakes: Front: 320mm discs; Rear: 299mm discs
Wheels & tyres: Front: 8x18-inch; 225/40/ZR18
Rear: 10x18-inch; 265/35/ZR18
Length: 4.250mm
Width: 1.775mm
Weight: 1,470kg



964 Anniversary 1993-94



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

Production numbers: 911
Issue featured: 112
Engine capacity: 3,600cc
Compression ratio: 11.3:1
Maximum power: 250bhp @ 6,100rpm
Maximum torque: 310Nm @ 4,800rpm
0-62mph: 5.7sec

Top speed: 162mph
Brakes: Front: 298mm discs; Rear: 299mm discs
Wheels & tyres: Front: 7x17-inch; 205/50/17 tyres
Rear: 9x17-inch; 255/40/17 tyres
Length: 4.250mm
Width: 1.775mm
Weight: 1,470kg



964 RS America 1993-94



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

Production numbers: 701
Issue featured: 102
Engine capacity: 3,600cc
Compression ratio: 11.3:1
Maximum power: 250bhp @ 6,100rpm
Maximum torque: 310Nm @ 4,800rpm
0-62mph: 5.5sec

Top speed: 164mph
Brakes: Front: 298mm discs; Rear: 299mm discs
Wheels & tyres: Front: 7x17-inch; 205/50/ZR17
Rear: 8x17-inch; 255/40/ZR17
Length: 4.250mm
Width: 1.650mm
Weight: 1,340kg



993 Carrera 4S 1995-96



The 4S was effectively a C4 with a Turbo wide bodyshell, albeit lacking a fixed rear wing. Also boasted Turbo suspension, brakes and Turbo-look wheels.

Production numbers: 6,948
Issue featured: 109
Engine capacity: 3,600cc
Compression ratio: 11.3:1
Maximum power: 285bhp @ 6,100rpm
Maximum torque: 340Nm @ 5,250rpm
0-62mph: 5.3sec

Top speed: 168mph
Brakes: Front: 322mm discs; Rear: 322mm discs
Wheels & tyres: Front: 8x18-inch; 225/40/ZR18
Rear: 10x18-inch; 285/30/ZR18
Length: 4.245mm
Width: 1.795mm
Weight: 1,520kg



993 Carrera RS 1995-96



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

Production numbers: 1,014
Issue featured: 119
Engine capacity: 3,746cc
Compression ratio: 11.5:1
Maximum power: 300bhp @ 6,000rpm
Maximum torque: 355Nm @ 5,400rpm
0-62mph: 5.0sec

Top speed: 172mph
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



993 GT2 1995-96



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

Production numbers: 173
Issue featured: 131
Engine capacity: 3,600cc
Compression ratio: 8.0:1
Maximum power: 430bhp @ 5,750rpm
Maximum torque: 540Nm @ 4,500rpm
0-62mph: 3.9sec

Top speed: 189mph
Brakes: Front: 322mm discs; Rear: 322mm discs
Wheels & tyres: Front: 9x18-inch; 235/40/ZR18
Rear: 11x18-inch; 285/35/ZR18
Length: 4.245mm
Width: 1.855mm
Weight: 1,290kg



993 Turbo 1996-98



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

Production numbers: 5,937
Issue featured: 116
Engine capacity: 3,600cc
Compression ratio: 8.0:1
Maximum power: 408bhp @ 5,750rpm
Maximum torque: 540Nm @ 4,500rpm
0-62mph: 4.3sec

Top speed: 180mph
Brakes: Front: 322mm discs; Rear: 322mm discs
Wheels & tyres: Front: 8x18-inch; 225/40/ZR18
Rear: 10x18-inch; 285/30/ZR18
Length: 4.245mm
Width: 1.795mm
Weight: 1,500kg



993 Carrera S 1997-98

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

Production numbers: 3,714
Issue featured: 118
Engine capacity: 3,600cc
Compression ratio: 11.3:1
Maximum power: 285bhp @ 6,100rpm
Maximum torque: 340Nm @ 5,250rpm
0-62mph: 5.4sec

Top speed: 168mph
Brakes: Front: 322mm discs; Rear: 322mm discs
Wheels & tyres: Front: 8x18-inch; 225/40/ZR18
Rear: 10x18-inch; 285/30/ZR18
Length: 4,245mm
Width: 1,795mm
Weight: 1,450kg

★★★★★

993 Turbo S 1998

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

Production numbers: 345
Issue featured: 115
Engine capacity: 3,600cc
Compression ratio: 8.0:1
Maximum power: 450bhp @ 5,750rpm
Maximum torque: 585Nm @ 4,500rpm
0-62mph: 4.1sec

Top speed: 186mph
Brakes: Front: 320mm discs; Rear: 322mm discs
Wheels & tyres: Front: 8x18-inch; 225/40/R18
Rear: 10x18-inch; 285/30/R18
Length: 4,245mm
Width: 1,795mm
Weight: 1,583kg

★★★★★

996 Carrera 1998-2001

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

Production numbers: 56,733
Issue featured: 117
Engine capacity: 3,387cc
Compression ratio: 11.3:1
Maximum power: 300bhp @ 6,800rpm
Maximum torque: 350Nm @ 4,600rpm
0-62mph: 5.2sec

Top speed: 174mph
Brakes: Front: 318mm discs; Rear: 299mm discs
Wheels & tyres: Front: 7x17-inch; 205/50/R17
Rear: 9x17-inch; 255/40/R17
Length: 4,430mm
Width: 1,765mm
Weight: 1,320kg

★★★★★

996 Carrera 4 1998-2001

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

Production numbers: 22,054
Issue featured: 111
Engine capacity: 3,387cc
Compression ratio: 11.3:1
Maximum power: 300bhp @ 6,800rpm
Maximum torque: 350Nm @ 4,600rpm
0-62mph: 5.2sec

Top speed: 174mph
Brakes: Front: 318mm discs; Rear: 299mm discs
Wheels & tyres: Front: 7x17-inch; 205/50/R17
Rear: 9x17-inch; 255/40/R17
Length: 4,430mm
Width: 1,765mm
Weight: 1,375kg

★★★★★

996 Carrera 4S 2001-05

Basically a Carrera 4 featuring a Turbo bodysell, without rear air intakes, but with a full-width rear reflector panel. Suspension and brakes were similar to the Turbo spec.

Production numbers: 23,055
Issue featured: 124
Engine capacity: 3,596cc
Compression ratio: 11.3:1
Maximum power: 320bhp @ 6,800rpm
Maximum torque: 370Nm @ 4,250rpm
0-62mph: 5.1sec

Top speed: 174mph
Brakes: Front: 330mm discs; Rear: 330mm discs
Wheels & tyres: Front: 8x18-inch; 225/40/R18
Rear: 11x18-inch; 295/30/R18
Length: 4,435mm
Width: 1,830mm
Weight: 1,495kg

★★★★★

996 GT2 2001-03

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

Production numbers: 1,287
Issue featured: 127
Engine capacity: 3,600cc
Compression ratio: 9.4:1
Maximum power: 462bhp @ 5,700rpm
Maximum torque: 620Nm @ 3,500-4,500rpm
0-62mph: 4.1sec

Top speed: 196mph
Brakes: Front: 350mm discs; Rear: 350mm discs
Wheels & tyres: Front: 8x18-inch; 235/40/R18
Rear: 12x18-inch; 315/30/R18
Length: 4,450mm
Width: 1,830mm
Weight: 1,440kg

★★★★★

Gen2 996 C2 2002-04

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

Production numbers: 29,389
Issue featured: n/a
Engine capacity: 3,596cc
Compression ratio: 11.3:1
Maximum power: 320bhp @ 6,800rpm
Maximum torque: 370Nm @ 4,250rpm
0-62mph: 5.0sec

Top speed: 177mph
Brakes: Front: 318mm discs; Rear: 299mm discs
Wheels & tyres: Front: 7x17-inch; 205/50/R17
Rear: 9x17-inch; 255/40/R17
Length: 4,430mm
Width: 1,770mm
Weight: 1,370kg

★★★★★

Gen2 996 C4 2002-04

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

Production numbers: 10,386
Issue featured: 107
Engine capacity: 3,596cc
Compression ratio: 11.3:1
Maximum power: 320bhp @ 6,800rpm
Maximum torque: 370Nm @ 4,250rpm
0-62mph: 5.0sec

Top speed: 177mph
Brakes: Front: 318mm discs; Rear: 299mm discs
Wheels & tyres: Front: 7x17-inch; 205/50/R17
Rear: 9x17-inch; 255/40/R17
Length: 4,430mm
Width: 1,770mm
Weight: 1,430kg

★★★★★

996 GT3 RS 2004-05

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

Production numbers: 682
Issue featured: 118
Engine capacity: 3,600cc
Compression ratio: 11.7:1
Maximum power: 381bhp @ 7,400rpm
Maximum torque: 385Nm @ 5,000rpm
0-62mph: 4.4sec

Top speed: 190mph
Brakes: Front: 350mm discs; Rear: 330mm discs
Wheels & tyres: Front: 8.5x18-inch; 235/40/R18
Rear: 11x18-inch; 295/30/R18
Length: 4,435mm
Width: 1,770mm
Weight: 1,360kg

★★★★★

996 Turbo S 2004-05

A 911 Turbo with the previously optional 300bhp power upgrade, with larger turbochargers, uprated intercoolers and a revised ECU. PCCB standard.

Production numbers: 1,563
Issue featured: 62
Engine capacity: 3,600cc
Compression ratio: 9.4:1
Maximum power: 450bhp @ 5,700rpm
Maximum torque: 620Nm @ 3,500-4,500rpm
0-62mph: 4.2sec

Top speed: 191mph
Brakes: Front: 350mm discs; Rear: 350mm discs
Wheels & tyres: Front: 8x18-inch; 225/40/R18
Rear: 11x18-inch; 295/30/R18
Length: 4,435mm
Width: 1,830mm
Weight: 1,450kg

★★★★★

997 Carrera 2004-08

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

Production numbers: 25,788
Issue featured: 112
Engine capacity: 3,596cc
Compression ratio: 11.3:1
Maximum power: 325bhp @ 6,800rpm
Maximum torque: 370Nm @ 4,250rpm
0-62mph: 5.0sec

Top speed: 177mph
Brakes: Front: 318mm discs; Rear: 299mm discs
Wheels & tyres: Front: 8x18-inch; 235/40/R18
Rear: 10x18-inch; 265/40/R18
Length: 4,427mm
Width: 1,808mm
Weight: 1,395kg

★★★★★

997 Carrera S 2004-08

As per the 997 Carrera, but with more powerful 3.8-litre engine and PASM. 19-inch wheels as standard, with bigger ventilated brakes. Quad exhaust tailpipes.

Production numbers: 41,059
Issue featured: 107
Engine capacity: 3,824cc
Compression ratio: 11.8:1
Maximum power: 355bhp @ 6,600rpm
Maximum torque: 400Nm @ 4,600rpm
0-62mph: 4.8sec

Top speed: 182mph
Brakes: Front: 330mm discs; Rear: 330mm discs
Wheels & tyres: Front: 8x19-inch; 235/35/R19
Rear: 11x19-inch; 295/30/R19
Length: 4,427mm
Width: 1,808mm
Weight: 1,420kg

★★★★★

997 Turbo 2005-10

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

Production numbers: 19,201 (up to 2008)
Issue featured: 117
Engine capacity: 3,600cc
Compression ratio: 9.8:1
Maximum power: 480bhp @ 6,000rpm
Maximum torque: 620Nm @ 1,950-5,000rpm
0-62mph: 3.9sec

Top speed: 193mph
Brakes: Front: 350mm discs; Rear: 350mm discs
Wheels & tyres: Front: 8.5x19-inch; 235/35/R19
Rear: 11x19-inch; 305/30/R19
Length: 4,450mm
Width: 1,852mm
Weight: 1,585kg

★★★★★

997 GT3 2006-07

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

Production numbers: 2,378
Issue featured: 117
Engine capacity: 3,600cc
Compression ratio: 12.0:1
Maximum power: 415bhp @ 7,600rpm
Maximum torque: 405Nm @ 5,500rpm
0-62mph: 4.3sec

Top speed: 192mph
Brakes: Front: 380mm discs; Rear: 350mm discs
Wheels & tyres: Front: 8.5x19-inch; 235/35/R19
Rear: 12x19-inch; 305/30/R19
Length: 4,445mm
Width: 1,808mm
Weight: 1,395kg

★★★★★

997 GT3 RS 2006-07

Similar to GT3, with inclusion of wider rear bodysell of the Carrera S. 20kg of weight saved from GT3 thanks to carbon engine cover and rear wing, and plastic rear window.

Production numbers: 1,106
Issue featured: 110
Engine capacity: 3,600cc
Compression ratio: 12.0:1
Maximum power: 415bhp @ 7,600rpm
Maximum torque: 405Nm @ 5,500rpm
0-62mph: 4.2sec

Top speed: 194mph
Brakes: Front: 380mm discs; Rear: 350mm discs
Wheels & tyres: Front: 8.5x19-inch; 235/35/R19
Rear: 12x19-inch; 305/30/R19
Length: 4,460mm
Width: 1,808mm
Weight: 1,375kg

★★★★★

997 GT2 2007-09

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

Production numbers: 1,242
Issue featured: 127
Engine capacity: 3,600cc
Compression ratio: 9.0:1
Maximum power: 530bhp @ 6,500rpm
Maximum torque: 680Nm @ 2,200-4,500rpm
0-62mph: 3.7sec

Top speed: 204mph
Brakes: Front: 380mm discs; Rear: 350mm discs
Wheels & tyres: Front: 8.5x19-inch; 235/35/R19
Rear: 12x19-inch; 325/30/R19
Length: 4,469mm
Width: 1,852mm
Weight: 1,440kg

★★★★★

996 GT3 1998-2000

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

Production numbers: 1,858
Issue featured: 117
Engine capacity: 3,600cc
Compression ratio: 11.7:1
Maximum power: 360bhp @ 7,200rpm
Maximum torque: 370Nm @ 5,000rpm
0-62mph: 4.8sec

Top speed: 188mph
Brakes:
Front: 330mm discs;
Rear: 300mm discs
Wheels & tyres:
Front: 8x18-inch;
225/40/R18
Rear: 10x18-inch;
285/30/R18
Length: 4,430mm
Width: 1,765mm
Weight: 1,350kg

**996 Turbo 2001-05**

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

Production numbers: 20,499
Issue featured: 114
Engine capacity: 3,600cc
Compression ratio: 9.4:1
Maximum power: 420bhp @ 6,000rpm
Maximum torque: 560Nm @ 2,700-4,600rpm
0-62mph: 4.2sec

Top speed: 189mph
Brakes:
Front: 330mm discs;
Rear: 330mm discs
Wheels & tyres:
Front: 8x18-inch;
225/40/R18
Rear: 11x18-inch;
295/30/R18
Length: 4,435mm
Width: 1,830mm
Weight: 1,540kg

**996 Anniversary 2003-04**

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

Production numbers: 1,963
Issue featured: 112
Engine capacity: 3,596cc
Compression ratio: 11.3:1
Maximum power: 345bhp @ 6,800rpm
Maximum torque: 370Nm @ 4,800rpm
0-62mph: 4.9sec

Top speed: 175mph
Brakes:
Front: 330mm discs;
Rear: 330mm discs
Wheels & tyres:
Front: 8x18-inch;
225/40/R18
Rear: 10x18-inch;
285/30/R18
Length: 4,430mm
Width: 1,770mm
Weight: 1,370kg

**Gen2 996 GT3 2003-05**

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

Production numbers: 2,313
Issue featured: 107
Engine capacity: 3,600cc
Compression ratio: 11.7:1
Maximum power: 381bhp @ 7,400rpm
Maximum torque: 385Nm @ 5,000rpm
0-62mph: 4.5sec

Top speed: 190mph
Brakes:
Front: 350mm discs;
Rear: 330mm discs
Wheels & tyres:
Front: 8.5x18-inch;
235/40/R18
Rear: 11x18-inch;
295/30/R18
Length: 4,435mm
Width: 1,770mm
Weight: 1,380kg

**997 Carrera 4 2005-08**

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

Production numbers: 8,533
Issue featured: 3
Engine capacity: 3,596cc
Compression ratio: 11.3:1
Maximum power: 325bhp @ 6,800rpm
Maximum torque: 370Nm @ 4,250rpm
0-62mph: 5.1sec

Top speed: 174mph
Brakes:
Front: 318mm discs;
Rear: 299mm discs
Wheels & tyres:
Front: 8x18-inch;
235/40/R18
Rear: 10x18-inch;
295/35/R18
Length: 4,427mm
Width: 1,852mm
Weight: 1,450kg

**997 Carrera 4S 2005-08**

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

Production numbers: 30,973
Issue featured: 111
Engine capacity: 3,824cc
Compression ratio: 11.8:1
Maximum power: 355bhp @ 6,600rpm
Maximum torque: 400Nm @ 4,600rpm
0-62mph: 4.8sec

Top speed: 179mph
Brakes:
Front: 330mm discs;
Rear: 330mm discs
Wheels & tyres:
Front: 8x19-inch;
235/35/R19
Rear: 11x19-inch;
295/30/R19
Length: 4,427mm
Width: 1,808mm
Weight: 1,475kg

**Gen2 997 C2 2008-12**

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

Production numbers: 10,500
Issue featured: 89
Engine capacity: 3,614cc
Compression ratio: 12.5:1
Maximum power: 345hp @ 6,500rpm
Maximum torque: 390Nm @ 4,400rpm
0-62mph: 4.9sec

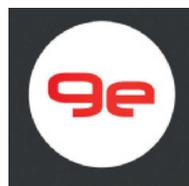
Top speed: 179mph
Brakes:
Front: 330mm discs;
Rear: 330mm discs
Wheels & tyres:
Front: 8x18-inch;
235/40/ZR18
Rear: 10.5x18-inch;
265/40/ZR18
Length: 4,435mm
Width: 1,808mm
Weight: 1,415kg

**Gen2 997 C2 S 2008-12**

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

Production numbers: 15,000
Issue featured: 61
Engine capacity: 3,800cc
Compression ratio: 12.5:1
Maximum power: 385hp @ 6,500rpm
Maximum torque: 420Nm @ 4,400rpm
0-62mph: 4.7sec

Top speed: 187mph
Brakes:
Front: 330mm discs;
Rear: 330mm discs
Wheels & tyres:
Front: 8x19-inch;
235/35/ZR19
Rear: 11x19-inch;
295/30/ZR19
Length: 4,435mm
Width: 1,808mm
Weight: 1,425kg



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Gen2 997 C4 2008-12



Numerous engine and body changes as per the Carrera, but with a wider rear end plus full-width rear reflector. New all-wheel drive was initiated from the 997 Turbo.

Production numbers: 1,384 (Coupe)
Issue featured: 41
Engine capacity: 3,614cc
Compression ratio: 12.5:1
Maximum power: 345hp @ 6,500rpm
Maximum torque: 390Nm @ 4,400rpm
0-62mph: 5.0sec

Top speed: 176mph
Brakes: Front: 330mm discs; Rear: 330mm discs
Wheels & tyres: Front: 8x18-inch; 235/40/ZR18
Rear: 11x18-inch; 295/35/ZR18
Length: 4,435mm
Width: 1,852mm
Weight: 1,470kg

★★★★★

Gen2 997 C4S 2008-12



Bodywork as per C4, but with larger engine. Utilised the 997 Turbo's four-wheel drive and PTM. Viscous coupling gives way to electromagnetically controlled multi-plate clutch.

Production numbers: 7,910 (Coupe)
Issue featured: 111
Engine capacity: 3,800cc
Compression ratio: 12.5:1
Maximum power: 385hp @ 6,500rpm
Maximum torque: 420Nm @ 4,400rpm
0-62mph: 4.7sec

Top speed: 185mph
Brakes: Front: 330mm discs; Rear: 330mm discs
Wheels & tyres: Front: 8x19-inch; 235/35/ZR19
Rear: 11x19-inch; 305/30/ZR19
Length: 4,435mm
Width: 1,852mm
Weight: 1,480kg

★★★★★

997 Sport Classic 2010



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

Production numbers: 250
Issue featured: 57
Engine capacity: 3,800cc
Compression ratio: 12.5:1
Maximum power: 408hp @ 7,300rpm
Maximum torque: 420Nm @ 4,200-5,600rpm
0-62mph: 4.6sec

Top speed: 187mph
Brakes: Front: 350mm discs; Rear: 350mm discs
Wheels & tyres: Front: 8.5x19-inch; 235/35/ZR19
Rear: 11x19-inch; 305/30/ZR19
Length: 4,435mm
Width: 1,852mm
Weight: 1,425kg

★★★★★

997 GT3 RS 4.0 2010



The engine was upgraded and aerodynamically tweaked too, with the angle of rear wing increased and dive planes on either side of the front nose. A future collector's gem.

Production numbers: 600
Issue featured: 125
Engine capacity: 3,996cc
Compression ratio: 12.6:1
Maximum power: 500hp @ 8,250rpm
Maximum torque: 460Nm @ 5,750rpm
0-62mph: 3.9sec

Top speed: 193mph
Brakes: Front: 380mm discs; Rear: 380mm discs
Wheels & tyres: Front: 9x19-inch; 245/35/ZR19
Rear: 12x19-inch; 325/30/ZR19
Length: 4,460mm
Width: 1,852mm
Weight: 1,360kg

★★★★★

997 Turbo S 2011-13



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

Production numbers: 2,000
Issue featured: 123
Engine capacity: 3,800cc
Compression ratio: 9.8:1
Maximum power: 530hp @ 6,250-6,750rpm
Maximum torque: 700Nm @ 2,100-4,250rpm
0-62mph: 3.3sec
Top speed: 195mph

Brakes: Front: 380mm discs; Rear: 350mm discs
Wheels & tyres: Front: 8.5x19-inch; 235/35/ZR19
Rear: 11x19-inch; 305/30/ZR19
Length: 4,435mm
Width: 1,852mm
Weight: 1,585kg

★★★★★

991 Carrera 2011-



First of the newest and latest Gen7 911, takes styling hues from 993. Redesigned chassis with lengthened wheelbase reduces overhang of engine.

Production numbers: Currently in production
Issue featured: 83
Engine capacity: 3,436cc
Compression ratio: 12.5:1
Maximum power: 350hp @ 7,400rpm
Maximum torque: 390Nm @ 5,600rpm
0-62mph: 4.8sec

Top speed: 179.6mph
Brakes: Front: 330mm discs; Rear: 330mm discs
Wheels & tyres: Front: 8.5x19-inch; 235/40/ZR19
Rear: 11x19-inch; 285/35/ZR19
Length: 4,491mm
Width: 1,808mm
Weight: 1,380kg

★★★★★

991 Turbo 2013-



The new Turbo marks the introduction of rear axle steering, plus PDK-only transmission to forced induction 991 models. Rear fenders 28mm wider than C4.

Production numbers: Currently in production
Issue featured: 109
Engine capacity: 3,800cc
Compression ratio: 9.8:1
Maximum power: 520hp @ 6,000-6,500rpm
Maximum torque: 660Nm @ 1,950-5,000rpm
0-62mph: 3.4sec

Top speed: 195mph
Brakes: Front: 380mm discs; Rear: 380mm discs
Wheels & tyres: Front: 8.5x20-inch; 245/35/ZR20
Rear: 11x20-inch; 305/30/ZR20
Length: 4,506mm
Width: 1,880mm
Weight: 1,595kg

★★★★★

991 Turbo S 2013-



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

Production numbers: Currently in production
Issue featured: 115
Engine capacity: 3,800cc
Compression ratio: 9.8:1
Maximum power: 560hp @ 6,500-6,750rpm
Maximum torque: 700Nm @ 2,100-4,250
0-62mph: 3.1sec

Top speed: 197mph
Brakes: Front: 410mm discs; Rear: 390mm discs
Wheels & tyres: Front: 9x20-inch; 245/35/ZR20
Rear: 11x20-inch; 305/30/ZR20
Length: 4,506mm
Width: 1,880mm
Weight: 1,605kg

★★★★★

Gen2 997 GT3 2009-12

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

Production numbers: 2,200
Issue featured: 117
Engine capacity: 3,800cc
Compression ratio: 12.2:1
Maximum power: 435hp @ 7,900rpm
Maximum torque: 430Nm @ 3,250rpm
0-62mph: 4.1sec

Top speed: 194mph
Brakes: Front: 380mm discs; Rear: 350mm discs
Wheels & tyres: Front: 8.5x19-inch; 235/35/ZR19
 Rear: 12x19-inch; 305/30/ZR19
Length: 4,460mm
Width: 1,808mm
Weight: 1,395kg

★★★★★

Gen2 997 Turbo 2009-13

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

Production numbers: 3,800
Issue featured: 116
Engine capacity: 3,800cc
Compression ratio: 9.8:1
Maximum power: 500hp @ 6,000rpm
Maximum torque: 650Nm @ 1,950-5,000rpm
0-62mph: 3.4sec

Top speed: 194mph
Brakes: Front: 350mm discs; Rear: 350mm discs
Wheels & tyres: Front: 8.5x19-inch; 235/35/ZR19
 Rear: 11x19-inch; 305/30/ZR19
Length: 4,450mm
Width: 1,852mm
Weight: 1,570kg

★★★★★

Gen2 997 GT3 RS 2009-12

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

Production numbers: 1,500
Issue featured: 125
Engine capacity: 3,800cc
Compression ratio: 12.2:1
Maximum power: 450hp @ 7,900rpm
Maximum torque: 430Nm @ 6,750rpm
0-62mph: 4.0sec

Top speed: 192mph
Brakes: Front: 380mm discs; Rear: 380mm discs
Wheels & tyres: Front: 9x19-inch; 245/35/ZR19
 Rear: 12x19-inch; 325/30/ZR19
Length: 4,460mm
Width: 1,852mm
Weight: 1,370kg

★★★★★

997 Speedster 2010

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

Production numbers: 356
Issue featured: 128
Engine capacity: 3,800cc
Compression ratio: 12.5:1
Maximum power: 408hp @ 7,300rpm
Maximum torque: 420Nm @ 4,400-5,600rpm
0-62mph: 4.4sec

Top speed: 190mph
Brakes: Front: 350mm discs; Rear: 350mm discs
Wheels & tyres: Front: 8.5x19-inch; 235/35/ZR19
 Rear: 11x19-inch; 305/30/ZR19
Length: 4,440mm
Width: 1,852mm
Weight: 1,540kg

★★★★★

N/A

997 918 Edition 2010

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

Production numbers: 121
Issue featured: 74
Engine capacity: 3,800cc
Compression ratio: 9.8:1
Maximum power: 530hp @ 6,250-6,750rpm
Maximum torque: 700Nm @ 2,100-4,250rpm
0-62mph: 3.3sec
Top speed: 195mph

Brakes: Front: 380mm discs; Rear: 350mm discs
Wheels & tyres: Front: 8.5x19-inch; 235/35/ZR19
 Rear: 11x19-inch; 305/30/ZR19
Length: 4,435mm
Width: 1,852mm
Weight: 1,585kg

★★★★★

997 GT2 RS 2010-11

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

Production numbers: 500
Issue featured: 114
Engine capacity: 3,600cc
Compression ratio: 9.0:1
Maximum power: 620hp @ 6,500rpm
Maximum torque: 700Nm @ 2,500-5,500rpm
0-62mph: 3.5sec

Top speed: 205mph
Brakes: Front: 380mm discs; Rear: 350mm discs
Wheels & tyres: Front: 9x19-inch; 245/35/ZR19
 Rear: 12x19-inch; 325/30/ZR19
Length: 4,460mm
Width: 1,852mm
Weight: 1,370kg

★★★★★

997 C2 GTS 2010-12

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

Production numbers: Unknown
Issue featured: 118
Engine capacity: 3,800cc
Compression ratio: 12.5:1
Maximum power: 408hp @ 7,300rpm
Maximum torque: 420Nm @ 4,200-5,600rpm
0-60mph: 4.6sec

Top speed: 190mph
Brakes: Front: 330mm discs; Rear: 330mm discs
Wheels & tyres: Front: 8.5x19-inch; 235/35/19
 Rear: 11x19-inch; 305/30/19
Length: 4,435mm
Width: 1,852mm
Weight: 1,420kg

★★★★★

997 C4 GTS 2011-12

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

Production numbers: Unknown
Issue featured: 125
Engine capacity: 3,800cc
Compression ratio: 12.5:1
Maximum power: 408hp @ 7,300rpm
Maximum torque: 420Nm @ 4,200-5,600rpm
0-62mph: 4.6sec

Top speed: 188mph
Brakes: Front: 330mm discs; Rear: 330mm discs
Wheels & tyres: Front: 8.5x19-inch; 235/35/ZR19
 Rear: 11x19-inch; 305/30/ZR19
Length: 4,435mm
Width: 1,852mm
Weight: 1,480kg

★★★★★

991 Carrera S 2011-

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

Production numbers: Currently in production
Issue featured: 114
Engine capacity: 3,800cc
Compression ratio: 12.5:1
Maximum power: 400hp @ 7,400rpm
Maximum torque: 440Nm @ 5,600rpm
0-62mph: 4.5sec

Top speed: 188.9mph
Brakes: Front: 340mm discs; Rear: 330mm discs
Wheels & tyres: Front: 8.5x20-inch; 245/35/ZR20
 Rear: 11x20-inch; 295/30/ZR20
Length: 4,491mm
Width: 1,808mm
Weight: 1,395kg

★★★★★

991 Carrera 4 2012-

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

Production numbers: Currently in production
Issue featured: 98
Engine capacity: 3,436cc
Compression ratio: 12.5:1
Maximum power: 350hp @ 7,400rpm
Maximum torque: 390Nm @ 5,600rpm
0-62mph: 4.9sec

Top speed: 177mph
Brakes: Front: 330mm discs; Rear: 330mm discs
Wheels & tyres: Front: 8.5x19-inch; 235/40/ZR19
 Rear: 11x19-inch; 305/35/ZR19
Length: 4,491mm
Width: 1,852mm
Weight: 1,430kg

★★★★★

991 Carrera 4S 2012-

Same wider body styling as Carrera 4, coupled to 3.8-litre 400bhp engine. Also features six-piston brake calipers at front, as opposed to four. PTV spread torque more evenly.

Production numbers: Currently in production
Issue featured: 118
Engine capacity: 3,800cc
Compression ratio: 12.5:1
Maximum power: 400hp @ 7,400rpm
Maximum torque: 440Nm @ 5,600rpm
0-62mph: 4.5sec

Top speed: 185mph
Brakes: Front: 340mm discs; Rear: 330mm discs
Wheels & tyres: Front: 8.5x20-inch; 245/35/ZR20
 Rear: 11x20-inch; 305/30/ZR20
Length: 4,491mm
Width: 1,852mm
Weight: 1,445kg

★★★★★

991 GT3 2013-

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

Production numbers: Currently in production
Issue featured: 124
Engine capacity: 3,800cc
Compression ratio: 12.9:1
Maximum power: 475hp @ 8,250rpm
Maximum torque: 440Nm @ 6,250rpm
0-62mph: 3.5sec

Top speed: 196mph
Brakes: Front: 380mm discs; Rear: 380mm discs
Wheels & tyres: Front: 9x20-inch; 245/35/ZR20
 Rear: 12x20-inch; 305/30/ZR20
Length: 4,545mm
Width: 1,852mm
Weight: 1,430kg

★★★★★

991 Anniversary 2013-14

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

Production numbers: 1,963
Issue featured: 112
Engine capacity: 3,800cc
Compression ratio: 12.5:1
Maximum power: 400hp @ 7,400rpm
Maximum torque: 440Nm @ 5,600rpm
0-62mph: 4.5sec

Top speed: 188mph
Brakes: Front: 340mm discs; Rear: 330mm discs
Wheels & tyres: Front: 9x20-inch; 245/35/ZR20
 Rear: 11.5x20-inch; 305/30/ZR20
Length: 4,491mm
Width: 1,852mm
Weight: 1,420kg

★★★★★

N/A

991 Carrera GTS 2014-

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

Production numbers: Unknown
Issue featured: 121
Engine capacity: 3,800cc
Compression ratio: 12.5:1
Maximum power: 430hp @ 7,500rpm
Maximum torque: 440Nm @ 5,750rpm
0-62mph: 4.0sec

Top speed: 190mph
Brakes: Front: 340mm discs; Rear: 330mm discs
Wheels & tyres: Front: 9x20-inch; 245/35/ZR20
 Rear: 11.5x20-inch; 305/30/ZR20
Length: 4,491mm
Width: 1,852mm
Weight: 1,425kg

★★★★★

N/A

991 C4 GTS 2014-

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

Production numbers: Unknown
Issue featured: 125
Engine capacity: 3,800cc
Compression ratio: 12.5:1
Maximum power: 430hp @ 7,500rpm
Maximum torque: 440Nm @ 5,750rpm
0-62mph: 4.4sec

Top speed: 188mph
Brakes: Front: 340mm discs; Rear: 330mm discs
Wheels & tyres: Front: 9x20-inch; 245/35/ZR20
 Rear: 11.5x20-inch; 305/30/ZR20
Length: 4,491mm
Width: 1,852mm
Weight: 1,470kg

★★★★★

N/A

991 GT3 RS 2015-

Uses Turbo's ultra-wide body and packs a revised four-litre DFI engine over the 991 GT3. Lighter than a GT3 thanks in part to a magnesium roof and front bonnet.

Production numbers: 42 (UK)
Issue featured: 128
Engine capacity: 3,996cc
Compression ratio: 12.9:1
Maximum power: 500hp @ 8,250rpm
Maximum torque: 460Nm @ 6,250rpm
0-62mph: 3.3sec

Top speed: 193mph
Brakes: Front: 380mm discs; Rear: 380mm discs
Wheels & tyres: Front: 9.5x20-inch; 265/35/ZR20
 Rear: 12.5x21-inch; 325/30/ZR21
Length: 4,545mm
Width: 1,880mm
Weight: 1,420kg

★★★★★



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miles.....**£37,000**



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Basalt Black with Black Leather, Sat Nav,
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Silver with Black Leather, Sat Nav, 37k
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miles.....**£34,000**



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47k miles.....**£34,000**



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Basalt Black with Black Leather, Sat Nav,
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Basalt Black with Grey Leather, Sat Nav, 45k
miles.....**£33,000**



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Atlas Grey with Black Leather, Sat Nav, 24k
miles.....**£32,000**



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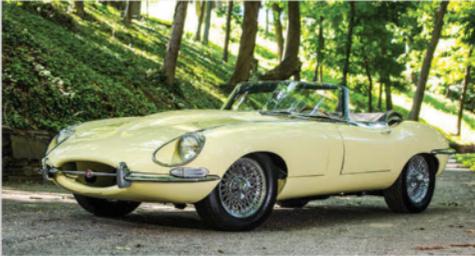




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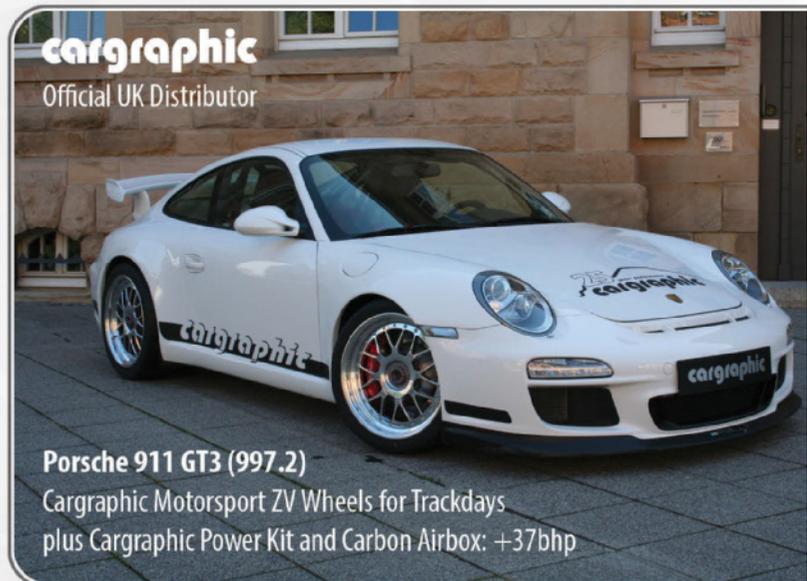
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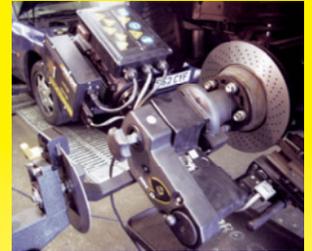
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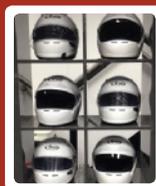
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Issue 133 in shops and available for download from 3 November

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3.2 SUPERSPORT

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997 RENNSPORTS

Why the GT2 RS & RS 4.0 represent the pinnacle of the 997-generation 911



964 C2 V C4

How does the first all-wheel-drive 911 fare against its traditionally driven counterpart?

A4086, Llanberis Pass, Snowdonia

Written & Photographed by **Ali Cusick**

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Essential info

LOCATION: Llanberis, Gwynedd
COORDINATES: 53.1177 -4.1212



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LENGTH OF DRIVE:
6 miles

POINTS OF INTEREST:
Pen-Y-Pass YHA/Cafe (famous for Mallory and Irvine Everest attempt); Pen-y-Gwyrdd Hotel (Famous for 1952 Everest attempt); Bedegellert; Menai Bridge; Snowdon Mountain Railway

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This spectacular mountain pass is as famous for its series of twisting S-bends as it is for the spectacular valley views beyond

There's a very old joke about the weather in North Wales: "Summer was great this year, it was a Wednesday".

Cruel perhaps, but sadly there is some truth to it. On a great day, it is a superb place to be, with far-reaching views in every direction. On anything but a clear day, it is a different story. A mountain guide I know jokingly refers to Snowdonia as 'Mordor'; be warned.

But we're forgetting ourselves, because the terrain that shapes the weather provides plenty of features for roads in the area. That is a good thing. This time, we visit the Llanberis Pass, or the A4086, past Snowdon.

Unlike many of the headline routes in Wales, famous for long, sweeping

moorland circuits, the Llanberis Pass is almost diminutive in comparison, but equally fun. It may only be six miles long, but it really is in spectacular scenery, surrounded by attractions. If you're looking for a road to make a weekend of in family company, this is probably the one.

It isn't a fast one though, nor is it billiard-table flat, so is more suited to the older model 911. We reckon a sorted 964 would be glorious here, in third gear up, and second downhill.

We start at Llanberis, by the Snowdon Mountain Railway. The first mile or more is slow past houses, but shifts into plenty of bends and a rising gradient. Past the attention-seeking roadside boulders, the road changes character, becoming a

well-sighted, ricocheting scar up into the road summit, eventually passing by the Pen-Y-Pass Youth Hostel. This section reminds me of the Isle of Man mountain section, where you'll get a glimpsed sight line up the road as you weave around certain bends. At the Pen-y-Pass, we descend around a very scenic Armco edged bend with open views down to the Pen-Y-Gwyrdd hotel, and Llyn Gwynant on the right.

Our top tip is to drive this at sunrise or sunset, when you'll have it to yourself. Once done, walk up Snowdon via the Pyg or Miners Tracks (or the cheat's way via the railway from Llanberis). Food-wise, what better than to enjoy lunch in the evocative Alpine Room in the Pen-y-Gwyrdd, with its ceiling signed by Everest Summiteers? **911**

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