



TARGA! BUYING GUIDE FOR EVERY GENERATION '67-'16

Total 911

THE PORSCHE

930 FLACHBAU

DRIVEN: Exclusive's first full build



www.total911.com

996
ROAD TRIP
THROUGH THE
MOUNTAINS

250 WORLDWIDE

SPORT CLASSIC

- Low numbers 997 special driven
- New 991 edition on the horizon?



964 V 993 CARRERA

Ultimate battle of the last air-cooled 911 generations – which is the better driver's car?



DigitalEdition
GreatDigitalMags.com
ISSUE 146

PLUS

- Historic racing behind the scenes
- Living the Legend roadtrip special section
- Sportomatic: Porsche's first auto gearbox tested



Porsche recommends Mobil  and 

Higher servicing standards.

Lower servicing costs.

All Porsche drivers can benefit from fixed price servicing by Porsche-trained Technicians at our Porsche Centres. Prices for 911 (997) models start from £395.00.* We guarantee workmanship, Porsche Genuine Parts, the latest diagnostic equipment and, crucially, complete peace of mind. For more information visit www.porsche.co.uk/service



PORSCHE

*Participating Centres only. Fixed price service tariffs may be withdrawn or varied at any time.
Prices for other models available from participating Centres.

Welcome



For manufacturers like Porsche, which boasts such a rich and glorious history, every year presents a milestone or anniversary of an accomplishment or former glory. This year has seen a concerted effort by Zuffenhausen to celebrate 40 years of its transaxle cars, meanwhile a three-decade milestone has slipped by almost unannounced.

I am talking, of course, about the forming of Porsche Exclusive in 1986. A small design department for the veritably eccentric, Exclusive offers positively exotic levels of Porsche personalisation for clients with financial resources as extensive as their imaginations. We've since seen one-off builds from the inventive to the truly wild (money most certainly doesn't buy taste, remember), furthering the company's mantra that there's truly a Porsche 911 out there for everybody.

However, for a department famed for encouraging its exuberant clientele that 'anything is possible', many would

agree that recent Exclusive styling options have been rather tame over the last six years or so. Meanwhile, low number models with 'Exclusive' treatment, such as the 991 Turbo S Exclusive GB Edition or the Targa 4S Design Edition, have failed to really hit the mark in providing a really special Neunelfer that differs remarkably from its peers. This has left many enthusiasts pining for a 911 homogeneous to the 997 Speedster or Sport Classic.

Those aforementioned enthusiasts may be in luck, too: as you'll see from our news pages, there are whispers from one or two of our sources that the Exclusive department may soon be back with another complete build, with a 991 Speedster and even Sport Classic "in the pipeline". Our drive of the brilliant 997 Sport Classic this issue has only whetted our appetite for a 991-generation equivalent, so much so that we've commissioned an artist's impression of what we think the new car could look like (above). Go on, Porsche. Please build it.

“Exclusive offers exotic levels of personalisation for its clients”







1911 Opening Shot

With Britain's roads increasingly busy, discovering driving nirvana within our own shores has become more and more challenging. Thankfully, the jaw-droppingly beautiful roads around the Lakes of Covadonga in northern Spain's Asturias region are largely uncharted by motorised transport, blessed with stunning weather and just a ferry ride away.

Photograph by I.M. Dearden

Contents



22 SPORT CLASSIC

“At £140,000, it was a healthy premium over a well specced 997, for what appeared to be simple cosmetic trinkets. How wrong we were.”

For back issues, subscriptions
and other **Total 911** products visit

www.imagineshop.co.uk

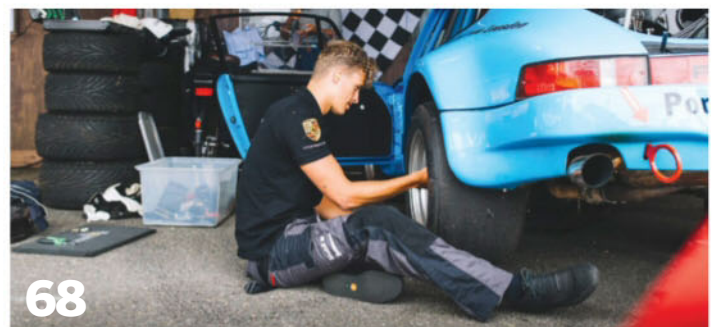


Essentials

- 08 Update**
Key Porsche news, reviews and columnists
- 18 Views**
The best of your Porsche correspondence via email, social media and **Total911.com**
- 34 Subscriptions**
Get **Total 911** delivered and save up to 30%
- 76 Living the legend**
This one-month special showcases our 911 owners' epic road trip through Wales
- 85 Premier Porsche**
The best industry contacts you need to buy, tune and restore your 911
- 86 Data file**
Stats, specs, and current market trends for every model from 1963-2016
- 113 Coming soon**
What you can look forward to next issue
- 114 Great Roads**
We head Stateside to one of the best roads in northwest America: The Cascades Highway

Features

- 22 997 Sport Classic**
Porsche Exclusive's last complete 911 build is a limited edition special, but is there more to the car than production numbers?
- 28 930 SE**
What legacy has the first project of Porsche's new Exclusive department in 1986 left today?
- 36 964 v 993 Carrera**
The perennial debate is settled in the battle of the M64-engined, air-cooled Carreras
- 44 Targa buying guide**
The 911's 'other' open-topped car has never enjoyed such widespread appeal. We help you choose the right model
- 52 996 road trip**
Chris Dearden looks at the merits of a foreign road trip in his 996 Carrera
- 58 Sportomatic**
We test Porsche's first semi-automatic gearbox to grace a 911, with a drive in a 2.4S
- 64 How to PDI a 911**
Find out all there is to know about the process as we help PDI a new 991 R
- 68 Historic racing**
We go behind the scenes with TwinSpark Racing to see what it takes to succeed



Update

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



991 Speedster and Sport Classic rumoured to be coming next year

Limited edition Porsche Exclusive builds may join tantalising Porsche 911 line up for 2017

Porsche could be set to unveil 991.2 versions of the Sport Classic and the Speedster next year, according to a source close to Zuffenhausen. Rumours of the cars, which are said to be “in the pipeline” at this stage, sets the scene for an incredible year of 911 launches, with the Exclusive-built 911s joining the expected 991.2 Carrera GTS and GT3 in showrooms during 2017.

Our sources have also learned that Porsche will reveal both a GT2 and a GT2 RS version of the current 911 platform next year, further corroborating the rumours that Weissach’s next GTE class race car will feature a new turbocharged

flat six. As expected, there has been no official word from Porsche on the new additions and, as such, numbers are yet to be confirmed. However, as with the 997, the two models are expected to be among the rarest 911s on offer (just 356 997 Speedsters and 250 997 Sport Classics were built by Porsche in 2010).

Like the last generation Sport Classic and Speedster, the 991 variants will likely use the wider-than-standard Carrera 4 bodyshell with the Gen2 Carrera S’s rear-wheel drive running gear, as can be seen in our artist’s impression, above, commissioned by **Total 911**.

Unlike recent offerings from the Exclusive Department, both cars are likely to feature fairly extensive reworking, with the Sport Classic predicted to get the GT3 RS’s sculpted roof.

We anticipate both cars will feature a number of retro touches too, including Anniversary-style alloy wheels and, on the Sport Classic, chromed trim around the decklid. With Porsche’s current penchant for classic fabrics, we wouldn’t be surprised to see the ‘Pepita’ fabric make a return to the interior either. To keep up to date with all the breaking Porsche 911 news, bookmark **Total911.com** in your web browser.

RPM Technik launch new optimised website

Independent Porsche specialist, RPM Technik, has launched a dynamic new website, optimised for users of mobile and tablet devices. The revised home page features striking new graphics, however, the move has been more than just a visual redesign.

Improving the user experience, RPM’s latest site now includes a number of features intended to make

life easier for sales and servicing customers. A strong proponent of fixed-price servicing, users can now see the exact breakdown in costs of servicing their Porsche 911 at RPM, simply by selecting their particular model, while the site also includes an expanded online store.

“It was important that it worked well on mobile devices as this is how a

large number of users view websites,” explains RPM’s commercial director, Darren Anderson. “We have a section where a customer can spec up one of our CSR models online. The car sales experience has got even better, too, with higher definition images on all cars, additional video content and also finance examples for customers to review.”





“Aladdin’s Cave” of 911s to go under the hammer

Auction set to be largest automotive-themed private collection sale ever held in Europe

From 25-27 November, RM Sotheby’s will oversee the largest automotive-themed private collection sale ever to be held in Europe, after it was announced as the host for the “Duemila Ruote” auction. Translated into English, the name of the sale – “2,000 Wheels” – is particularly apt, with the auction comprising more than 750 lots (of which 430 are cars). Including a 959 ‘Komfort’ and a 912, the automobile lots also feature 61 Porsche 911s.

While many of the cars are in various states of disrepair, among the Neunelfer contingent there are a number of standout lots, including two Porsche 993 Carrera

RSs and a 993 GT2 (the latter in racing spec). There are also two 996 GT2s going under the hammer along with 996 and 997.1 versions of the GT3 RS. Early air-cooled cars are also well represented, with a 1967 Porsche 911S 2.0 set for the sale (although in need of an extensive restoration), along with two 2.2-litre 911Ss and no less than three 911S 2.4s.

“The sheer size of the collection means that enthusiasts will be spoilt with variety,” says Augustin Sabatié-Garat, one of RM Sotheby’s car specialists. “It’s like an Aladdin’s Cave. After many years in hiding [exposing these cars] sets the stage for

one of the coolest and most exciting auction events in RM’s history.”

Every car to pass under the hammer at the auction – held in Milan and coinciding with the Italian city’s AutoClassica show – will be sold without reserve. While this may seem bizarre, the beneficiary of the sale won’t be a collector looking to cash in their investment.

Instead, the extensive automotive-themed collection was confiscated in 2013 by the Guardia di Finanza from Italian businessman, Luigi Compiano (convicted of tax evasion), with the proceeds going to the Italian Treasury.

What’s on in 2016/17

Classic Motor Show
11-13 November
Dedicated to all things historic, this automotive show returns to Birmingham’s NEC

Los Angeles Auto Show
15-27 November
The annual motor show returns to California, one of Porsche’s biggest markets

RM Sotheby’s Duemila Ruote
25-27 November
For the auction house’s final 2016 sale, a huge selection of cars will be sold without reserve

Porsche Museum: Roadbook
30 October – 23 April 2017
A new exhibition charts the different ways the museum’s collection is used around the world

Porsche Ice-Force S
11-15 January 2017
A new Porsche Winter Driving Experience season starts with this advanced course

Fundraising TejasTreffen event to debut in Texas

Unique Porsche event will raise money for local children’s cancer charity

Houston, Texas, will host a unique new Porsche 911 event on Saturday 19 November, after it was announced that the inaugural ‘TejasTreffen’ will set up in Spring Street Studios, at the heart of the city’s Arts District.

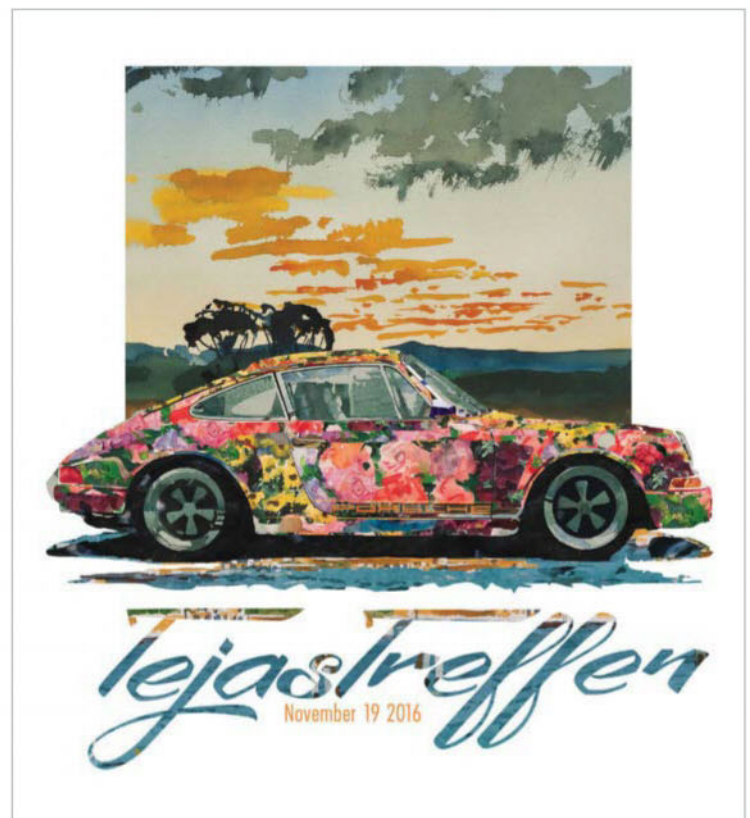
Created by Porsche collector quartet, Antonio Kawage, Michael Meldrium, Rudy Mancinas and Neil Meissner, the laid back ‘TejasTreffen’ event aims to “combine art and automotive with good food and drink”, showcasing the very best of all things Porsche, from early classic 356s right through to the latest water-cooled cars.

Up to 80 cars – from outlaws to concours – will be exhibited outside the studio, with further displays inside. However, the carefully curated

show has a greater significance than most Porsche events. A generous portion of the day’s proceeds will be donated to Houston’s Snowdrop Foundation, a local charity dedicated to helping childhood cancer survivors and funding research into cures for the disease.

“We’re so honoured to be asked to benefit from TejasTreffen,” explains Kevin Kline, president and cofounder of the Snowdrop Foundation. “The proceeds raised [at the TejasTreffen event] will help fulfil our mission and hopefully get us to a cure for childhood cancer faster than a Porsche 911 Turbo S.”

For more information about the event or to order your tickets, head to www.tejastreffen.com.



Motorsport

The latest news and results from racing series around the globe



2017 Porsche 911 GT3 Cup car debuts at Paris Motor Show

New styling and engine introduced for the Supercup's 25th season

Pre-empting the launch of next year's 991.2 GT3 road car, Porsche has unveiled the new 2017 911 GT3 Cup car at the Paris Motor Show, the latest iteration of Weissach's Supercup and Carrera Cup weapon, featuring revised styling and a new engine. On the former front, the new one-make racer provides a preview of the face-lifted GT3, with a new front bumper the most obvious aesthetic revision. Following the lead of the Cayman GT4, the central air intakes stanchions now flare outward at their base, while the thinner LED driving lights are better integrated into the outer oil cooler vents. At the back, the brake lights have been switched for Porsche's new 3D effect units (a 991.2 trademark) and the rear apron design has been revised. Combined with the 184-centimetre rear wing, the 991.2 GT3 Cup produces more downforce than the outgoing car.

Mechanically, the greatest change to the 2017 Cup car comes under the decklid where the venerable 3.8-litre Mezger engine – retained on the 991.1 Cup car – has finally bowed out, replaced in favour of a new 4.0-litre DFI unit, developed from the engine in the 991 GT3 R. Providing an extra 25hp over the outgoing

engine, the DFI unit generates 485hp and will be driven through the paddle-operated, constant-mesh, six-speed gearbox and mechanical limited-slip differential. But despite the larger engine, the new car weighs in at just 1,200kg.

To reduce maintenance costs, Porsche has focused on providing greater durability for the new flat six, too. The engine utilises a stiffer crankshaft design, while an integrated oil centrifuge has been utilised to improve oil defoaming. The valve train has also been optimised for efficiency, with rigidly mounted rockers and a central oil feed both being used for the first time. Safety has also been a focus, the car getting an innovative bucket seat that has been moulded around the driver's head and shoulders, while there is an enlarged rescue hatch in the roof to meet current FIA standards.

The new car will make its competitive debut next year in the Porsche Mobil 1 Supercup (the series recently extending its F1 support contract for another three years) as well as the Carrera Cup Deutschland and in North America. The 991.2 Cup car will then be rolled out into the various national Carrera Cup series for 2018.



Cammish completes record-breaking season

Double Carrera Cup GB champion and Eastwood share wins at Brands Hatch

After securing his second successive Porsche Carrera Cup GB title at the penultimate meeting of 2016, Redline Racing's Dan Cammish stamped his authority on the championship by setting a new record for the number of wins in a year at the Brands Hatch season finale.

The weekend didn't start to plan for Cammish however. In qualifying, the double champion's fastest lap was deleted for exceeding track limits, dropping him from pole position to third on the grid for the opening race of the weekend around the challenging Grand Prix layout. While the ever-improving Charlie Eastwood (the 2016/17 Porsche GB Scholar) controlled the first race from pole position to take his maiden Carrera Cup win, Cammish was engaged in a fierce battle for much of the race with title rival, Dino Zamparelli. The tussle for third was eventually settled in favour of the latter when the champion made a rare error, spinning down the field.

Race two ran much more smoothly for Redline Racing's star though as, starting from pole position, Cammish guided his Nationwide/PPG-liveried 991 GT3 Cup car to a record-breaking 12th win of the year. Just under a second behind the winner at the flag, Zamparelli fended off the attentions of a charging Eastwood to secure the runner up's spot in the final standings, just 11 points ahead of the Porsche Scholar.

Motor racing in 2016 / 2017

November

FIA WEC Six Hours of Shanghai
4-6 November

FIA WEC Six Hours of Bahrain
17-19 November

FIA GT World Cup Macau
17-20 November

December

12 Hours of Sepang
8-11 December

January

Roar Before The Rolex 24
6-8 January 2017

MAXTED - PAGE

PORSCHE HISTORIC RACING



'The ex-Paddy McNally - Right hand drive'

1968 Porsche 911 T/R | Chassis # 118 2 0884

One of only four right hand drive Porsche 911 T/Rs built by the factory from a total of twenty-eight T/Rs produced - all to Group 3 race specification - during 1967-68.

Ordered new by Paddy McNally in November 1967, finished in Silver Metallic and equipped with factory race options: Rallye Kit, Roll bar, Limited-slip diff., 100 ltr. fuel-tank and a 2.0-litre Type 901/02 engine which was immediately upgraded to Carrera 6 twin-plug specification for McNally and Digby Martland to race in the 1968/69 Winter Springbok Series, which they won.

In 1969 the car was then sold to Paul Vestey, who raced with Peter Sadler at Villa Real, Mugello 500kms and at Monthéry in the Paris 1000kms. At the 1970 Targa Florio, Alain de Cadenet and Mike Ogier finished 2nd in class, before going on to race with Ogier and David Wier at the 1970 Mugello 500kms, Villa Real and Nürburgring 1000kms. It was entered for Le Mans in 1971 by Paul Watson Racing for John Chatham, Bill Tuckett and Mike Coombe, by which time it was fitted with a 2.2-litre engine and was listed as a 911 S, although it actually qualified 51st fastest, an accident avoiding Siffert's 917 during practice meant they did not qualify.

During the 1980s the car diversified into rallying in the hands of the Powley brothers and went on to record multiple successes and class-wins at the Circuit of Ireland, Donegal, Ulster and many other rallies. Restored by Maxted-Page & Prill Ltd in 2012, the car has since been in a prominent collection and recently returned from loan to the Porsche Museum in Stuttgart where it has been on display during 2014. An opportunity to purchase an immensely rare and significant Porsche 911 T/R. This highly important and fully-documented racing Porsche also retains its original, numbered engine and gearbox units (although not currently fitted), which could potentially be rebuilt and re-installed into the car. UK registered, F.I.A. HTP, etc.



P.O. Box 7039 • Halstead • Essex • CO9 2WL • United Kingdom
Tel: +44 (0) 1787 477749 • Mob: +44 (0) 7771 922433 (7 Days) • Email: enquiries@maxted-page.com

www.maxted-page.com



This month in history

A look back through the archives to important November milestones in the 911's history

1962

Porsche buys out Reutter

Retooling for the forthcoming Porsche 901 would require major investment from Porsche's bodywork supplier Reutter, which the coachbuilder was not prepared to make. So Ferry Porsche saw little alternative but to buy up Reutter's plant at Zuffenhausen to maintain continuity for the Porsche brand. In the closing weeks of 1962, it was a decision that he agonised over: "We had to make an investment that brought nothing new – we put millions on the table and nothing changed."

The sale was completed by mid 1963, adding the 1,000 former Reutter employees to Porsche's 1,300 headcount. This expensive purchase, plus a further DM 6 million for a host of new equipment, emptied the coffers and spelled the end for Porsche's foray into Formula 1 – the distinctive if not fully competitive 804s were not to be seen again on the racetrack.



1972

Ernst Fuhrmann appointed Spokesman for the Board

The Austrian originally joined Porsche in 1947 and worked on the flat-12 Cisitalia and the intricate 'four cam' 1.5-litre, which underpinned much of Porsche's early competition success. He left for a more senior position at Goetze in 1956, but in 1971 he was approached by Piëch and Bott to return to Zuffenhausen as Technical Director, where he was soon promoted to Spokesman. Fuhrmann quickly re-established himself, campaigning for the competition-oriented 2.7 RS and the 911 Turbo, which effectively delivered a new model without the long development period and high costs. The Turbo also paved Porsche's entry to high profile Group 4 and 5 competition, delivering season after season of race victories.

Fuhrmann was never afraid to be controversial – he fell out with his boss at Porsche in 1956 and later with fellow directors at Goetze. He deeply believed that the success of the rejuvenated 911 would not save what was, in his eyes, an obsolete design and instead promoted the transaxle range, especially the 928. This direction was increasingly unpopular, leading to his departure once again. Fuhrmann later claimed he "saved the company" by creating the Carrera RS and the 911 Turbo.

1989

25th anniversary: 964 C4 revealed

After announcing it some weeks earlier, Porsche held off until November of the 911's 25th year for the full introduction of the most radically different 911 yet. Acting CEO Heinz Branitski described it as the "911 for the next 25 years," a comment which provoked some scepticism given Porsche's difficult position. The fall of the dollar had halved sales and vastly reduced profits, the company had no managing, technical or styling directors and its long serving book keeper was left in charge. Designed to project a more advanced image, the 964 was still very much the familiar 911, though its impact bumpers had been skilfully blended into the bodywork. However, a re-engineered chassis dispensed with torsion bars, instead opting for a more modern coil and strut suspension, which allowed space for ABS and power steering.

But the *pièce de résistance* was this 911's four-wheel-drive system, intended to tame the 911's handling. In fact, the transmission was the most disappointing part of a 911, which in terms of refinement or performance, was no great improvement over the 3.2. The fixed 69:31 rear/front torque split endowed the 964 with rather more understeer than 911 fans wanted, while its traditional cabin and ride did nothing to widen the appeal of this more expensive new model. Significantly, there was relief when the 964 C2 was released in 1990.



1964

First competition 911

1964

Peter Falk and Herbert Linge's carefully prepared Coupe is driven over 3,000 kilometres of Alpine routes, in preparation for the upcoming Monte Carlo Rally.

SC RSs built

1983

Jürgen Barth's racing shop builds 22 SC RSs (required for homologation), the basis of the Rothmans 911s and responsible for Porsche's last international rally wins.

Porsche quits Formula 1

1991

After the season, Porsche unexpectedly announces the termination of its unsuccessful engine-building programme – this was distinctly humiliating.

993 Targa reviewed

1995

Top Gear joke about who is to attend the launch, and speculate whether the new car is diesel or an estate, but ultimately offer praise for the new 993 Targa.

996 first drive

1997

In his first drive, Steve Cropley, *Autocar* editor and 3.2 owner, praises the 996's "sheer honesty, performance, quality and durability."

1998

Official UK Distributor – Dansk

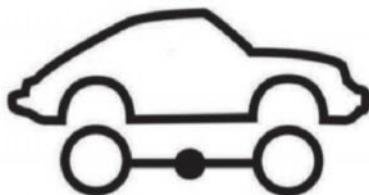


PORSCHE REPLACEMENT PARTS



Call us or view our website for Classic parts that you may require

RESTORATION



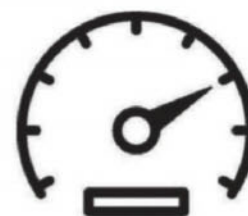
Our Classic Porsche restoration, parts and vehicle sales department cater for all Classic Porsche models...

PRESERVATION



Our factory trained engineers and passion for perfection enable us to service and repair any Porsche with the care and quality you deserve.

MODIFICATION



We are TECHART UK, delivering bespoke options for your Porsche. We build aesthetic modifications as well as enhance the performance of your Porsche.



Leh Keen

- 2016: IMSA United SportsCar Championship
- 2012: American Le Mans Series GTC Runner Up
- 2010: 24 Hours of Le Mans GT2 Runner Up

The IMSA USCC racer and Porsche super fan shares his stories from Stateside



On track with the Ingrams

With an invitation to VIR from the incredible Ingram Collection, how could Leh say no?

During my years in the professional racing paddock, I have been lucky enough to meet some really amazing characters from around the car world, especially people in Porsche circles. In fact, one of the best parts of my career has been the people I have gotten to know, many of whom have become firm friends. The Ingrams are no exception, in particular Rory who manages the Ingram Collection and runs the Ingram Driving Experience (IDE). It just so happens that Rory's father, Bob Ingram, owns one of the top Porsche collections in the world: 'The Ingram Collection' in Durham, North Carolina. You may recognise the name and know that it's something pretty special.

Just up the road (and over the Stateline) is Virginia International Raceway, one of the top road courses in North America and where Rory runs the IDE driving school. Recently he asked me if I'd like to bring Frog.0 (my 997.1 GT3 RS; the name's a reference to the colour and the 4.0-litre flat six) and the Safari to the track. With two days on the road course and the offer to get my Safari on the VIR rally course, my answer was a very loud, "Yes!"

The journey from my home in Atlanta would be my first road trip with the Safari and Frog.0. With the cars nose to tail in the trailer, I was a bit nervous knowing that the Safari, complete with the beefy pushbars, would easily win with any close quarters contact battle. Thankfully though, both cars made it to their destination safe and sound, ready for two days of fun. The Frog.0 was awesome on track but unfortunately my triple-plate carbon clutch went on the first day. However, it's a race car part from a 997 RSR so I wasn't too bummed; I knew it could go at any moment. With the Frog.0 out of action, I took the Safari out on the road course, taking some unique shortcuts through the grass to get a quicker time! Then it was time for the VIR rally course. As you can see above, we got the Safari plenty dirty.

Of course, I wasn't the only one stretching the legs of my cars at VIR. The Ingram Driving Experience's clients showed up with some pretty serious Porsches, too. My favourite was a genuine Ruf CTR 'Yellowbird' freshly restored by Ruf themselves. It was absolutely perfect and had less than 500 miles on the clock. The Ingram

Collection also brought along some of their cars from their place in Durham. Bob and his family have gone to great lengths to ensure the collection features some of the best street 911s and 356s that Porsche has ever offered. And all of them are some of the finest such examples around. They really have put together a 'who's who' of 911s, including all of the RS models since 1973 (I've got a real soft spot for those cars). I prefer the 911 but it was cool to see their 356 collection in the metal. Some of the details that Porsche put into those 356s make it clear why Porsches were special even before the 911 came to life.

Since meeting the Ingrams, I have had the pleasure of driving their 993 and 996 RS models, along with their 550 Spyder and 959. All their cars are running in tip-top shape and are ready to be driven at any time; they are collectors who still like to use their cars as Porsche intended. There's no doubt that the collection is pure Porsche heaven. So, it was another successful trip to VIR with the Ingrams. The Safari didn't disappoint (once again) and the Frog.0 is now getting a new clutch ready for the next adventure. Porsche life is good!

Lifestyle

Total 911 brings you the best selection of classic and modern driving shoes

Hugs & Co driving loafer £138

1 Founded by brothers Hugo and Benjie, Hugs & Co have gone from strength to strength in just four years. With expertly made offerings such as this tasselled driving loafer, it's not hard to see why. As stylish as it is understated, the suede upper (available in six different colours) is combined with a leather inner to provide a supremely comfortable shoe that more than holds its own against more expensive opposition.

www.hugsandco.com

Dune Bermuda driving loafer £70

2 Sometimes you want your footwear to make a statement; Dune's 'Bermuda' driving loafer does just that with a range of bold suede finishes and contrasting sole and stitching colours. The square toe shaping provides these lightweight shoes with a classic profile, letting the daring hues do the talking. The studded rubber sole extends around the heel to ensure that these shoes aren't a case of 'form over function'.

www.dunelondon.com

Piloti Pistone driving shoes £138

3 A new design from Italian brand, Piloti, the 'Pistone' driving shoe offers a more casual, laid back style that is equally at home on the street as it is on the road. With a low cut ankle opening, it's more suited to everyday wear than most driving shoes, but it still comes with Piloti's signature tyre tread sole pattern and a rounded heel, providing superb pedal control when behind the wheel of your favourite Porsche 911.

www.piloti.uk.com

Puma Speed Cat trainers £73

4 Perhaps better known for its sportswear, Puma's motorsport division has been developing clothing since the turn of the millennium. Inspired by its original race boots, Puma's 'Speed Cat' shoe is one of its most iconic designs. The svelte suede upper (available in red, blue or black) features the famous 'Puma formstripe', a padded tongue, a thin sole for perfect pedal feel, and the obligatory rounded heel.

www.puma.com

Piloti Officina driving loafer £225

5 Germany may be our preferred sports car homeland but, when it comes to fashion, Italy is the undoubted king. Handcrafted from Nubuck leather, Piloti's 'Officina' is a seriously luxurious loafer. Timelessly simple, the design features subtle red piping on the heel and a double-stitch construction on the upper. The fully rolled heel makes it easier to control than many traditional driving shoes.

www.piloti.uk.com





Ben Barker

- **2016:** FIA WEC Gulf Racing 991 RSR
- **2013-2016:** Porsche Mobil 1 Supercup
- **2012:** Porsche Carrera Cup GB Runner Up

The FIA WEC newcomer shares all about his world championship campaign



Photo Copyright 2016 Gabi Tomescu/AdrenalMedia.com



Working hard to keep improving

Winter may be coming but Ben is working hard behind the wheel of the 991 RSR

Le Mans, the crown jewel in the FIA World Endurance Championship calendar, may have been back in June but, with just a few months until Christmas, the schedule still isn't letting up. If anything, it's busier than ever thanks to the end-of-season flyaway races. On average, there's a two-week gap between each event, which makes it pretty full on for the team at Gulf Racing.

I'll let you all know how tiring it is when the season comes to a close but my racing has always gone hand in hand with a lot of travelling and, to be honest, you do get used to it. You're only in each country for four days normally before you fly back home so you don't really sink into their time zone too quickly. Saying that, it can be quite hard to get sufficient sleep and, writing this ahead of the trip to Japan (where we're arriving early in the morning after an overnight flight), it's going to be uncomfortable squeezing my 6ft 4in frame into an Economy seat! It's all just part of the job though and, once you're at the circuit, it keeps you busy, which helps to stave off the effects of jet lag.

Racing so often has definitely made getting into a rhythm during each race weekend much

easier too. Everything just feels much more familiar (even going to new circuits), which makes it easier to just step into the car and do my job. We'll have a little bit of setup work to do at each of the remaining tracks but it's minimal.

I've definitely seen myself improve this year. I've become much more consistent behind the wheel, which, in turn, has made me less tense and nervous before each meeting. It's a positive loop as the more confident I feel, the better I perform. I just get in and do what the team needs me to do; I never think about mistakes and, touch wood, I haven't made any so far. Consistency is key in endurance racing, as is confidence in managing traffic, so I've certainly learned a lot in 2016, which has improved my driving as a result. The FIA WEC is a good place to be and it's ramped my career right up. It was getting really stagnant in Supercup and it had become quite suffocating racing in the same arena over and over again.

Suddenly though, I've broken back into the world of endurance and you get noticed by lots of people. My performances this season have opened doors and the opportunity Gulf Racing has given me has done a load of good, in terms of

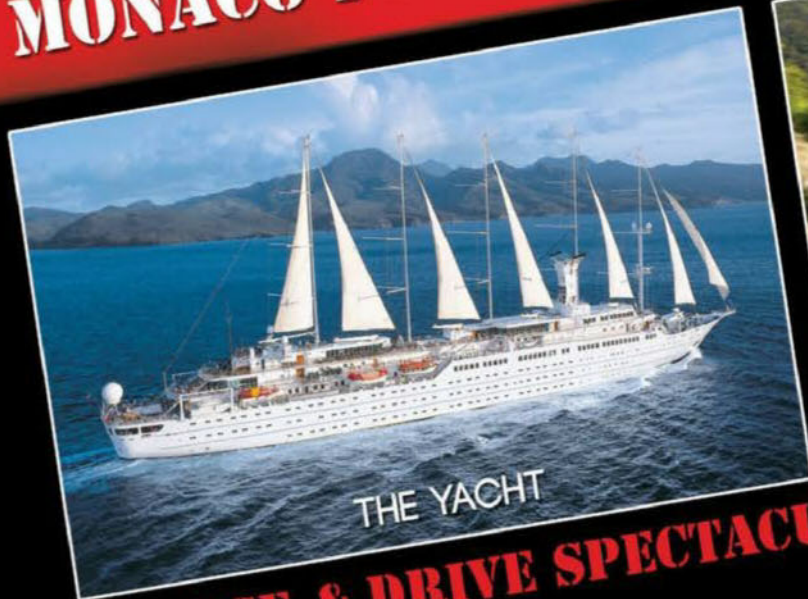
boosting my name and reputation. I've performed better in the WEC than I did in Supercup in terms of being fast; I've been as fast (if not faster at times) than some of the factory guys, and I've been able to mix in with them in the races too.

The RSR just seems to be more suited to me. I like that extra bit of commitment that it requires as it's a much more stable and predictable car. A few years ago, I did F3 in Australia and I was always pretty quick in a downforce car, so it's been nice to get into a GT car that has a bit more grip than a Cup car. I'm quite a smooth driver and I've always suited a bit more grip.

Straight after Fuji I'll be heading to Portugal, to partner Christian Ried and Gianluca Roda in a Proton Competition 911 RSR at the European Le Mans Series finale, an opportunity that has come about through my performance in the WEC. It's another great opportunity to be in front of the Porsche guys. Although my season isn't over, I'm already keeping one eye looking ahead at next year (and I've already got one deal in the pipeline). Hopefully I can lock in the ELMS and WEC as well, because doing two or three championships that don't clash would be mega.



MONACO FORMULA 1 GRAND PRIX VIP TOUR



THE YACHT



THE CARS

CRUISE & DRIVE SPECTACULAR. MAY 24 - JUNE 7, 2017

\$16,995 PER PERSON
DOUBLE OCC

AUTOBAHN ADVENTURES
Luxury European Driving Tours

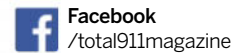


- * ALL INCLUSIVE LUXURY CRUISE & DRIVING TOUR
- * FEATURING ITALY, FRANCE, GERMANY & AUSTRIA
- * DRIVE THE ALL NEW 911 ON THE AUTOBAHN
- * EXPERIENCE THE MONACO F1 GP IN STYLE
- * LUXURIOUS SUITES ONBOARD THE YACHT
- * DON'T MISS THIS EXCLUSIVE VIP EVENT

702.997.7675 | autobahnadventures.com

Views

Contact Total 911



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



Parts hunting

Dear Sir,

I write this letter having picked up a copy of **Total 911** for a bit of in-flight reading on my annual holidays. Though not a regular subscriber (though I soon will be) to your rather fine magazine, I was prompted to put pen to paper (or finger to iPad) to tell you of my recent 997 woes that, thankfully, have now been resolved. I am by no means a 911 virgin having owned a 1990 964 Cabriolet and a 996 Targa prior to my current 997 with Tiptronic, all of which I have thoroughly enjoyed.

The 997 was a private purchase and was, to my reckoning, a fairly safe bet, with its bore scoring issues and IMS bearing worries taken care of by Hartech. I thoroughly checked the car out and

verified what had been done with the guys at Hartech, and everything added up as it should. Upon having the car for a few weeks, I really wasn't pleased with the way the Tiptronic was changing up and down at times and then, upon further investigation, I discovered a leak.

I immediately took my car to my local independent, where a diagnosis proved difficult and my initial options ranged from a full gearbox rebuild to a replacement torque converter. The leak was a separate issue and more worrying still, as it appeared that replacement gaskets were difficult to identify; Porsche don't supply them and the gearbox is of Mercedes origin. After much discussion and trawling of the web,

a light appeared at the end of my tunnel: the gear change issue could be linked to the sports catalytic converter and ECU fitted by the previous owner. Some trial and error with my very helpful specialist (Autowerke in Norwich) and the original cats borrowed from another car soon resolved the issue. "Simple," I hear you say, "Buy a new original cat at £1,800!" Not so. There were none to be had in the UK or Germany, and no hope of shipping one from the States due to compatibility. Furthermore, there was no supply date either!

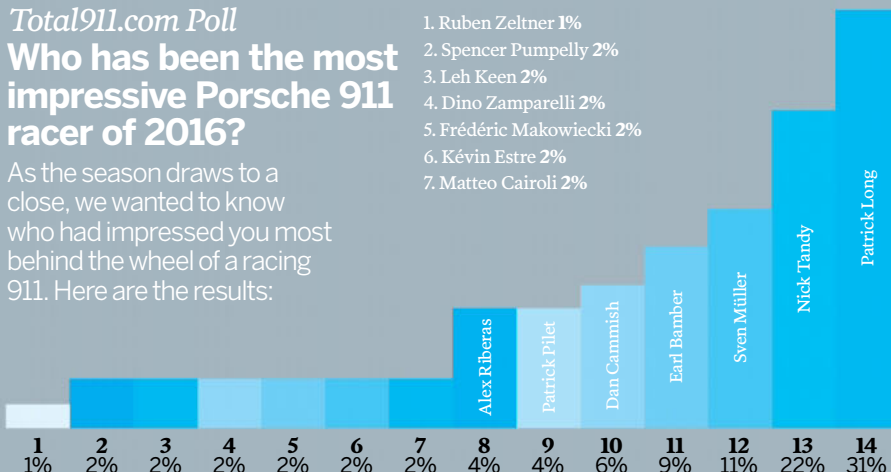
Luckily, eBay came to the rescue (and saved me £1,600). Problem one dealt with, now problem two: the leak. Again, after much trawling (and quotes of £120 plus for a gasket) I found Autolink Automatics in Middlesex who knew exactly what I and Autowerke were looking for. They advised that two gaskets should be replaced rather than just one, all for around £70. Result. Engine out and a gearbox drop later, I now have no leak.

So what's the purpose of my letter? Well, it's to say how shocked I am that parts for a 997 Gen1 are not more readily available, and to highlight how grateful I am to Autowerke for their patience in identifying the problem and not spending thousands unnecessarily. I also want to mention Autolink Automatics as the people to contact, should any other unfortunate soul encounter a similar problem with leaks on their auto/Tiptronic gearbox. I am now a happy 997 owner and have learnt how very valuable the internet and all the various forums can be. Granted, there can be much scare mongering, but many are truly a source of very valuable information. Here's to happy 911 ownership with no further issues.

Richard Felton

Total911.com Poll Who has been the most impressive Porsche 911 racer of 2016?

As the season draws to a close, we wanted to know who had impressed you most behind the wheel of a racing 911. Here are the results:



@Total911

The best of your tweets that caught our eye on this month's newsfeed:

@tomsharpracing FYI. Traffic is poor on the M40 into town tonight.

@Total911 Put 'Saturday 19 November' in your diary. The inaugural @TejasTreffen Porsche event is coming to Houston, Texas. @stickyrubber44 @Total911 I did the Portsmouth meet but Texas is pushing it a bit

@darren_rpm This bad boy came past spitting flames. Made my day. There are some immense cars @goldtrackdays today.



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



The trackday bug

Dear Sir,

Over the years I've owned a few different Porsche 911s (nothing super rare, just standard Carreras), however, I've never ventured out on circuit in my pride and joy. Reading your team's various escapades in project cars in the magazine and on your website has convinced me to bite the bullet. I've been driving 911s long enough now that I feel confident the time is right to start testing the limits of my car – a 997 Gen1 C2S – and my own ability. With the UK's roads so busy now, on track seems to be the only place where I'll be able to really let my 911 off the leash.

With winter rapidly approaching, I'm going to wait until next spring rather than jump straight in at the deep end (a phrase that could be taken quite literally in the UK!). So, while I wait through the darker,

colder months, I want to get my car and myself prepared. Is there anything specific I need to do ahead of my first trackday? And are there any particular circuits that make good venues for beginners? Any and all suggestions are welcome.

Adam Milford

Taking a Porsche 911 out on track is one of driving's great joys (we still contend that anyone who hasn't is missing out). Being prepared is key, as track driving is quite different to even spirited road driving. Having your car serviced before your first trackday is always a good idea, as it will ensure your 911 is in perfect mechanical condition. Most UK tracks are good for beginners. Your best bet would be to head to a Porsche Club GB trackday as there is often coaching available.

2.7 RS v 3.0 RS

Dear Sir,

May I say how much I think Josh got right the 3.0 RS's handling and power, and the difference between the two cars tested in issue 145. Everyone thinks they are the same but their characters are totally different. I owned chassis 093 for ten years (it had coilovers at the rear) and it's definitely on the list of cars I should never have sold! Thanks for bringing back some good memories.

Vic Cohen

Thanks for the compliments, Vic. It's nice to hear that we've hit the nail on the head (especially from a former 3.0 RS owner!)

Disappointing 911s

Dear Sir,

The other day on Total911.com, I noticed an article entitled 'The

Total 911 team's most disappointing Porsche 911s'. The 911s mentioned were not the most disappointing thing about this piece though; it was the fact you felt it necessary to write it in the first place. Surely every model of 911 should be cherished? Is that not why we're all enthusiasts? Rather than picking faults, we should be looking at the positives, the things that make the 911 so special.

Mathis Schultz

Owning any 911 is a joy. However, despite our affections for the car, we are objective journalists and, as such, will not shy away from saying when something has left us cold. The cars we picked didn't live up to our expectations, but the fact there were only four 911s (out of over 100) speaks volumes for Porsche's general success with the 911 platform.

Join the debate

Facebook /total911magazine | Twitter @Total911 | Web www.total911.com

@JTR_motorsport The first @PorscheRaces #gt3cup has arrived at JTR HQ. What do you think about the first draft livery?



@HardDrivers North Coast 500, starting Torridon... Great road!



@CPCarsforsale #Porsche 911 R sells for €483,000 at Bonhams' Zoute auction.



@ParagonPorsche Big changes are coming at Paragon, and we can't wait.

Total911.com: What you've been reading

On computers, tablets and smartphones across the world, these are your favourite online articles from the last month:

Top ten modifications for M96 and M97-engined 911s

With low values and plentiful supply, 996 and 997.1 Carreras are ripe for upgrading. We selected our favourite mods that won't break the bank.

Total 911's five favourite manual gearboxes

The revival of the manual gearbox got us thinking about the best Porsche 911 shifters. Did your favourite make the cut?

997.2 Carrera Ultimate Guide

Prices of the first DFI-engined Porsche 911 are continuing to drop, with many of you swatting up on the 997.2's details in our new buyer's guide.

2017 Porsche 911 GT3 Cup car unveiled at Paris Motor Show

Next year's new Supercup chariot made its public debut in the French capital and you all wanted a look at the car that previews the 2017 GT3.

Am I mad for wanting a 991.2 GT3 with PDK?

Manual gearboxes may be all the rage right now but Josh explains why, despite the choice, he'd still stick with PDK in the next 911 GT3.

Want to read the most popular articles on www.Total911.com? Simply type each of the titles above into our search bar and join the online debate.





2017 GTE chances

Dear Sir,
After such a strong season in 2015, I'm sure Porsche will be disappointed with their performance with the 911 RSR this year. For them, the new GTE/GTLM contender (whatever it may be called and whatever it may eventually look like) can't come soon enough. However, while the current 911 looked to have been outclassed in 2016, the FIA WEC and USCC rulemakers have certainly got a case to answer to.

Too often this year has Porsche been adversely hit by Balance of Performance changes and, even when the 911 was given some BoP breaks, they amounted to no more than lip service in reality. Hopefully the new car, with the expected turbocharged engine, will prove easier to match to the new crop of turbo cars from Ford and Ferrari, and will provide Porsche with greater flexibility (the outgoing 4.0-litre engine was pretty highly stressed for an endurance motor).

Peter Warner



Issue 143 availability

Dear Sir,
I was wondering if I could get a copy of issue 143? On the Imagine Shop site it says "Sold Out". I'd really like to get hold of it because I'm a 911 SC 3.1 owner and there is an article about the power kit inside.

Siegbert Das

All our issues are also available to download in digital form at www.greatdigitalmags.com, and can be viewed on a variety of devices.



Assessing the 996

Dear Sir,
Reading Lee's updates on his 996 C4, it's nice to see an honest assessment of what is a great car. The thing about the IMS bearing is that not only have they been upgraded, there is now a kit that replaces it with a direct oil fed shaft, like the 964s and Turbos have. That should solve the issue altogether.

The other thing is that a lot of these cars, mine included, have had

their engines completely rebuilt after IMS failure and, in the process, upgraded to a large degree. As more and more of these cars are wrecked or parted out, the percentage of the ones with proper rebuilds will increase and the reputation of the car with it.

The biggest thing holding back the value of the 996 is that they were such great sellers and so many of them were made. There is a reason why 993s are so expensive;

few buyers at the time wanted them and there were just not that many made. The 996 was wildly popular and made in numbers larger than any previous generation of 911, so they will likely never be rare enough to be super valuable. They will, however, likely not depreciate and good examples will always command decent prices. In fact, as time goes on, I suspect the values of 996s will steadily chip upward.

John Kluge



Imagine Publishing Ltd
Richmond House,
33 Richmond Hill
Bournemouth,
Dorset, BH2 6EZ
☎ +44 (0) 1202 586200
www.imagine-publishing.co.uk
www.total911.com
www.greatdigitalmags.com

Magazine team

Editor Lee Sibley
lee.sibley@imagine-publishing.co.uk
☎ 01202 586291

Features Editor Josh Barnett
Senior Designer Dan Bevan
Production Editor Amelia Jones
In-house Photographer James Sheppard
Senior Art Editor Duncan Crook
Publishing Director Aaron Asadi
Head of Design Ross Andrews

Contributors
Rob Clarke, Richard Klevenhusen, Tony McGuinness, Joel Newman, Sean Parr, Gina Purcell, Chris Randall, Chris Wallbank, Chris Dearden, I.M Dearden, Kyle Fortune, Jonathan Fleetwood, Joe Croser, Greg James, David Grover, Michael Meldrum, Kieron Fennelly, Dan Pullen, Steve Hall, Jack Sibley, Johnny Tipler, Neill Watson

Cover image

Porsche AG

Advertising

Digital or printed media packs are available on request

Head of Sales Hang Deretz

☎ 01202 586442

hang.deretz@imagine-publishing.co.uk

Advertising Sales Executive David Chant

☎ 01202 586412

david.chant@imagine-publishing.co.uk

International

Total 911 is available for licensing. Contact the International

department to discuss partnership opportunities

Head of International Licensing Cathy Blackman

☎ +44 (0) 1202 586401

licensing@imagine-publishing.co.uk

Subscriptions

For all subscription enquiries:

911subs@servicehelpline.co.uk

☎ UK 0844 249 0463

☎ Overseas +44 (0) 1795 414 886

www.imaginesubs.co.uk

Head of Subscriptions Sharon Todd

Circulation

Circulation Director Darren Pearce

☎ 01202 586200

Production

Production Director Jane Hawkins

☎ 01202 586200

Finance

Finance Director

Marco Peroni

Founder

Group Managing Director

Damian Butt

Printing & Distribution

Printed by **Southernprint Ltd**, Units 15-21, Factory Road, Upton

Industrial Estate, Poole, BH16 5SN.

Tel: 01202 628300

Distributed in the UK, Eire & the Rest of the World by: **Marketforce**,

5 Churchill Place, Canary Wharf, London, E14 5HU.

Tel: 0203 787 9060 www.marketforce.co.uk

Distributed in Australia by: **Gordon & Gotch** Australia Pty Ltd, 26

Rodborough Road, Frenchs Forest, NSW 2086, Australia

Tel: + 61 2 9972 8800

Disclaimer

The publisher cannot accept responsibility for any unsolicited material lost or

damaged in the post. Total 911 is independent of Porsche AG.

All text and layout is the copyright of Imagine Publishing Ltd. Nothing in

this magazine may be reproduced in whole or part without the written

permission of the publisher. All copyrights are recognised and used

specifically for the purpose of criticism and review. Although the magazine

has endeavoured to ensure all information is correct at time of print,

prices and availability may change. This magazine is fully independent

and not affiliated in any way with the companies mentioned herein.

If you submit material to Imagine Publishing, you automatically grant Imagine

Publishing an irrevocable, perpetual, royalty-free license to use the images

across its entire portfolio and to deliver the material to existing and future

clients, including but not limited to international licensees for reproduction in

international, licensed editions of Imagine products. Any material you submit is

sent at your risk and, although every care is taken, neither Imagine Publishing nor



© Imagine Publishing Ltd 2016
ISSN 1746-6130



OBSESSIVE.



ELLIOT  BROWN

Elliot Brown Tyneham Automatic 305-005-L15: £795 to £845. For stockists see www.elliottbrownwatches.com
Miyota 9130 Automatic, 40hour power reserve indicator at 1h, 2mm sapphire crystal, case-hardened bezel, beadblasted stainless case, dual stage shock protection, triple sealed crown, hack and hand wind, depth tested at 300m in water, fitted deployant calf leather strap.

997 SPORT CLASSIC

SPORT CLASSIC

Just 250 were made, but is there a genuine speciality behind Porsche Exclusive's last complete car beyond its limited numbers?

Written by **Neill Watson**

Photography by **Chris Wallbank**





I will be the first to admit that my initial response to the Sport Classic was less than stellar. Introduced in 2010 at a time when the backdate 911 craze was in full frenzy, I rather casually viewed the Sport Classic press release as a spot of opportune mid-life badge engineering by Porsche. At a price point of £140,000, it was a healthy premium over even a well-specced 997, for what appeared to be simple cosmetic trinkets. I suspect many others thought the same. We were all wrong.

Walking towards the Sport Classic, I begin to realise that, when you see one in the metal, any cynical dismissals of black-centred wheels and that ducktail were a mistake. All 250 Sport Classics are finished in this understated shade of 'Sport Classic grey'. There's something uniquely retro about the colour, which the design team allegedly saw on a Porsche 356 and fell in love with. Opening the driver's door, there's deep brown 'Espresso' leather, with retro houndstooth-style panelling. As I climb inside, I can't help but glance rearwards over the wide wheel arches and beyond to that ducktail rear wing. It shouldn't really work on a modern 911, yet it looks so right.

Closing the aluminium door, the power seat adjusters fall easily to hand. A couple of tweaks of the buttons, then a tug at the steering column adjuster gives me my favourite Porsche seating position, sitting in a beautifully trimmed Recaro with exquisite detailing and more luxurious Espresso natural brown leather. We have a real ignition key to insert into a lock barrel to start and a mechanical, leather-trimmed handbrake to release. The finely stitched Sports steering wheel is thicker than a standard 997 item, the extra diameter of the rim giving a far more tactile experience as we roll carefully off the kerb at a 45-degree angle to avoid catching that low front splitter. Through the town centre traffic of Chester, the short throw gearshift feels rather stiff for the first mile or so. This Sport Classic hasn't been used recently, so the fluids are cold.

Clear of the city traffic, the roads quicken into winding 'A' roads. Beside me, Howard, the car's owner, gives directions to our photo location. With many years of classic Porsche rallying behind him, he can't help but begin to offer a few notes as the pace builds. "Slight left over crest... this one opens. 90 right, then a big stop for the junction." That short throw shift, now warmed up, gives a delightful feel to the gears sliding home, the sort of quality gear change that develops a driving rhythm you don't even think about. This is Howard's daily commute home. "Long open left. Just straight across those curves, take the line, it's flat. Manhole cover on the inside."

There's a precision to the Sport Classic steering and initial turn in that is simply superb, while the 20mm ride height reduction and 44mm wider track over its Carrera sister gives a ride that is right on the perfect side of stiffness, with none of the 'motorsport' harshness of the GT3 RS. Tactile. There's that word again. The enhanced ➡

Ducktail

Taken from the 2.7RS, the first production sports car to feature a rear wing



Fuchs wheels

Fuchs replicas imitate the iconic wheels found in the arches of generations of 911



Houndstooth seat centres

This houndstooth seat pattern is taken from early 911 interiors to add a retro styling touch inside



Model 997 Sport Classic
Year 2010

Engine

Capacity 3,800cc
Compression ratio 12.5:1
Maximum power 408hp @ 7,300rpm
Maximum torque 420Nm @ 4,200-5,600rpm
Transmission Six-speed manual
Engine modifications Porsche Exclusive Powerkit

Suspension

Front Independent; MacPherson strut; PASM
Rear Independent; Multi-link; PASM

Wheels & tyres

Front 8.5x19-inch Fuchs; 235/35/ZR19 tyres
Rear 11x19-inch Fuchs; 305/30/ZR19 tyres

Dimensions

Length 4,435mm
Width 1,852mm
Weight 1,425kg

Performance

0-62mph 4.6 secs
Top speed 187mph



Sport Classic paintwork

The specially-named Sport Classic grey is a solid colour taken from an early Porsche 356



Black headlamp surrounds

Contrasting black headlamp surrounds are in homage to 1974 RSR/IROC race cars





403bhp, 3.8-litre Powerkitted engine has a smooth and utterly seamless delivery that, matched to the close ratios of the gearshift, gives an involving drive that many 911 drivers might feel was missing in a standard 997. Mindful of the high kerbs on the roadside coupled with the car's proud owner sitting alongside me, I'm not even using 70 per cent of the car's ability, or 50 per cent of the stopping ability of those brakes. But I'm enjoying this drive far more than I had anticipated.

Glancing in the mirror at the end of a short straight, there are none of the huge aero wing attachments of an RS model, just the top of the barely visible ducktail, but I also see that behind us, photographer Chris and Howard's business partner, Chas, in his 991 50th Anniversary, are falling behind and out of sight. Reluctantly, I remember that we are supposed to be spending time capturing photographs of this great car and I roll off the power. I could, quite literally, drive this 911 all day. Arriving at our photo location, turning tightly into position, a slight shudder from over our shoulder serves as a reminder of the mechanical limited-slip differential. As Chris sets

up his lighting for static photographs, we take a closer look at the details of this 997 Sport Classic. The first noticeable thing is that colour. Grey is often used by both Porsche and creators of one-off 911s. Those darker shades pick up on the Steve McQueen vibe but this lighter grey is subtler, a shade that is hard to capture on camera but is a vital element of the car's feel. Photographer Chris is having kittens trying to find a way to convey on camera what we can see with our eyes. It's a beautifully understated, creamy colour with a depth to it that has to be appreciated in the metal.

The two slightly darker grey stripes running the length of the centre line between the Carrera-GT inspired double bubble roof are similarly low key. The black-centred Fuchs alloys fill the arches without looking 'aftermarket', the fronts having just enough offset to pull it off and fitting with the lower ride height perfectly, the yellow carbon brake calipers within providing just enough of a contrast. Viewed from the side, the combination of stance, low front splitter and ducktail come together to create a profile that is quintessentially Porsche 911. Those air-cooled 911 die-hards who

say the 964 was the last true 911 shape should go and find a Sport Classic to study in detail immediately. Porsche Exclusive has done a wonderful job with its styling.

Over the years of Porsche Exclusive design, customers were free to choose some rather bizarre 'enhancements' which, when viewed retrospectively, can be less than easy on the eye. From solid gold gearlevers to wooden dashboards and purple leather trimmed Motorolas, today they are right up there with shoulder pads and braces. Despite Porsche Exclusive's remit to create whatever the owner wished, clearly the customer does not always know best. But in this final model, wholly created by Porsche Exclusive as a genuine special, the Sport Classic took those decisions away from the buyer and the department used their decades of skill, tasteful judgement and sense of what is appropriate to create a 911 that will stand the test of time. It's as if they looked at the misguided tastes of the 1980s and created a final masterpiece that said: "We are the experts at 911 DNA." There were no options with the Sport Classic; you either understood it or



you didn't. This car's owners, Howard and Chas, both love the car. "If you leave it for a while, then come back to it, there's always a small design touch or an angle that catches the light that you didn't notice before," they tell me enthusiastically.

They are quite right, as sitting behind the wheel, I notice the Espresso brown leather extends to areas that I hadn't picked up on. Even the inside door handles are finished in it, the minute stitching around the handle a work of art. The seat panels, which appeared to be cloth, are actually woven leather, with Sport Classic embossed on the headrests. The car's production number occupies the chrome sill covers and the inside of the glovebox. Howard and Chas took the option of factory collection, which is a fitting way to complete the purchase of such a special car. "Porsche offered us the option of a book detailing our car's construction," they enthuse. It's a beautifully heavyweight publication that forms part of the car's history. "It wasn't cheap, but after spending £140,000, you can't really say no..."

The Sport Classic was the final model to be created by the Exclusive department. In these

days of automated production lines, emissions scandals and homologation tests, it seems Porsche and their clientele no longer have the freedom they once had. Symptomatic of this is the fact that the Sport Classic was never sold in North America due to a small production run and changes that the US deemed significant enough to homologate a new model, making it unviable.

There is no single element of the Sport Classic that is the defining winner. It's the overall effect of the carefully thought-out changes by Porsche Exclusive that come together to make the car so special. But the Sport Classic is not just visually different. Driving between photo locations, that taught handling, short shift gearlever, carbon ceramic brakes, Sports steering wheel and the suspension setup all give an analogue connection to the car; this is a modern era 911 with all the classic feelings that cynics say have been removed from modern 991s. And so the Sport Classic is a fitting tribute to Porsche Exclusive. Far more than just a cool grey paint scheme and motorsport styling touches, it's a great drive. This is quite probably my favourite 911. **911**



Above Just 250 997 Sport Classics were produced by Porsche Exclusive, all of which were in this special 'Sport Classic grey' paint



THE FIRST EXCLUSIVE

Exclusive specials don't come more recognisable than the iconic 930 SE 'Flachbau'. Total 911 takes it for a drive...

Written by **Kyle Fortune**

Photography by **Daniel Pullen**



Porsche 911s are all special, but some are more so than others. Porsche is a company that by definition makes special cars, though the nature of the business it's in inevitably attracts a type of customer who is always keen to explore, to do something unique, and to own and drive something individual and different. Ever since the first 356s rolled out of Porsche's doors, it's been open to providing solutions for its most exacting clientele, the tradition for personalisation always possible, your imagination and your budget the only limitations.

The *Sonderwunsch-program*, or 'Special Wishes' department has always existed, but it would only be formalised in 1986 when Zuffenhausen introduced the Porsche Exclusive department, with which Porsche aimed to fulfil every customer's wish and desire. Of course, any requests had to be within feasible, technical, legal and quality-related constraints, Porsche otherwise leaving the sometimes-difficult element of taste solely down to its customers.

Porsche Exclusive has been, and remains, an integral part of Porsche's business, though part of its remit has been to occasionally build special cars in limited series. They are infrequent, though always highly desirable. The most famous and prevalent to be built is the 911 Turbo 'Flachbau'. Often, incorrectly, translated to 'flatnose', which it visibly presents, it more literally translates to 'flat construction', which is pleasingly Germanic in its description. Just like the standard 930 Turbo helped to homologate Porsche's race cars for weekend winning, the 930 SE Flachbau Turbo can trace its roots back to Porsche's racing activities.

Beautiful and iconic as the 911's silhouette is, its derivation pre-dated the competition it would find itself in during the late 1960s and 1970s. Sports car racing was a rapidly evolving and explosively competitive environment, and the upright headlights on Porsche's production-based race cars were at an aerodynamic disadvantage over rivals. The rules back then were fairly open to interpretation though, and as a result, Porsche's competition department removed the aerodynamic disadvantage the familiar nose of the 911 presented, and flattened its profile to improve airflow at the high speeds its turbocharged engine produced out back. The resultant 935s in Group 5 racing might have dominated on track in the late 1970s, but

EXCLUSIVE TIMELINE

1950s Special order items on 356s included sports exhausts and auxiliary lights

1975 Street legal Porsche 917 race car created by Porsche for Martini sponsor Count Rossi

1978 Special Request Department formed with a catalogue showcasing popular work.

1982 First of a whole series of flatnose 911s created for customers in the UK, USA and Japan

1985 Street legal 935 flatnose race car created for TAG's Mansour Ojeh

1985 A series of seven individually personalised Porsche 959s created for a Qatar sheikh

1985 Gold Porsche 959 created for a member of the Saudi royal family, including gold tailpipes

1986 Porsche 'Special Wishes' department renamed as Porsche Exclusive

1994 Porsche 964 Turbo Cabriolet produced. Just eight models built. Just how rare can a Turbocharged Porsche get?

1994-98 Three 993 Speedsters built, with one known customer being Jerry Seinfeld

2010 Porsche 997 Speedster built, with a production run of just 356. 250 Sport Classics built

2011 Porsche Museum in Stuttgart celebrates 25 years of Porsche Exclusive with a special exhibition of customer's cars



customers wanting the same look on their road cars would have to wait until 1981 before the 930 SE legend was created.

The numbers built vary; Porsche itself quotes 984, though such is the nature of Special Wishes and its formalised Porsche Exclusive department that it's not inconceivable that a few more were quietly delivered to its customers off the books. A rarity then, though arguably not that 'exclusive', particularly when you consider some of Porsche Exclusive's

other officially sanctioned production cars. The 993 Turbo S, 997 Sport Classic, 997 Speedster and 991 Club Coupe

all owe their existence to the Porsche Exclusive department. It has produced even rarer, tiny number build specials like the 964 lightweight Turbo, 964 Turbo-look Speedster, 993 Turbo Cabriolet and the 993 Speedster, the latter of which only three were ever built. By way of comparison, the 930 SE is common, even if each is arguably as unique as the individual who ordered it.

The 930 SE retains, exemplifies even, all the hallmarks of a proper Porsche Exclusive model. It is more than a personalisation of colour, trim or equipment, but a fully sanctioned special, with significant body revisions, so substantial as to make a serious visual impact, and be a defining characteristic, an icon, in its own right. An era-shaping car, the 930 SE exemplified the excess of the 1980s, not least because it depended on individual specification choosing one over

a conventional 930 Turbo – itself already a rare and expensive car in its 1980s heyday.

The work involved to create it wasn't insubstantial, the

“An era-shaping car, the 930 SE exemplified the excess of the 1980s”

930 SE requiring plenty of highly skilled work hours to produce it within the Porsche Exclusive department. The modifications to the front wings are extensive, requiring revisions to the nose underneath, the flattened profile zinc-coated steel wings, with their pop-up headlights, requiring additional work to allow the motors and linkage to work properly. The lower front is constructed of glass fibre-reinforced plastic (GRP), behind



which the oil cooler and air condenser for the air conditioning system are positioned.

The body modifications aren't just limited to the nose, the sills being extended, dramatically leading to the rear wheel arches, which are pierced by slatted intakes that duct air into the engine. The motorsport heritage is obvious, the top of those flat wings vented to reduce the pressure in the wheel wells, improving air flow for the benefit of brake cooling and downforce. That's something Porsche would later re-visit with the 991 GT3 RS. The body revisions create a distinctive visual statement that's always been divisive, the loss of the characteristic headlights that are arguably elemental to the 911's form too much for some. Certainly in profile it's sometimes awkward, if undeniably purposeful in its stance, the lower flat front seemingly out of balance with the more organically formed rear and the large intercooler-housing teatray rear wing that defines the rump of the 930.

Underneath that engine cover was, of course, a revised engine, the 930 SE getting a ten per cent hike in power with a Powerkit, the order code being SOW 020 (SOW relating to *Sonderwunsch-program*). Liberating that additional power was a bigger intercooler, as well as a revised turbo. SOW 020 was only available with an extra oil

cooler, code SOW 021 (or 022), and the four exhausts and the body revisions that allowed it, these again having codes of SOW 023 or SOW 024 depending on spec. As with all of Porsche's modifications, the flatnose (or slantnose as some refer to it) gained an option code – M505 for US customers, M506 for Rest of World – and the 930 SE offered customers plentiful scope for personalisation. Find the German catalogue for the SE and the list of options is endless; every element from the ducted rear wings (SOW 011) to the side skirts (SOW 012) and vented tops to

the front wings (SOW 013) are listed alongside a sizeable price in Deutschmarks. The engine changes alone were DM 20,975, which added to the Flachbau conversion at DM 38,340, and the other bodywork and interior changes, including additional storage under the dash and a new centre console, could comfortably see the price of your order double that of the standard Turbo, contemporary tests in *Performance Car* magazine listing one at £97,655.

It's always been a fascinating car to me, not least because I used to see one almost every





Above The 930 SE featured an additional RUF boost gauge in the centre console, reading up to 1.5 bar, and a dial to adjust the pressure



Below The large inter-cooler housing teatray rear wing contrasts against the car's lower flat front, defining the iconic rump of the 930 SE

Model 930 SE
Year 1989
Engine
Capacity 3,299cc
Compression ratio 70:1
Maximum power 335hp @ 5,500rpm
Maximum torque 432Nm @ 4,000rpm
Transmission Five-speed manual, rear-wheel drive
Engine modifications RUF revisions with increased boost to 1.5 bar, said to increase maximum power to 450bhp
Wheels & tyres
Front 7x16-inch; 205/55/VR16
Rear 9x16-inch; 245/45/VR16
Dimensions
Length 4,291mm
Width 1,775mm
Weight 1,419kg
Performance
0-62mph 5.2 secs
Top speed 171mph



day in my office car park 16 years ago. Driven by one of the company directors in the shared office building, its specification wasn't too far from the car that Hexagon Classics currently has in stock, though as a daily driver the mileage would have been higher than this car's sub 33,000 miles. A 1989 example in Baltic blue metallic, the interior is finished in Marine blue leather, and the car features a limited-slip differential, heated seats and a sunroof. The revisions don't stop there though, the additional boost gauge in the centre console reading up to 1.5 bar and branded with the RUF badge, was also complimented by a dial between the seats to turn up the pressure. Power is said to be up to 450bhp as a result, though we won't find out within London's ring roads.

Stepping in and lifting your leg over the larger sill isn't that easy; plenty of 1980s trouser legs and skirts would have inevitably got dirty by getting

caught on them. Unsurprisingly, the view out the front is different; the loss of the raised headlight housings that so typify the usual 911 forward view is initially quite unsettling. It's like the car stops at the front scuttle, though pulling the light switch does give you a visual clue as to where the nose

“The 930 SE retains, exemplifies even, all the hallmarks of a proper Porsche Exclusive model”

is as the lights pop up. It's impossible not to do so repeatedly – this coming from a man who bought a car largely because of its pop-up lights – this now an ancient technology that was at one time considered sophisticated and futuristic.

The engine fires with an enthusiasm that's impressive, settling into a familiar idle, sounding little different to any other 930 Turbo I've driven. That's true of much of the drive, the off-boost

performance good, the building force of the turbo from 3,000rpm needing to be treated with respect. Back in the 1980s a 930 SE was as exotic as a Lamborghini, a real statement car, and it was considered tricky to drive. Like other 930s, it's not as prickly as you'd expect; it is brisk rather than genuinely quick off boost, the five-speed gearshift decent and unobstructive. The steering is heavy when parking, but lightens up on the move. The wheel is full of information, its weight unlikely to have been a problem for arms strengthened by the weight of lead

battery mobile phones and filofaxes. As ancient as them, but not a relic, this is a car that should be bought and driven – it should be enjoyed as Porsche intended. **911**

Thanks

The 930 SE in our pictures is for sale at Hexagon Modern Classics. For more information call Jonathan on +44 (0)7522 911 911 or visit www.hexagonclassics.com.



SUBSCRIBE & SAVE UP TO **42%***



*US Subscribers save up to 38% off the single issue price.

See more at: www.greatdigitalmags.com

THE MAGAZINE FOR LESS WHEN YOU SUBSCRIBE!

Every issue packed with...

- Ultimate buying guides
- Lavish road-trip features
- In-depth group tests
- Exclusive Porsche news and updates

Why you should subscribe...

- Save up to 42% off the single issue price
- Immediate delivery to your device
- Never miss an issue
- Available across a wide range of digital devices



Subscribe today and take advantage of this great offer!

Download to your device now

964 CARRERA

VERSUS

993 CARRERA

It's a debate that has raged at Total 911 for years. We decide to finally set the record straight with the battle of the last air-cooled Carreras...

Written by **Josh Barnett**

Photography by **Jonathan Fleetwood**





Launched exactly a quarter of a century after the original 901, the Porsche 964 was meant to be “the 911 for the next 25 years”. Printed in the press material at the 964’s unveiling, these were the words of then Porsche AG Chairman, Heinz Branitzki. As corporate claims go, it was simultaneously extravagant and conservative. Despite numerous small updates (and the continuous upsizing of the flat-six engine), the 911 had, technologically, seen few major changes between its Frankfurt unveiling in 1963 and the 3.2 Carrera’s exodus from the line-up in 1989. The lack of wholesale development had nearly been the undoing of the 911 – declining sales in the late 1970s led Ernst Fuhrmann to the brink of axing the 911 – so to expect similar endurance from the 964 seemed optimistic at best. The Zuffenhausen board boldly claimed that 87 per cent of the 964’s componentry was new though, suggesting that, in their eyes, *die neue Neunelfer* would be able to survive a similarly protracted product cycle.

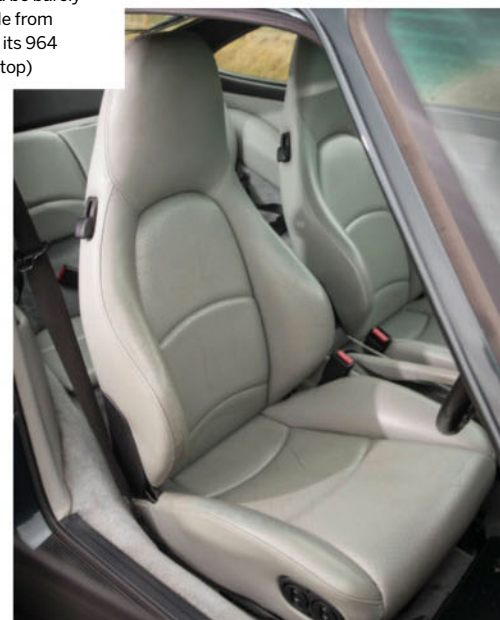
Like Branitzki’s audacious assertion, the reality of the 964 Carrera was both contemporary and conventional. The 3.6-litre M64/01 engine was Porsche’s first flat six that could be offered unaltered around the world, however, it found itself mated to an upgraded version of the five-speed G50 gearbox seen in the 3.2 Carrera. Aesthetically, it cut a familiar silhouette (smoothed slightly front and rear with integrated bumpers, a hallmark of Benjamin Dimson’s design) yet, under the metal sat a full-length undertray reducing the drag coefficient to an all-time low. After 26 years, the torsion bar springs finally bowed out too, replaced by coilover dampers, but the general suspension layout remained the same: a MacPherson strut out front with a semi-trailing arm at the rear.

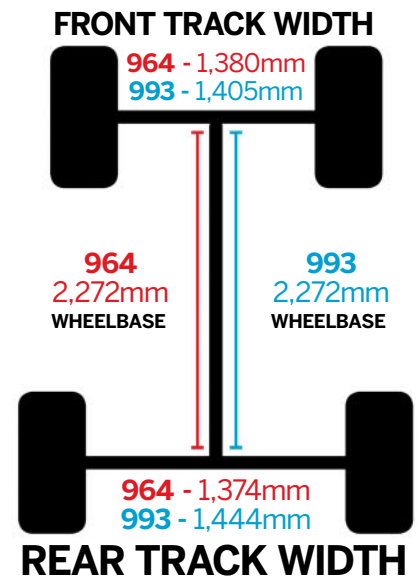
The automotive dichotomy of the 964 didn’t deter buyers from placing an order for the new 911 however. On average, the 964 Carrera (if C2 and C4 figures are combined) sold nearly as well as its 3.2-litre predecessor – one of the most popular Porsche models of all time. Making the 964’s sales success even more remarkable was the fact that the world economy was suffering a major recession in the early 1990s too. Fiscal frugality or not, enthusiasts were enamoured with the new 911. But, in an ever-changing automotive environment, faced with the impending age of digitisation, Porsche realised that it couldn’t afford to let its iconic sports car stand still again. Just four years after the 964 Carrera’s launch, it found itself replaced by a new generation: the 993.

Styled by Tony Hatter, you’d never guess that the doors, bonnet and roofline of the 993 Carrera were left unchanged from the 964 generation. Overtly inspired by the 959, the 993’s curves were much smoother, while the previously upright front wings were canted back to a much shallower angle (a feature used on modern water-cooled 911s). Under the sleek metal, the 993’s underpinnings were similar to its predecessor,



Above Fit the same steering wheel and the 993 Carrera’s interior (centre) would be barely distinguishable from the cockpit of its 964 predecessor (top)





although there was barely a single component carried over unchanged from the 964. The front and rear track of the 993 were both wider, with a more modern multi-link suspension used at the latter end. The M64/05 flat six fitted to early 993 Carreras was a development of the 964's power plant. The pistons and con-rods on the new car were lighter though, and Porsche implemented a new hydraulic system to control valve lift. The engine was mated to a six-speed version of the venerable G50 transmission while, at the front, the drilled and ventilated discs were enlarged to 304mm.

Across the C2 and C4 variants (the latter getting a new four-wheel-drive system that utilised a viscous coupling, reducing the weight penalty over the standard Carrera), the 993 outsold the 964 by over 60 per cent. In a similar four-year production cycle, Zuffenhausen shipped nearly 70,000 993 C2s and C4s, compared to just over 43,000 964s. Although helped by an ever more buoyant economy during its lifetime, the 993's success would suggest that it is the more

loved iteration of the two late air-cooled cars. And when the air-cooled market began to appreciate rapidly four years ago, it was the 993 that rose faster, the 964 initially languishing behind (not helped by its reputation for unreliability, a status earned by the early Carrera's penchant for leaking oil from its cylinder heads). Yet, a few years

“While it’s tradition that provides the 964 with its charm, the 993’s comes from its curves”

ago, I wrote an online article claiming that the 964 Carrera was a better car than its successor, the 993. To this day it remains one of the most discussed topics on **Total 911**'s website, with a reasonably even distribution of 964 advocates and 993 supporters commenting on this post more than any other. What was most surprising though, as the social media debate developed, was how many of the comments verged on the vitriolic.

Air versus water-cooling seemingly had nothing on this particular 911 dispute, as fans of both cars proved to be particularly passionate.

Looking back, my judgement was hardly fair, drawing conclusions from drives of two cars on different days in different locations. So, with the help of Autofarm and **Total 911** contributor, Kyle Fortune, we've decided to do the test properly, assembling near like-for-like 964 Carrera and 993 Carrera examples on the same roads, at the same time. And don't worry; there haven't been any bungs from our Scottish road tester extraordinaire (and 993 owner) to sway the vote...

In fact, if this were an aesthetic contest, the 964 would, in my eyes, take the title. Closely related to the classic 911 bodyshell, its evocative lines still sit well today, the rounded valances helping to very slightly modernise Ferry Porsche's original Neunelfer design without losing the affinity to its ancestors. Even Kyle agrees that the older of today's two test cars shades its successor in the style stakes, but his 993 isn't without



its own visual flourishes. With nearly three inches of extra track width to cover at the rear (and an extra inch at the front), the 993's flared arches drape seductively over each corner as if constructed from a silk sheet. While it's tradition that provides the 964 with its charm, the 993's comes from its curves. But, while many collectors treat 911s as *objets d'art*, we're ultimately more concerned with the experience behind the wheel.

The last time I drove a 964 C2, the nimble, coil-sprung chassis and punchy mid-range torque pleasantly surprised me; compared to its competitor on that day (a G50-gearboxed 3.2 Carrera) it felt much more modern yet retained a classic character that justified its renaissance on the 911 market. Reacquainting myself with the interior, it's familiar for classic enthusiasts, although the stubby gearlever and plethora of warning lights in the five-dial dashboard hints at the 964's raft of technological developments.

Underway, I'm initially hit by the lack of noise. I don't remember the 964 C2 being this aurally restrained, the flat-six chatter unusually muted inside the cockpit below 3,500rpm. After driving a succession of 964 RSs over the last year, I've become accustomed to the unadulterated guttural growl of the M64 motor in the Rennsport, with the extra sound deadening of the standard Carrera coming as something of a surprise. Opening the 964 out beyond 4,000rpm helps to release that gruff howl from the single tailpipe though, the timbre gradually rising to that familiar flat-six yelp at the 6,800rpm redline.

With peak power developed at 6,100rpm however, exploring the very last few centimetres of the rev counter's arc leaves the 964 Carrera

feeling a bit breathless. Instead, the engine feels at its best from about 4,800rpm (where peak torque noticeably kicks in) to just beyond the power climax. Keeping the crank speed within this reasonably narrow window is made all the more difficult by the long ratios of the five-speed G50/03 gearbox; the rev drop between each gear requires a significant slug of torque before the engine really comes back on, making the 964 feel remarkably slow in the modern world. The gearbox itself is a pleasure to use though, the stumpy lever slotting satisfyingly between each gate with a perfectly weighted engagement.

Pointing the 964 Carrera at some corners shows just how much classic 911 character it retained (despite Porsche's extensive development). Hustling the car into tighter turns at relatively slow speeds only forces the nose to start edging wide, although the understeer is mitigated in faster sweeps. In these high-speed turns, the 964 actually feels quite skittish, the harsh bump control forcing the car to dart over the surface. Thanks to this lack of compliance, my arms are never at rest, the steering wheel continually dancing left and right as the road's dips and cambers are fed back with impressive clarity. It's a breathless experience.

In comparison, the 993 Carrera immediately feels much more composed, the extra girth at the rear helping to keep the tail end planted. The multi-link suspension feels much more familiar, if you're used to the dynamic talents of modern water-cooled 911s, helping the 255-section rear tyres grip the tarmac with impressive perseverance. The system's kinematic toe link does a much better job at quelling lift-off

oversteer in the 993, too. While the tail of the 964 can still violently rotate off throttle, the 993's rear suspension setup only allows a brief pivot before bringing everything under control on its own accord, allowing me to adjust the car's attitude more subtly (and safely) on the throttle.

The 993 C2's nose still bobs around too, providing that classic air-cooled 911 feel (although the effect is less pronounced than in its predecessor) but the front end is more willing on turn in, a product of the 993's improved roll control and wider front track 🚗



Model 964 Carrera**Year 1993****Engine****Capacity** 3,600cc**Compression ratio** 11.3:1**Maximum power** 254hp @ 6,100rpm**Maximum torque** 310Nm @ 4,800rpm**Transmission** G50 five-speed manual**Suspension****Front** MacPherson strut; lower wishbone; coil spring; anti-roll bar**Rear** Semi-trailing arm; coilover damper; anti-roll bar**Wheels & tyres****Front** 6x16-inch alloys; 205/55/ZR16 tyres**Rear** 8x16-inch alloys; 225/50/ZR16 tyres**Brakes****Front** 298mm ventilated discs; four-piston calipers**Rear** 299mm ventilated discs; four-piston calipers**Dimensions****Length** 4,250mm**Width** 1,652mm**Weight** 1,350kg**Performance****0-62mph** 5.6 secs**Top speed** 162mph**Model 993 Carrera****Year 1994****Engine****Capacity** 3,600cc**Compression ratio** 11.3:1**Maximum power** 276hp @ 6,000rpm**Maximum torque** 330Nm @ 5,000rpm**Transmission** G50 six-speed manual**Suspension****Front** MacPherson strut; lower wishbone; coil spring; anti-roll bar**Rear** Multi-link; coilover damper; anti-roll bar**Wheels & tyres****Front** 7x17-inch Fuchs; 205/50/ZR17 tyres**Rear** 9x17-inch Fuchs; 255/40/ZR17 tyres**Brakes****Front** 304mm ventilated discs; four-piston calipers**Rear** 299mm ventilated discs; four-piston calipers**Dimensions****Length** 4,245mm**Width** 1,735mm**Weight** 1,370kg**Performance****0-62mph** 5.6 secs**Top speed** 168mph



be much more forceful with the steering on each corner entry in the 993 before the front tyres relinquish their grip. While the steering's weight is slightly lighter than the 964, it's just as communicative, and dynamically, it's an impressively polished package. If anything, the 964 feels jarring in comparison, its successor deftly riding over surface imperfections with a subtlety that suggests the 993 would be my favoured partner for longer journeys.

It's under the decklid where the 993's improvements are most keenly felt though. The lighter internals of the M64/05 flat six helps the needle on the rev counter dart around keenly, the throttle feeling much sharper than the 964. Despite this energetic nature, there's still plenty of grunt through the mid-range, making the 993's engine much more flexible. Not that it needs to be; with six gears in the transmission casing, the shorter ratios are more suited to spirited back road driving, aiding the 993's sense of urgency.

For an entry-level Carrera it feels surprisingly sprightly. As impressive as it was, the 964's gear change feels slightly clunky, the 993's similarly shaped lever snaffling across the gate with greater precision and a slightly shorter throw. It's the best G50 gearbox I've driven to date.

In almost every area, the 993 has been optimised. On first acquaintance, the changes made to each component may seem like marginal gains but, as a whole package, it adds up to an exceedingly distinctive driving experience. The 964's classic character may have garnered it a loyal following but it's hard to argue against the 993 being, objectively, the better car. I'm not usually one to enjoy being proved wrong but, for the 993, I'm happy to make an exception. **911**

Thanks

Thanks to Autofarm and Kevin Ralphs for use of the 964 Carrera and Kyle Fortune for lending us his 993. For enquiries at Autofarm call +44 (0)1865 331 234.





Traction. Gaining.

Porsche winter wheels and tyres.

Below 7°C the rubber compound in summer tyres hardens causing a drop in performance and an increase in braking distances by up to 12%*. Porsche Approved N-rated winter tyres are specifically designed for your Porsche and provide greater safety and increased performance in cold, wet and snowy conditions. Whilst your summer wheels and tyres are off the road, they can be securely stored for you by one of our 37 Porsche Centres**. For more details visit your local Porsche Centre.



Scan to see winter tyre performance in action



PORSCHE

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

**Participating Centres only.



TARGA V CABRIOLET

One of the things learnt from a chat with specialists is that the arrival of the current Targa seems to have reignited interest in this fresh-air variant. With that in mind, there doesn't appear to be a noticeable gulf in demand between Targa and Cabriolet, with the choice ultimately depending on buyer preference – although the lower production numbers of the former does, perhaps, present some investment potential. This is applicable to both the earlier design and the 993, the first of the sliding roof cars, although Greig Daly at RPM Technik says that a reputation for unwanted wind noise and high repair costs can make a 996 Cabriolet the better buy. That situation changes for the 997, though, with most Targa examples well-specced and commanding a modest premium over both Coupe and Cabriolet models. The decision between the two types isn't an entirely clear cut one, then, but if the idea of getting the best of both worlds appeals, then you're unlikely to be disappointed by what a Targa has to offer.

TARGA TIMELINE

1967

The Targa name arrives. Available on both the 912 and 911 models, the moniker has been with us for almost 50 years

1974

Now with the fuel-injected 2.7-litre engine, it has the same impact bumpers as the Coupe. It's replaced by the 3.0-litre model two years later

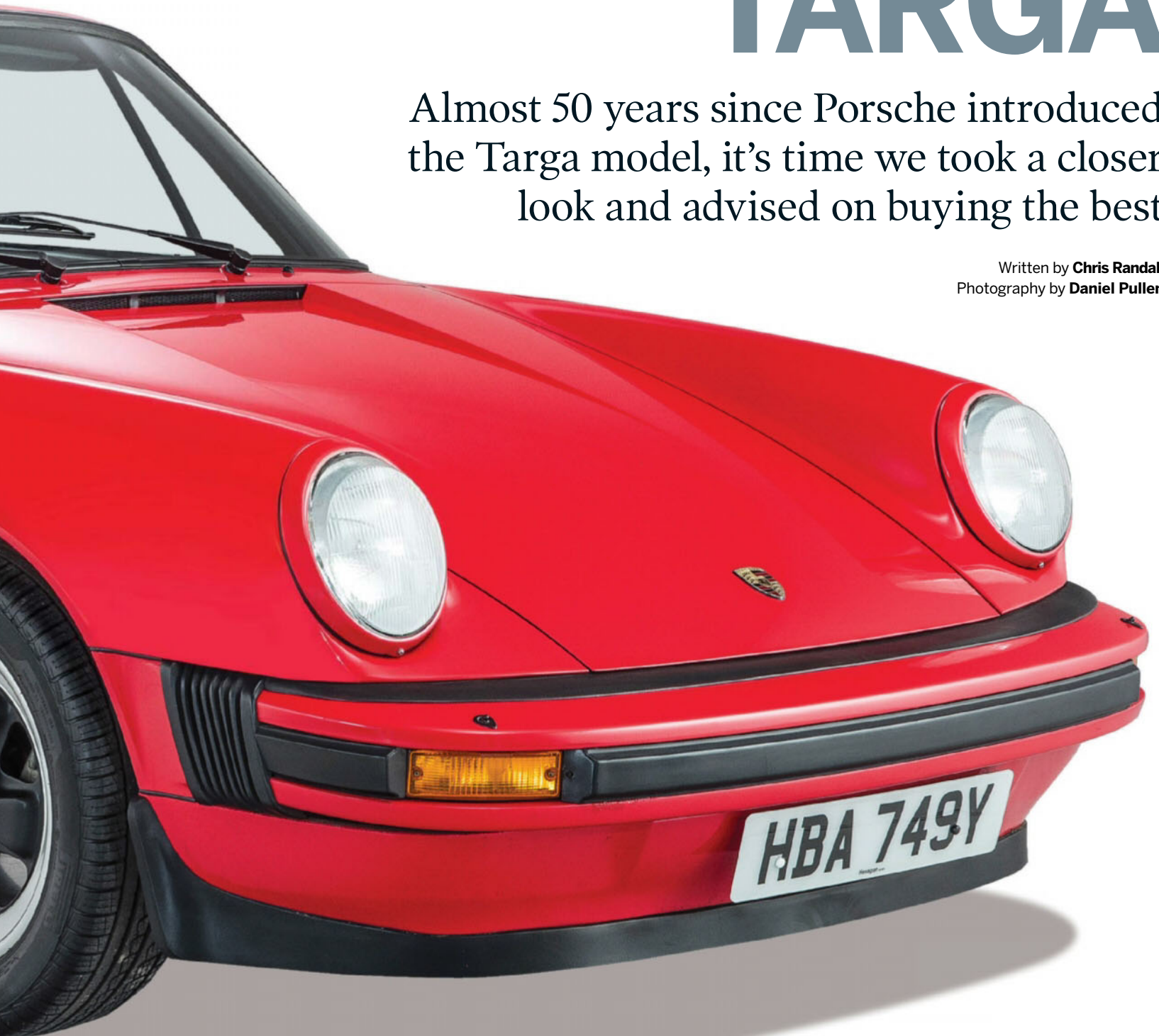
1978

Replacing the 2.7 and 3.0-litre models, the 911 becomes the SC but the lift-out roof remains as popular as ever

TARGA

Almost 50 years since Porsche introduced the Targa model, it's time we took a closer look and advised on buying the best

Written by **Chris Randall**
Photography by **Daniel Pullen**



1984

Despite the arrival of the first 911 Cabriolet a year earlier, there's still room in the line-up for a 3.2 Targa. 1985 sees a Turbo-look option

1986

3.3 Turbo buyers get the Targa option. It's a rarity, though, with just 298 made and only 54 in RHD

1991

The 964 is the last generation to get the traditional lift-out roof panel. Just over 700 are produced

1996

It's all change for the 993. The Targa model continues but now in the form of sliding glass panels

2002

Similar in design to the 993, the 996 gets another Neunelfer first in the shape of a separately-opening glass rear hatch

2007

Porsche retain the Targa model for the 997 but it's only available in wide-body form with four-wheel drive

2015

Almost 50 years on, the 991 may be tech-laden but the look harks back to the original with its distinctive roll hoop

Ask 911 aficionados which model best exemplifies Porsche's ethos of design and handling purity, and the chances are they'll tell you it's the Coupe. And they'd probably have a point. Yet there's always been a healthy slice of the Neunelfer market that wanted its flat-six fix to be accompanied by a dose of fresh air, and as you'd expect, Porsche had an answer. Despite the popularity of the 356 Convertible, the Zuffenhausen marque faced some problems, such as the rigidity challenges involved in lopping the roof off a 911 and the rumour of US legislation that threatened to outlaw the convertible on safety grounds. Porsche's answer was a sort of half-way house in the shape of the Targa roof, a name that the company registered as its own.

Named after the company's successes on the infamous Sicilian road race, the first model

arrived in 1967 featuring a removable panel above the passenger compartment, allied to a folding plastic section at the rear. This latter arrangement wasn't perfect, suffering from water leaks and a degree of recalcitrance in low temperatures that made it prone to damage. It would be replaced by a fixed glass window as an option from 1968, becoming standard in 1972, which cured those problems and improved overall rigidity (although Porsche didn't shout too loudly about this).

The four-cylinder 912 – sold from 1967 to 1969 – would also get the Targa treatment, proving popular with US buyers. What stayed throughout, though, was the distinctive roll hoop that began in polished steel, later being painted black, to which air vents were added from the B-Series models, while all models up to the K-Series would get pivoting front quarter-light windows in order to aid ventilation.

Available with all of the numerous engines on offer until 1973, it would prove equally popular with buyers as the 911 entered the impact bumper era, the roof design changing only in engineering detail as the model adopted 2.7, 3.0, and 3.2-litre flat sixes. And such was the demand for the Targa that not only would it survive the introduction of the first full convertible 911 in 1983, but it would also be available on the 3.3-litre 930 Turbo, although just 298 of those were made. Indeed, the 3.2 version would also be available in wide-body form, further expanding the Targa's appeal.

But as thoughts turned to the new model – the 964 – it was by no means certain that this particular variant would survive, Porsche facing both economic challenges and the unenviable task of thoroughly modernising its 26-year-old sports car. Ultimately a Targa did appear, although production numbers were modest to say the least.

“Pay particular attention to the way the roof panel locates above the windscreen, as gaps here will lead to wind noise and leaks”





Clockwise from top left Porsche's Targa model started life with a zip-up 'soft' rear window before the heated glass rear screen arrived in 1972; only minor changes in design occurred for the next 23 years including black (from polished) rollover bars; 996 and 997 followed the 993's design remit of a sliding glass roof; 991 is a return to classic looks, with modern kinetics



least, with just 720 or so made between 1992 and 1993. Fresh air fans needn't have worried though, as the new 993 generation was about to usher in an innovative re-imagining of the Targa theme.

Launched at the 1995 Frankfurt Motor Show, the separate lift-out panel and distinctive roll hoop had been junked in favour of what amounted to a large, sliding glass sunroof. Electrically operated, the 7mm thick, laminated glass panel above the passengers' heads slid back beneath the rear window, with occupants benefitting from an electric sun blind when the panel was in place. Although the extra complication added 30kg to the overall weight, basing the new model on the 993 Cabriolet and just adding the complete Targa structure on top did wonders for rigidity; and it's increased appeal meant around 7,000 found buyers. But the 996 that arrived in 2002 would be cleverer again.

Essentially retaining the same operation, there was another 911 first in the form of a lifting glass rear hatch, which pivoted on the cross-member

at the rear of the roof and was supported by a pair of gas struts. Although a heftier 80kg heavier than the Coupe, extensive changes to the seals – allowing low pressure above the car to suck the glass panel upwards – greatly improved refinement. The arrival of the 997 Targa in 2007 heralded little in the way of changes for the roof design, although notably it was only available in wide-bodied, four-wheel-drive form, a practice that continued for the 991. That car, though, adopts a rather different approach.

Most obvious is the nostalgic Targa design cue in the form of a steel roll hoop finished in polished aluminium, but there's no sliding panels this time. Instead, the Targa top is a thermally insulated fabric section that takes just 19 seconds to disappear electrically beneath the rear window, itself a large glass screen that rises up and backwards to accommodate stowage. Like all such folding roofs, it's a fascinatingly balletic operation to witness and one that appears in tune with a tech-laden, 21st century 911.

But having taken a meander through Targa history, we now come to the matter of buying one. We'll begin, logically enough, with the early type and there's a view that the condition of Targa models can often be good, perhaps because they are used less and not necessarily in all weathers. But whether that's reflected in practice or not, careful checks are needed. The most obvious risk is from water ingress, so the first step is to examine the carpets for any signs of damp (there's the obvious risk of floorpan corrosion) and check that other trim materials aren't showing signs of moisture damage. Never entirely watertight, even when new, torn or perished seals are the most likely culprits, and while they can be replaced – using genuine Porsche items is best according to specialists – it's rarely a cheap task; a set of the four required for a 3.2 model will set you back nigh-on £800 in parts alone.

Then there's the condition and the fit of the roof panel itself. Pay particular attention to the way it locates above the windscreen as gaps here



Restyling of the 991 has led to a surge in popularity of previous Targa models including the traditional lift-out roofed classics such as the SC (left) as well as glass roofed cars like the 993 and 997 (right)

will lead to wind noise and leaks, and while some adjustment is possible, it's important to ensure that the metal frame beneath the outer panel is undamaged. Second-hand sections are available but even those can set you back £200-300 each, although even that's a bargain compared to the Targa panel itself. With new ones unavailable, used items change hands for upwards of £1,500. Specialists can refurbish them with new outer coverings and headlining but the costs will soon add up, so don't assume a scruffy panel is a cheap fix. Now we come to the matter of restoration, where the lack of a fixed roof means greater care is needed when it comes to panel alignment. If the example you're looking at has been restored then pay extra attention to panel gaps and the way the doors open and close; any issues here could point to a shell that's become distorted.

From the 993 model onwards, a wholly different range of issues are presented, and while general reliability is good, the cost of major work can mount up alarmingly. A degree of care is ➡



BUYING TIPS

Whether it's the original design or the sliding roof, a 911 Targa represents a blend of performance and relaxed, fresh-air motoring. Assuming they've been looked after, they needn't prove problematic, but don't expect repairs or refurbishment to be cheap.

- **Water leaks:** Common on the early models, especially if the seals are damaged or perished. Replacement can be pricey so check for damp.
- **Panel damage:** Even second-hand Targa panels are expensive to source. It's a good bargaining point if re-covering or a new headlining are needed.
- **Restoration:** Early models may have been restored at least once, so be sure to check the alignment of panels, especially the doors. If things are amiss it's a sign of a shell that's become distorted.
- **Sliding roof operation:** It should be smooth and judder-free, so open/close it a few times to check. Dirt or lack of use can cause problems, and a thorough overhaul can cost four figures.
- **Rattles:** Adjustment or replacement of the seals may help. Listen carefully on the test drive, and if it seems very bad it's best to get specialist advice.
- **Electrics:** Replacing motors is a pricey business, and despite the availability of second-hand parts, it's another reason to ensure that everything works as it should before parting with any cash.

needed, then, and the first thing to ask the vendor about is regular use. It'll pay dividends when it comes to keeping the sliding systems healthy, so look for a roof that operates smoothly and with no judders. Careful application of silicon spray on the seals can help alleviate the problem, although dirt ingress can also be a factor; a strip down and clean, along with new seals, could set you back £1,500 or so. And it's worth noting that although stretched cables can cause panels to slip or jam – something that can afflict the 993 – the cables themselves are usually self-lubricating so don't be tempted to add any lubricating gunk without checking with an OPC or specialist. Then there's rattles and creaks, made worse by cold weather, which can drive some owners to distraction. Some examples seem to fare worse than others so it's a matter of listening out on the test drive, and while some adjustment is possible it may just be something you have to live with.

Fortunately, the electrical side of things is pretty robust, which is just as well given the cost of replacement parts; a new motor (one of a pair) for a 993, for example, costs £456 including VAT. Problems with failed micro-switches and ECUs can rear their heads, but there's a decent supply of second-hand parts and you should be able to source a 996 control unit for around £100. 997s can suffer from a failed operating switch in the cabin but it's a cheap part, and whichever

generation you go for, make sure the electric sliding sun blind hasn't been torn or left stuck in the open position. Also, there's the condition of the glass panels themselves. It's rare for serious damage to occur but bear in mind that the one fitted to a 997 costs an eye-watering £3,300 – reason enough to check it carefully.

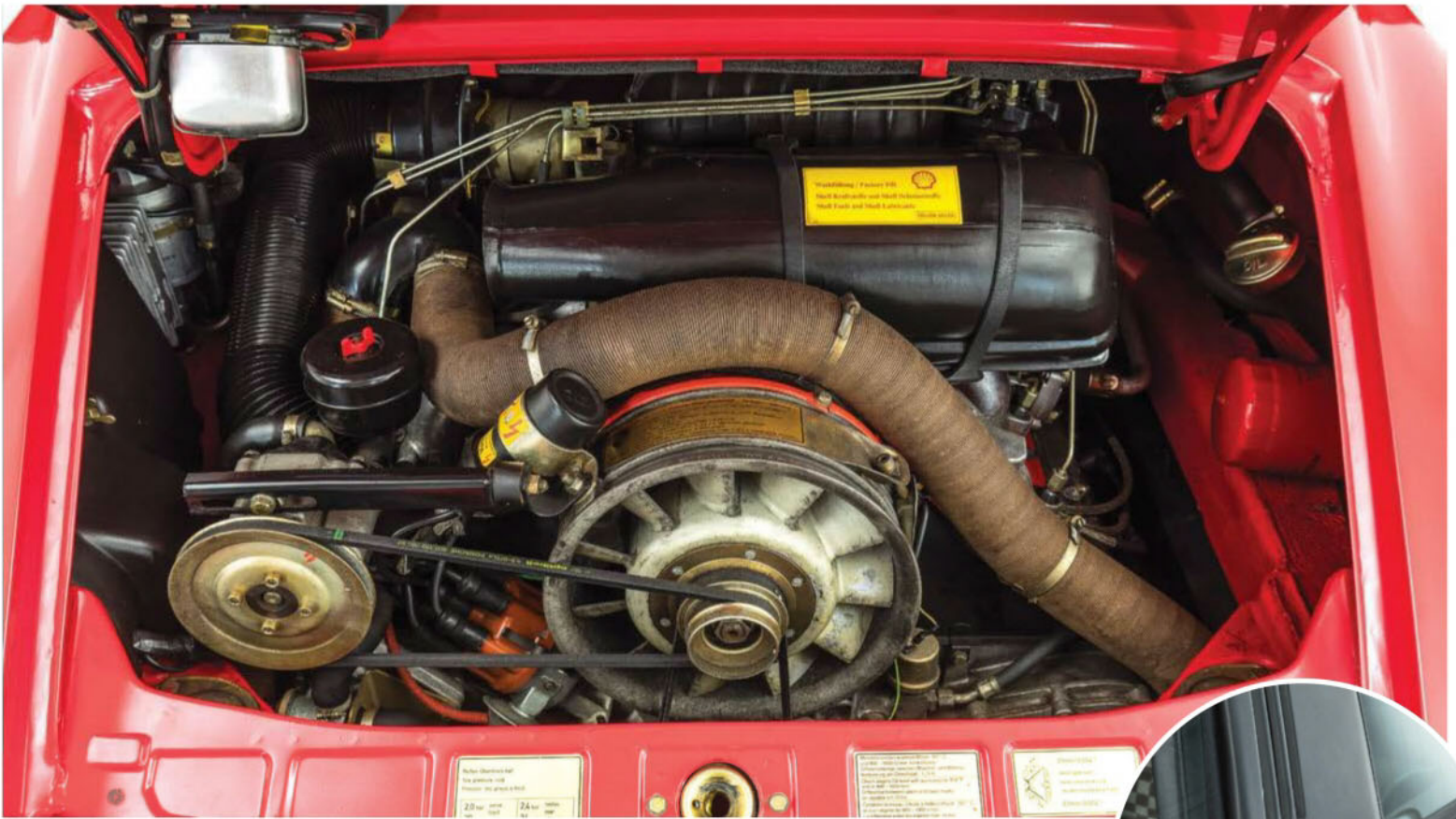
Last of all, we arrive at the latest 991; there's some occasional chatter on forums about annoying rattles developing, and it's worth ensuring that a couple of dealer campaigns have been attended to. One involves the possibility of water leaks caused by abrasion of an anti-friction coating between the rear window and a seal, while the other relates to an incorrectly torqued screw that can prevent a window remaining in position when raised.

Ultimately, there are some things to consider before you take the plunge on a Targa but as with all 911s, careful checks will eliminate most risks. And while it's true that they aren't everyone's idea of the perfect Neunelfer, their particular place in Porsche history gives them a unique appeal. Try one and you might just be surprised. **911**

Thanks

The Targa in our main shots is currently available for purchase through Hexagon Modern Classics. For more information go to www.hexagonclassics.com or call +44 (0)208 348 5151.





Below The Targa variant survived the introduction of the first full convertible 911 in 1983. SC Targas were all narrow body but 3.2 Carreras were also available in wide-body form



PORSCHE 996 ROAD TRIP

PORSCHE TO THE PYRENEES

Want to access some of the very best driving roads in Europe, without putting any miles on the clock in getting there?

Total 911 shows you how...

Written by **Chris Dearden**

Photography by **I.M.Dearden**





Model 996.2 Carrera Cabriolet

Year 2004

Engine

Capacity 3,596cc

Compression ratio 11.3:1

Maximum power 324hp @ 6,800rpm

Maximum torque 370Nm @ 4,250rpm

Engine modifications Lower temperature thermostat; silencer bypass system**Transmission** Six-speed manual**Suspension****Front** Independent; MacPherson strut; coilover springs**Rear** Independent; multi-link; coilover springs**Wheels & tyres****Front** 8x18-inch; 225/40/R18**Rear** 10x18-inch; 285/30/R18**Dimensions****Length** 4,430mm**Width** 1,770mm**Weight** 1,425kg**Performance****0-62mph** 5.2 secs**Top speed** 177mph

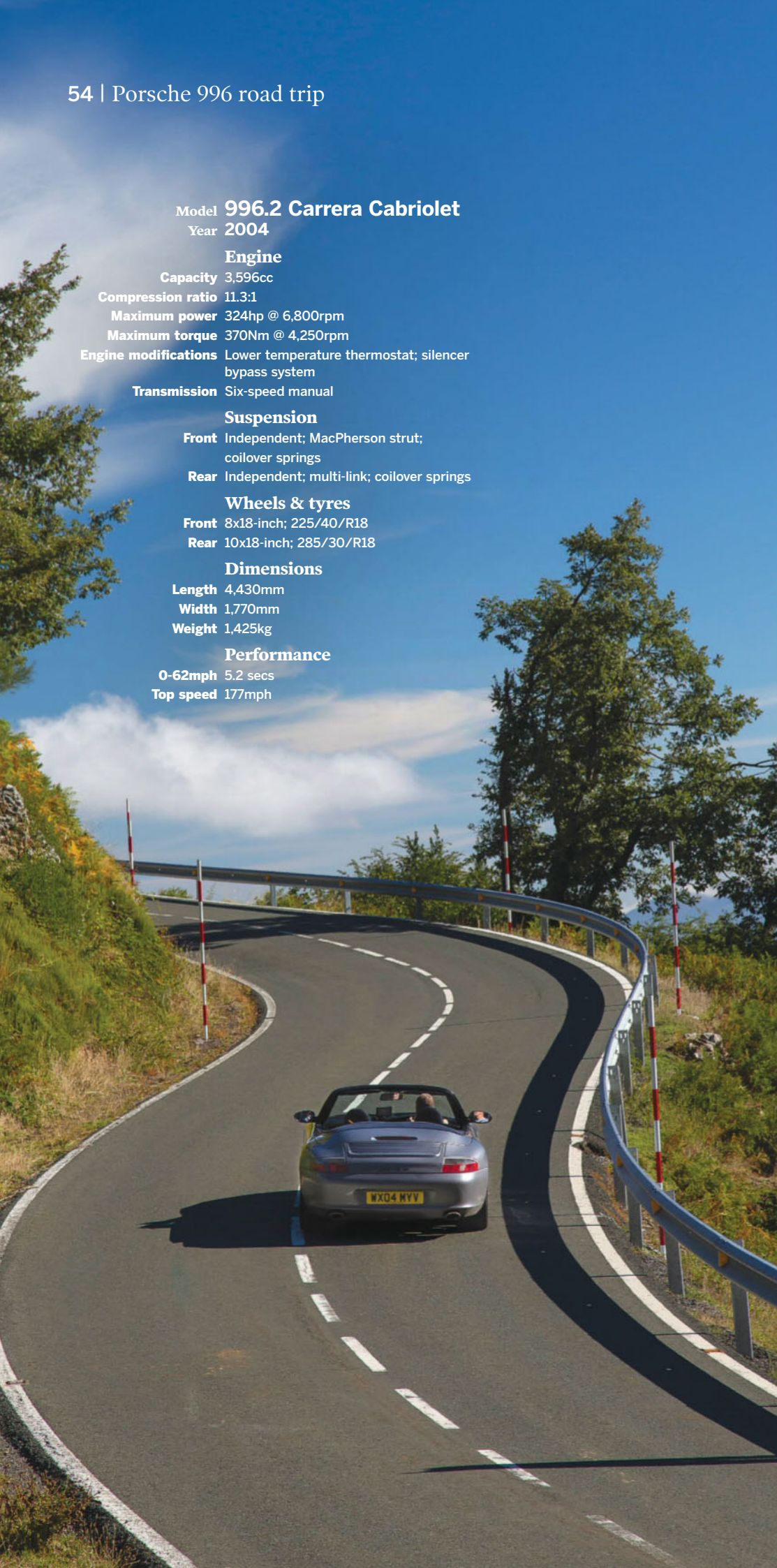
It's a sticky Friday evening and the M3 is gridlocked. If I'm lucky I've travelled a mile in the last two hours. The transit driver on my left seems to think that his horn will get the tailback moving. To my right, the owner of a new Audi has run out of gadgets and looks like he's losing the will to live. For me, in a 12-year-old 911, the air con keeps life bearable and the temperature gauge stays reassuringly central. But the clutch smells a bit ripe, and it's a rare occasion where I regret having hunted down a manual gearbox when I bought the car.

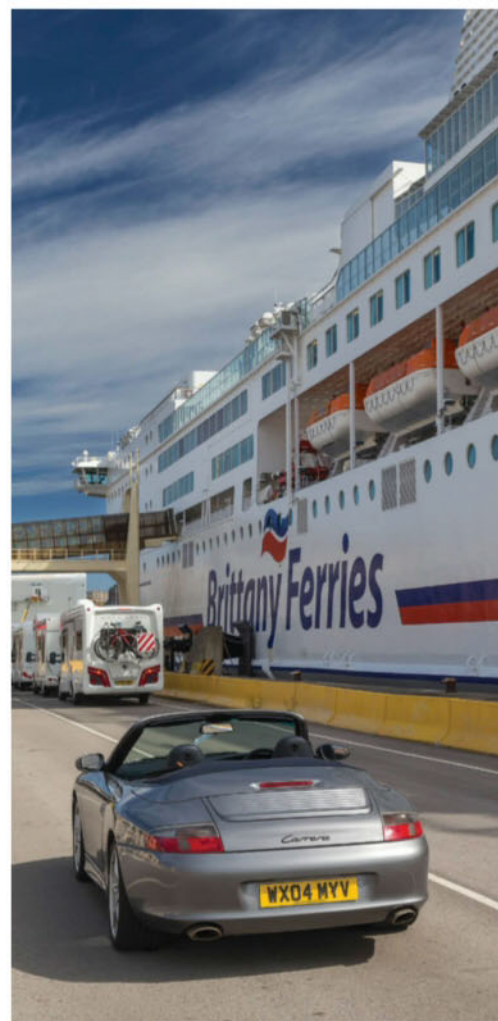
Commuting just isn't fun any more, even in a 911; it is to be endured rather than enjoyed. So it is all the more important that when weekends and holidays arrive, we seize them as opportunities to drive our cars the way Zuffenhausen intended. For some, this means the B road blast; for others trackday weekends are the way to get through the Mondays to Fridays. For me, the answer is simple – I head for the hills. Years of road testing cars has shown me that tackling a good, deserted, high-altitude road is the quickest and most satisfying way to learn more about a car. Some of my favourite test routes are in the Black Mountains in Wales, but they have a couple of drawbacks. Even on a sunny day it can turn to torrential rain from one bend to the next, and the absence of humans is more than compensated for by the number of sheep, who seem to cluster around every blind corner. I persevered with the location until an invitation to a car launch in the Picos Mountains had me digging out the atlas.

In case your geography is as bad as mine, they are in northern Spain, starting about 20 kilometres in from the Atlantic coast. I can't remember what car I was testing, but I remember the roads with absolute clarity: deserted, well maintained, with a sublime mix of short fast straights and tight linked hairpins, swooping from gorge to peak. The weather's reliable, the sun warm, and the skies blue. And best of all, there are no sheep. If this has sparked your interest enough to get Google Maps open, you may have spotted the issue: even when you hit French soil you still have 800 miles of motorways with surprisingly expensive tolls, and Gendarmes whose fantasies seem to involve Porsches with GB stickers (yes, I'm still raw from my last encounter with French traffic police).

You can't get away from the fact that the channel tunnel, tolls, and fuel will drain your wallet, and that's without the wear and tear on the car, let alone the driver. If your car's value is mileage sensitive, you don't want unnecessary motorway miles on the clock. So should we forget the Picos Mountains, then? I'd suggest not, as **Total 911** has found a way to get there at less cost, and with no stress on car or driver. What's more, if you have a fortnight to spare, you can spend the second week comparing the Picos range with another drivers' paradise in Spain: the Pyrenees.

We took our road trip 996 on a ferry from Portsmouth to Santander, less than an hour from





“It’s hard to convey the elation that comes from seeing the road stretching out in front of you, with not a car in sight”

the Picos Mountains. And if your experience of ferries is tired, old Cross-Channel ships, this one might surprise you. Luxury en-suite private cabins, a choice of restaurants, cinemas, and even a swimming pool, mean that the 24 hours you are on board is no hardship. They’ve even cracked the seasickness problem; the waves were big on our crossing but a computer controlled stabiliser kept the boat flat and my fragile stomach well behaved.

Two hours up the coast from Santander is Cangas de Onis, with its own Parador hotel. The Paradors are one of those ideas that other countries seem to do better than us. When an old castle starts to fall down in the UK we either sell it to a multimillionaire, or we give it to the National Trust, who charge us to visit a selection of its rooms, with curtains kept three quarters closed and chairs you aren’t allowed to sit on. In Spain the government renovates them, and then opens them as Paradors: unique hotels where you can sleep in an old turreted bedroom, on an antique four poster bed, for less than you would pay for a B&B in the Black Mountains.

After an oak-panelled, four-poster night, and a challengingly sized breakfast, I ease out onto the Picos’ roads and head southeast on the N625 along the valley of the Sella River, through tiny villages and riverside meadows, before entering the towering Beyos Gorge. The road follows the river, 1,000 metres lower than the peaks on either side. With the roof down, the exhaust note barking back from the gorge sides, and a dazzling scarcity of other traffic, all thoughts of M3 gridlock are forgotten. The smooth road surfaces make enthusiastic driving safe and predictable, although I’m a little more cautious where water running down the gorge sides has soaked the tarmac, particularly as my car does not have PSM. In places, steel mesh nets are deployed to catch any falling rocks, but some fridge-sized boulders at the roadside suggest they aren’t always successful. Best not to think about it.

The route offers options for side trips up into the mountains from the gorge too. I choose a couple at random, first up to the hill village of San Ignacio, and later to Soto de Sajambre. Both

have narrow switch-backed roads whose barely protected sheer drops curb excessive right foot enthusiasm, but the views on every corner mean fast driving here is missing the point anyway.

Back on the N625, I climb slowly out of the gorge and into the clouds that cloak the Ponton Pass. I check the gauges; fuel is lower than expected, but otherwise all good. Here I have a decision: turn left for a climb up further passes, or carry on for a descent to the spectacular lake at Riano. A quick look at the watch and the map, and the decision is made: I can follow a loop that will take in both. And this is the beauty of the Picos Mountains; with everything crammed into just 250 square miles, you don’t have to drive for hours between its competing attractions. Sitting outside the Parador at Fuente De that evening after a traditional Cantabrian dinner, the world seems a pretty good place. I’ve spent the day driving a 911 on some of the most challenging roads in Europe, and the worst problem has been a scuff on one alloy; a small price to pay. Best of all, I’ve got six more days of driving to go. ➔

ROAD TRIP IN NUMBERS

1.4K

TOTAL MILES IN SPAIN

25

AV. MPG

14

WORST MPG

8

PLATES OF FABADA EATEN

7

MOUNTAIN PASSES CROSSED IN ONE DAY

6 DIFFERENT PARADORS STAYED IN



And I don't run out of routes to try. The drive up to the Lakes of Covadonga is famous as a stage on the Tour of Spain cycle race, and you can't drive it without gaining huge respect for riders who do it on tyres as narrow as my finger. All the second and third gear work plays havoc with normal MPG figures, so I fill up whenever I see 98 octane petrol, which isn't that often. Similarly, I learn not to pass up opportunities to top up on caffeine and the local speciality, fabada, a white bean stew with whatever game has been shot locally that week. Wild boar and venison are particular favourites. The posada hosts are friendly and hospitable, and are keen to see the car. "Maravilloso coche!" is always good to hear. If I had to recommend one Picos drive it would be the triangle with the towns of Panes, Cangas de Onis, and Riano at its corners. Take a full day to drive it, and then drive it in the opposite direction the next day - this is one that's worth doing twice!

It's the end of the first week, and time to head across country to the Pyrenees. There are

two options for covering the 600 kilometres to our next Parador at Vielha; fast, empty, superbly constructed motorways, or slower winding roads that take you from village to hamlet and valley to peak. I choose the latter, but the motorways would give you an extra day there.

Vielha was chosen as our base as it is in the centre of the 500-kilometre range of mountains that stretch from the Mediterranean to the Atlantic. The Pyrenees - open and seemingly endless - have a completely different feel to the Picos Mountains, which feel tight-knit and condensed. The main road network echoes this, and seems to have been strung as a long chain along the peak line. Where the Picos' bends are tight and blind, these are wide and open, and even the hairpins have clear visibility over the next few turns. Perhaps it is less challenging than the Picos, but it's more relaxing and more visually spectacular, with peaks ranging 50 kilometres ahead. It's hard to convey the elation that comes from seeing the road stretching out in front of you, with not a car in sight.

So what's my perfect Pyrenean day drive? From Vielha up the C28 over the mountains to Sort, before joining the N260 and following it south to La Pobla de Segur, then turning north to El Pont de Suert and picking up the N230 back to Vielha. With coffee stops it is a full day of driving, and potentially one of the best you'll ever have. The ferry back gives me time to reflect. There's some sadness as I watch the Spanish coast recede and realise that another country's roads seem so much better than ours on every measure. But the exhilaration from the fortnight wins out because that road network isn't going anywhere, and as my children say, it's only one sleep away. I'd strongly recommend putting a Picos-Pyrenees road trip on your to-do list. Right at the very top, in fact. **911**

Thanks

Total 911 would like to thank Brittany Ferries and Paradors for their help with the feature. For more information visit their websites at www.brittany-ferries.co.uk and www.keytel.co.uk respectively.



Ferry v French autoroute: financial comparison

Costs are for a 911 with two passengers, travelling in October:

Ferry: Total return costs including private en-suite cabin, from £520

Autoroute: Total return costs, excluding overnight hotels, from £710

- **Fuel** (290 litres at 25mpg) = £365
- **Autoroute Tolls** = £185
- **Channel Tunnel** = £160

So the ferry wins on financial grounds, and that is without taking into account the 1,600 miles of wear and tear on the car and driver, and the effect on the car's value of that extra 1,600 miles on the clock. Plus with the ferry, you can sit back and relax on your journey to Spain!

SPORT

Written by **Lee Sibley** Photography by **Dan Pullen**



OMATIC

Does Porsche's first semi-automatic gearbox hinder the classic 911 experience? Total 911 takes a drive to find out...



The 911 2.4S in front of me sits resplendent in the summer sun, its rare Gold metallic paintwork shimmering in the light. Our photographer, Dan, is laying on the concrete floor beside me, camera aimed upwards at the front of the car some ten yards away. Disturbed only by the intermittent clicking of his camera as Dan grabs a few variations of his shot, my thoughts are lost in sheer admiration of the Porsche. “That thing’s bloody gorgeous,” I eventually blurt, my mind won over by the purist 911 silhouette, black horn grilles – as per the 2.7 RS – and protruding front lip spoiler, all hallmarks of the 911S (at least in 1973 form) that make it a real Total 911 favourite. However, though original, this 2.4S isn’t totally in keeping with previous examples we’ve been used to driving.

There are no notable deviances externally, and even when peering inside the spec looks refreshingly similar, with lavish use of leather on the steering wheel, dashboard and seats. The difference, if you’ve a keen eye, centres on the gearbox. Despite there being a H-pattern gearlever rising gallantly out of the floor ahead of the front seats, a glance in the driver’s footwell reveals the omission of a clutch pedal. This, then, is a 911S with Sportomatic transmission.

Sportomatic was Porsche’s first semi-automatic gearbox, introduced to the 911 lineup in 1967. Despite outwardly being at odds with what was quickly garnering a reputation as a proper driver’s car, it has to be said the gearbox arrived on Porsche’s new icon in good form, a Sportomatic

911R triumphing at the 84-hour Marathon de la Route of 1967 at the hands of Hans Herrmann, Jochen Neerpasch and Vic Elford.

Intended primarily for the US market, which was beginning to show signs of aversion to changing gears using a foot-operated clutch, the Sportomatic unit was essentially the coupling of a 915 gearbox to a hydraulic torque converter (instead of a flywheel) via a vacuum-operated single-disc dry clutch. The clutch is decoupled as the driver touches the traditional hand-operated gearlever, activating a micro-switch that triggers the process. A conventional clutch pedal is therefore not necessary.

The Sportomatic ‘925’ gearbox was a sales success at the time, however, no end of pre-impact bumper 911s have since had the four-speed unit swapped out in favour of a more conventional 915 manual – and I’m eager to find out why. My mission today is therefore quite simple: does the Sportomatic gearbox really detract from the early 911 driving experience?

With the static pictures taken care of, it’s time to drive. Hopping into the car and taking my place at the helm of the driver’s Recaro Sports seat, I’ve already found a minute difference in front of me; the temperature gauge to the left of the tacho is dissimilar to manual cars in that, instead of denoted temperature markings, there are a range of bars (this is because the Sportomatic encounters higher temperatures in hot climates due to the torque converter sharing the engine’s oil supply). Turning the key, there’s no difference to any behaviour or sounds, the flat



Above Sportomatic 911s can be driven steadily or fast, allowing the driver to left-foot brake and blip-shift

Right Changing gear with Sportomatic is simple: lift off the gas pedal; grab the shifter and move into new gear; let go of shifter and get back on the gas



Model **911 2.4S**

Year **1973**

Engine

Capacity **2,341cc**

Compression ratio **8.5:1**

Maximum power **190bhp @ 6,500rpm**

Maximum torque **211Nm @ 5,200rpm**

Transmission **Four-speed Sportomatic**

Wheels & tyres

Front **6x15-inch; 195/65/15**

Rear **6x15-inch; 195/65/15**

Dimensions

Length **4,163mm**

Width **1,610mm**

Weight **1,090kg**

Performance

0-62mph **Not tested**

Top speed **Not tested**



six catching and firing vibrantly to life. From here though, the usual 911 etiquette for moving away is altered somewhat.

With no clutch pedal to depress, I put my foot on the brake, grab the gearlever and move it from 'P' – for park – situated where the first ratio resides on a conventional manual 915, down and right to 'D', for drive (first gear here is technically 'L' for low, which Porsche only recommends using on less than favourable terrain as the ratio is so short). There's a slight baulk through the transmission tunnel as the new gear is engaged and, as I remove my right foot from the brake pedal, the 911S begins to roll forward.

Rotating at the heel of my right foot, I push down on the accelerator pedal – lightly at first – as I swing the S round and through a gate from our location to the main road. I soon find that the Sportomatic responds well to affirmative pedal inputs, as lightly caressing the accelerator does little other than slip the clutch with minimal progress made along the road. With a good prod and ensuing boost in revs, however, the S springs forward positively. We're away.

I'm told by Tech 9's Phil Hindley, who's selling the car, that the Sportomatic was geared specifically for the S, and I quite believe him. The generous torque available from the 2.4-litre 'S'

motor suits the flexibility of this semi-automatic gearbox handsomely, its long ratios allowing me to make swift, uninterrupted progress along these country lanes outside Liverpool. The ratio of the Drive gear is so long, in fact, it's good for a mighty 82mph from a standing start! It's simply fabulous for spirited driving, that zesty flat six picking up pace quickly and singing from the back of the car past 4,000rpm. Despite the sheer alacrity of the Drive gear in providing so much fun, there are two more cogs to go, though D2 (found where fifth would reside in a manual) is suitable for relaxed A-road driving, and D3 (housed where reverse is on a manual 915) is an overdrive gear for motorways.

Once you get your head around it, driving a Sportomatic is a straightforward affair. Hindley's words pre-road test echo in my head ("remember to let go of the stick once you've changed gear") and, keeping to that golden rule, car and driver operate smoothly in harmony. Electing to change up to D2, I come off the accelerator, grab the shifter and push up and right, let go of the shifter and get back on the gas as the 911S continues forward some more. That's it. I'm amazed at the fluidity of the system, especially when I consider it is older than me by some 16 years. If you're really keen, it's possible to blip on down shifts and left-foot brake for a proper sporty 911





“With Sportomatic transmission it’s possible to achieve 82mph from a standing start in just one gear!”

experience and, coupled to the requirement of having to do some handwork with the shifter, I soon realise that this is actually the most engaging semi-automatic gearbox Porsche has ever made. I’m surprised; expecting the worst on arrival, I find it’s the opposite. It’s just so much fun to drive! The system is not infallible though; as is the case with any classic Porsche 911, a degree of mechanical sympathy is essential to ensure happy and safe motoring. The key here is not to snatch at the gearlever – furthermore, you must come completely off the throttle and not hold onto the shifter for too long in order to avoid over-revs.

While I can’t go as far as to say a Sportomatic is a better option than a good 915 manual equivalent, I’m genuinely left wondering why so many have previously swapped out this quirky yet delightfully entertaining gearbox in favour of a system with a third pedal. Perhaps the flexibility and sheer character of the Sportomatic was widely misunderstood? Either way, the increasing rarity of a Sportomatic gearbox mated to a 911’s flat six is to the advantage of the cars remaining intact, as this is far more than a historical recount

of a mere gimmick. This is a revolutionary solution to an evolutionary market demand encountered by Porsche’s engineers.

As I return the 911S to Tech 9’s premises I find myself rueing those who perhaps did not (or simply refused to) understand the finer workings of the Sportomatic gearbox. To my mind, it makes for a far better driving experience than the lethargic Tiptronic unit that would later take its place, catering for both those who wish to drive and those who wish to simply be driven in their Porsche 911. After a revision in 1975 to strip the gearbox of one forward ratio, Sportomatic transmission was officially dropped by Porsche in 1980, a semi-automatic gearbox not returning to a 911 until the 964-generation was introduced nearly a decade later. I never thought I’d be drawing this conclusion at the start of my road test, but its culling was a great shame indeed. **911**

Thanks

The Sportomatic 2.4S in our pictures is currently for sale with Tech 9. For more information contact Phil Hindley on +44 (0)151 4255 911 or visit www.tech9.ms.

History of the ‘other’ Porsche gearboxes

1967: Four-speed 925 Sportomatic added to the 911 options list.

1975: Sportomatic is now a three-speed transmission, though sales fall.

1980: Sportomatic gearbox is discontinued for the 911 line up (some find their way into 914s).

1989: The new 964 introduces a four-speed Tiptronic gearbox with manual override (below). Tiptronic for 993 gets button shifters on wheel.

1998: Tiptronic S gearbox on the water-cooled 996 now has five forward ratios.

2009: All-new PDK gearbox is revealed on the 997.2 with six forward gears. Despite rumours to the contrary, no components are carried over from the 956 PDK-equipped racer.

2012: A long seventh gear is added for the 991-generation to help boost fuel economy, along with more diverse mapping.

2015: Coast function added to the PDK system on 991.2s to boost fuel economy even further.





RSJ SPORTS CARS

Specialising in Porsche Cars

997 Targa 4S 3.8 PDK (2008 - 58)
Silver with Black Leather, Sat Nav,
45k miles.....**£46,000**

997 "2S" Gen 2 3.8 PDK (2008 - 58)
Basalt Black with Black Leather, Sat Nav,
27k miles.....**£42,000**

997 "C2" Gen 2 3.6 PDK (2010 - 10)
Basalt Black with Black Leather, Sat Nav,
45k miles.....**£40,000**

997 "C2" Gen 2 3.6 PDK (2009 - 09)
Silver with Black Leather, Sat Nav,
34k miles.....**£39,000**

997 "2S" Gen 2 3.8 PDK (2009 - 59)
Basalt Black with Black Leather, Sat Nav,
67k miles.....**£38,000**

997 Turbo 3.6 Tip Cab (2008 - 08)
Basalt Black with Black Leather, Sat Nav,
45k miles.....**£54,000**

997 "2S" 3.8 (2007 - 07)
Red with Black Leather, Sat Nav,
37k miles.....**£34,000**

997 "2S" 3.8 Tip (2007 - 57)
Silver with Black Leather, Sat Nav,
52k miles.....**£33,000**

997 "2S" 3.8 (2007 - 57)
Basalt Black with Black Leather, Sat Nav,
51k miles.....**£33,000**

997 "4S" 3.8 Tip (2006 - 56)
Silver with Ocean Blue Leather, Sat Nav,
44k miles.....**£33,000**

997 "2S" 3.8 (2007 - 07)
Basalt Black with Grey Leather, Sat Nav,
44k miles.....**£32,000**

997 "2S" 3.8 (2007 - 57)
Basalt Black with Black Leather, Sat Nav,
53k miles.....**£32,000**

997 "2S" 3.8 Tip (2006 - 06)
Basalt Black with Black Leather, Sat Nav,
39k miles.....**£31,000**

997 "2S" 3.8 (2007 - 56)
Silver with Black Leather, Sat Nav,
55k miles.....**£30,000**

997 "2S" 3.8 Tip Cab (2006 - 06)
Basalt Black with Black Leather, Sat Nav,
50k miles.....**£30,000**

997 "2S" 3.8 Tip Cab (2006 - 06)
GT Silver with Black Leather, Sat Nav,
50k miles.....**£30,000**

997 "2S" 3.8 Tip (2006 - 06)
Seal Grey with Black Leather, Sat Nav,
54k miles.....**£29,000**

Cayman "S" 3.4 PDK (2013 - 13)
Yellow with Black Leather, Sat Nav,
25k miles.....**£45,000**

Cayman "S" 3.4 PDK (2013 - 13)
White with Black Leather, Sat Nav,
15k miles.....**£45,000**

Cayman "S" 3.4 PDK (2013 - 13)
Amaranth Red with Black Leather, Sat Nav,
27k miles.....**£44,000**

Cayman 2.7 PDK (2014 - 64)
Sapphire Blue with Black Leather, Sat Nav,
8k miles.....**£43,000**

Cayman 2.7 PDK (2014 - 64)
Red with Black Leather/Alcantara, Sat Nav,
13k miles.....**£43,000**

Cayman 2.7 PDK (2014 - 14)
Agate Grey with Black Leather, Sat Nav,
18k miles.....**£40,000**

Cayman 2.7 PDK (2014 - 14)
Red with Black Leather, Sat Nav,
16k miles.....**£40,000**

Cayman Gen 2 2.9 PDK (2012 - 12)
Basalt Black with Black Leather, Sat Nav,
22k miles.....**£30,000**

Cayman Gen 2 2.9 PDK (2011 - 61)
Platinum Silver with Black Leather, Sat Nav,
24k miles.....**£29,000**

Cayman Gen 2 2.9 PDK (2012 - 12)
Basalt Black with Black Leather, Sat Nav,
39k miles.....**£29,000**

Cayman Gen 2 2.9 PDK (2011 - 61)
Platinum Silver with Black Leather, Sat Nav,
41k miles.....**£29,000**

Cayman "S" 3.4 Gen 2 PDK (2009 - 09)
Basalt Black with Black Leather, Sat Nav,
42k miles.....**£28,000**

Cayman "S" Gen 2 3.4 (2010 - 10)
White with Ocean Blue Leather, Sat Nav,
43k miles.....**£27,000**

Boxster "S" 3.4 PDK (2012 - 12)
Platinum Silver with Black Leather, Sat Nav,
27k miles.....**£37,000**

Boxster "S" 3.4 PDK (2012 - 12)
Basalt Black with Black Leather, Sat Nav,
18k miles.....**£37,000**

Cayenne "GTS" 4.8 Tip (2009 - 09)
Meteor Grey with Black Leather, Sat Nav,
45k miles.....**£26,000**

Cayenne "GTS" 4.8 Tip (2009 - 09)
Basalt Black with Black Leather, Sat Nav,
45k miles.....**£26,000**

Cayenne "GTS" 4.8 Tip (2009 - 59)
White with Black Leather, Sat Nav,
62k miles.....**£26,000**

Cayenne "GTS" 4.8 Tip (2009 - 09)
Silver with Black Leather, Sat Nav,
55k miles.....**£26,000**

Cayenne "GTS" 4.8 Tip (2009 - 09)
Basalt Black with Black Leather, Sat Nav,
53k miles.....**£26,000**

Cayenne "GTS" 4.8 Tip (2008 - 58)
Basalt Black with Black Leather, Sat Nav,
50k miles.....**£25,000**

Cayenne "GTS" 4.8 Tip (2008 - 58)
Basalt Black with Black Leather, Sat Nav,
58k miles.....**£25,000**

Cayenne 3.0 Diesel Tip (2009 - 09)
Silver with Black Leather, Sat Nav,
65k miles.....**£19,000**

STS House, Bristol Way, Slough, Berkshire, SL1 3QE | T: 01753 553 969 | www.rsjsportscars.com

PORSCHE WANTED (2003 TO 2014)

SIGNED SEALED DELIVERED

Once your 911 leaves Zuffenhausen, the work begins for your OPC. Here's how the pre-delivery process works...

Written by **Josh Barnett**
Photography by **Steve Hall**

Porsche 911 R no. 120 has only just completed the final leg of its journey from Weissach to Porsche Centre Portsmouth when I arrive at the OPC on the UK's south coast. Unloaded off the transporter less than an hour ago, the car is still wrapped in its travel garments, designed to protect it from damage during transit from Porsche's factory. Unzipping one of the side panels, new owner Zac Stephens opens the driver's door and peers inside eagerly. Ever since placing the order last October, he's been counting down the days; almost giddy with excitement, he's like a young boy on Christmas morning. His fervour will have to carry him through the next few days however. While 911 R no. 120's 600-mile trip may be over, the team at OPC Portsmouth will spend the next few days readying the car for delivery as part of the PDI process.

Whether you buy a new car through Peugeot, Proton or, in this case, Porsche, every manufacturer will carry out a pre-delivery inspection (more commonly referred to as a PDI) before you can be handed the keys to your new steed. Transit from factory to showroom is very often a long and arduous process (UK-bound cars often travel by rail, sea and road) necessitating some form of quality control procedure to ensure

that each new car is just as it should be before the new driver slides into the seat for the first time.

At Porsche, the process starts before the car arrives on the forecourt, as Marc Elgar, senior sales consultant at Porsche Centre Portsmouth (and the man who dealt with Zac's 911 R order) explains: "A couple of days before it turns up, I'll get a notification saying the car is on a transporter. We can then liaise with the customer if they want to see it [unloaded]." For customers who don't make the extra visit, the staff at Portsmouth prepare a quick walk-around video once each car has been uncovered as "quite a lot of them like to see it in its raw state," says Elgar.

It's at this point where customers are informed that their car has arrived and they decide when they want to pick it up ("normally five minutes after it's arrived," jokes Elgar). With a date in the diary, the senior sales consultant is able to schedule in the PDI along with registering the tracker details and - if necessary - arranging insurance. Each OPC aims to get cars turned around for handover as quickly as possible (for the customers' sake and to reduce the chances of damage) although, in some cases, handover may be pushed back, often to ensure that a car falls into a new registration cycle. Even if the customer wants to wait a few weeks before ➔







handover though, it's imperative that each new 911 undergoes the first stage of the PDI process within 48 hours of arriving at its intended OPC.

"Anything that's been delivered damaged has to be reported within 48 hours of arrival," Elgar explains. "Ordinarily, we will uncover the cars ourselves. The car will then go in for its inspection whether it's going to be delivered or not," he continues. "That will let us know if there is anything that needs to be reported. That first 48 hours is, therefore, critical." After that two-day period expires, any damage has to be paid for by the OPC rather

than Porsche's central warranty department. Minor defects (such as scratched trim) would be sorted at the OPC, with paint defects outsourced to a Porsche-

approved body shop. If, unusually, Porsche GB had requested a specific fix it would go back to Reading, and only in extreme circumstances would the car ever go back to Germany. "The chances are it wouldn't make it this far though," Elgar says of the latter scenario.

Daniel Blackman – a Silver-graded Porsche Technician – is the man entrusted with inspecting and setting up 911 R no. 120. He starts with a visual check of all the bodywork, making sure the paint and metal work hasn't been damaged in transit. After giving the thumbs up to the coachwork, Blackman inspects the wheels for imperfections, finding a small scuff on the left-hand rear alloy – inflicted by one of the third party transport companies – that is quickly reported to Porsche by Portsmouth's aftersales

manager, Leigh Rye. One phone call later and a replacement (one of just three spare, silver 911 R rear wheels in the UK) has been ordered. With everything else okay, the car is put on a ramp so the underside can be put under scrutiny, with Blackman also fitting the plastic splitter to the underside of the front valance, installing the inner arch ducts and removing the packing blocks from the suspension. A final check of each tyre – "You could get a nail in them just coming in from the yard" – is followed by resetting the pressures to the correct levels, the factory pumping them up to prevent creases during transport.

The car now back on tarmac, Blackman hooks the battery up to a trickle charger to ensure its voltage is topped up. His next job is to "plug in the [software] tester

and wake up all the control units as, when the car turns up, it's in a transport mode." The purpose of this transport mode is two-fold: it stops the car's electronic systems working to their full capabilities, preventing any unnecessary current drain on the battery, and it limits the permitted engine revs and speed – the latter kept below double figures – to ensure that any unscrupulous dock workers can't hoon around during the car's journey from the factory.

After inputting a number of metrics into the tester unit (model, variant, model year, country), the majority of the software setup can run automatically, allowing Blackman to do a few more mechanical checks; the windscreen wipers are installed and, for cars using standard five-bolt wheels, the torque on each lug nut is checked.

Blackman also gives each corner a good shake to make sure that nothing in the suspension is loose. With everything checking out okay, all the levels are topped up and the car is taken on a quick road test to ensure all the systems are working to their full capacity and that the car behaves as it should. Back from the road test, the PDI tech will plug the tester back in quickly just to ensure that there are still no fault codes in the system. "We'll do a scan again before it leaves with a date stamp that will record the data," explains Blackman.

Having spent up to two or three hours in the inspection phase, the car is then handed over to the Porsche Centre's valets to be cleaned ready for handover. "This is done, normally, a couple of days before the customer picks the car up," says Elgar. It does depend on the level of preparation requested however, with some customers happy with the standard valet and wax, while others opt for the full GardX paint protection. With his 911 R, Zac has been even more specific, getting Richard Tipper of Perfection Valet to fully detail the car and provide a ceramic protective coating. For this particular car, it has added an extra day to the PDI process but it is something that is becoming more and more regular.

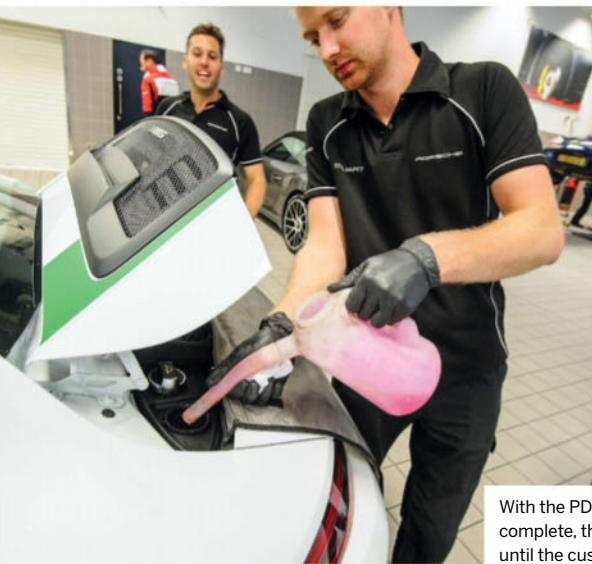
"We get quite a lot of personalised things now," explains Elgar. "Everything from being washed to using specific kinds of waxes, to having their own detailers come in. We've even had some customers collect them 'unfinished'. They'll have the inspection done but it will have all the stickers on. Pretty much, whatever goes." And that's where we'll leave you. The car, now awaiting handover in the showroom, is shrouded – in the case of Zac's 911 R – by a colour-coded cover, with matching green stripes. With the PDI process now complete, it's time to get excited as another new 911 awaits the open road. **911**



"The first 48 hours of the PDI process are critical"



All parts and panels are checked during the PDI process to ensure functionality and eliminate any blemishes picked up in transit, ensuring the car is in pristine condition ahead of customer collection



With the PDI process complete, the car is stored until the customer's agreed collection date, when it's moved into the showroom and sits awaiting that first drive with its new owner







TURNING BACK THE CLOCK

Total 911 go behind the scenes with
TwinSpark Racing's 3.0 RSRs at the
Zandvoort Historic Grand Prix

Written by **Johnny Tipler**

Photography by **Niels Keekstra**



Viper green RSR vs Mexico blue RSR

The chassis is the same in both cars but the bodywork is subtly different. They both have RSR steel trailing arms and coilover suspension with (non-functioning) torsion bars and adjustable roll bars, which are set according to driver preference. Leonard Stolk's (Green RSR) is tauter than Lex Proper's (Blue RSR), getting him out of a corner a little faster. Stolk has RSR brakes, while Proper has Turbo brakes, but the internals are fundamentally the same. The RSR has 28mm discs all round; the Turbo's are 32mm front and 28mm at the back. Stolk's slide-valve throttle bodies enable more power at higher revs, versus Proper's high-butterfly throttle bodies, and they have almost the same torque curve, with 1bhp difference. Each car has the same 915 gearbox.

The Mexico blue RSR is the IROC style but the Viper green RSR is slightly wider, permitting wider tyres and better grip, while the narrower Blue RSR is quicker down the straight. Weight is identical, but the Green car is slightly more competitive. Stolk also owns a yellow 3.0 RSR that started out as a 1973 911S, which is modelled on a 1973 2.8 RSR. He started racing in 2008, joining up with Proper to do a 4-Hour Winter Endurance race at Zandvoort. They soon augmented their 911 roster with the Viper green 3.0 RSR and bought the Blue car. Similar specs, different drivers: "Lex is truly focused while I can be more easily distracted," says Stolk. Not that it shows...

It's the sort of racing action you'd kill to see on television. The Zandvoort Historic Grand Prix meeting was a fabulous weekend for local 911 specialists TwinSpark Racing. One of their 3.0-litre RSRs, driven by Leonard Stolk, took an imperious flag-to-flag victory on the Saturday, and the other car, with Lex Proper at the wheel, won the race – from an incredible 48th on the grid – on the Sunday. They were both fabulous races, making it easy to see what it is about historic racing that so appeals.

Historic racing grows more popular every season. Unlike contemporary race cars, classics are never out of date; they run in specific classes that are defined by eras when they would have been in current production or in active competition. Historic gives older cars a new lease of life in high-profile front-line competition, and there are categories where virtually anything can be eligible. They needn't have been built as race cars – though many were; unsuspecting road cars can be press-ganged into a competitive role with appropriate suspension and safety modifications. The racing calendar is rammed with classic races and rallies. One such is this Zandvoort event in September, celebrating the Dutch Grand Prix that ran as a World Championship event here from 1952-1985. The vintage reprise, located beside the seaside, hosts the Masters Historic Racing series races for Formula 1, Sportscars and Gentleman Drivers, as well as the Dutch national historic touring cars, sports and GT championships.

TwinSpark Racing invited us to follow their fortunes in the Dutch National Championship for GTs and Touring Cars (NK GTTC) races, for car models from the years 1966 to 1981 (but mostly 1970 to 1975). The NK GTTC series has ten rounds at Spa, Assen, Zolder, the Nürburgring and Zandvoort. What follows is our fly-on-the-wall take on the proceedings as we watch them prep the cars, pass scrutineering, run qualifying, and then drive in the two races – combatting 57 starters in each race. Points are awarded not just on where the competitors finish in a race, but also depend on how many cars are in their class segment. "Normally we have three or four RSRs in each race," explains Stolk, "but if only two of them show up I would only get half points, even for a win, and that affects where we stand in the Championship." It's an FIA rule; in a class where there are lots of cars such as the Escorts, points are plentiful. Stolk is currently seventh and Proper is eighth, though the weekend's results should at least elevate them somewhat.

Meanwhile, the sound of breaking waves and seagulls is drowned out as the hilly sand-dune setting resonates to the sound of yester-year's engines. Cosworth F1 V8s, Corvettes and Cobras make the most noise, with the RSRs next in the rowdy stakes. The weekend unfolds like this:



10.00am Friday 2 September:

TwinSpark trailer their two RSRs from Oegstgeest to Zandvoort circuit. In the paddock, cars are stabled in the impressive

Porsche Netherlands enclave, in Goodwood-style shelters along with Porsche Museum demonstrators (917, GT1, 917/30, 962) and other race cars. Celebrity race drivers including Gijs van Lennep, Harm Lagaaij, Jürgen Barth and Jan Lammers ease in and out of the hospitality suite between demo runs. Cars are driven 100 metres to scrutineering where all systems including brakes, suspension and steering are checked. After each race, cars are impounded in *Parc Fermé* for inspection, and drivers may even be asked to prove their FIA-spec suits and helmets are in date and that they have flameproof underwear.



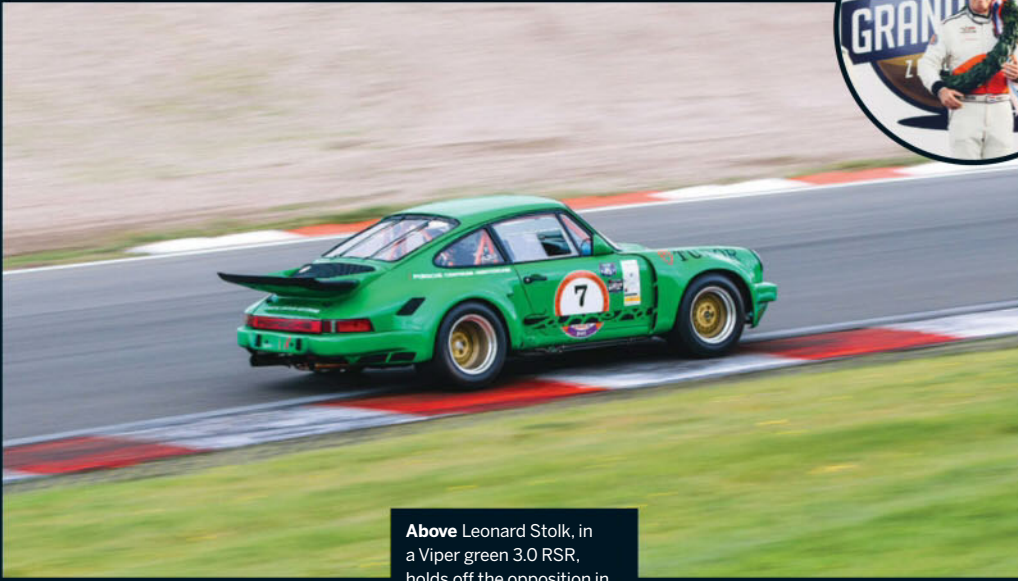
12.30pm Friday:

Both RSRs go out for qualifying. The throttle pedal on Proper's car sticks open as he enters the broad Tarzan hairpin – a scary moment, though he is not fazed, but he's only done two laps. The car is taken back to their Oegstgeest base for the day to be fixed; that means he will start from 16th on the grid. Meanwhile, Stolk puts the green RSR on pole position. His tyre pressures are 1.4-bar – "It was a little wobbly," he says. "But after they'd heated up they responded very well. There's no noise restriction this weekend, so we run open exhausts; my (green) car has megaphones, which may augment power slightly. You can walk all the way from the valves to the tailpipe!"



7.00am Saturday 3 September:

At the circuit, Proper drives the blue RSR to the paddock pumps to fuel up. This is hardcore... in the UK it would be 6.00am GMT!



Above Leonard Stolk, in a Viper green 3.0 RSR, holds off the opposition in Race One of the Zandvoort Historic Grand Prix to cross the finish line in first place



7.35am Saturday: 57 cars leave the paddock to assemble for Race One of the NK GTTC event. Stolk heads the two-lane line-up, while Proper is eight cars back, chatting amiably with Escort driver Geert Boels. Stolk is insouciantly smoking a cigarette, the embodiment of confidence. The opposition consists of a few 964-bumpered 911s with 3.0-litre engines, a long-bonnet RS, a few Capris, hoards of Escorts, BMW 2002s and a CSL, two GT40s, TVRs, Minis, a Morgan, a Golf and an Ascona.

8.00am Saturday: Stolk makes a great start and by lap two has opened up a 100-metre gap to the second place Capri. He maintains this advantage for the whole race – until the last lap when the Capri suddenly finds a power spurt and, coming up to the finish line, is on the point of challenging for the win. There's just a car's length between them, but Stolk holds him off magnificently. "I thought there was going to be another lap, and when I saw the chequered flag I was ecstatic! He's a great driver (Steve Dance in the Capri) and he has a good car too," says Stolk. "I think I caught him napping, but

towards the end my tyres were going off a bit. Tomorrow I must drive a wide line to try and cause him to make errors; there's no traction on the outside of the corners. But if it starts to rain, then all bets are off." And so they were. Proper, meanwhile, has a brake fluid leak and retires mid-race. He's rational about his prospects: "It was a very hard fight, and I was battling with Steve Dance – he is famous as a seven-time truck racing champion and he is notoriously hard to pass. I was alongside him around Tarzan when I smelt the leaking fluid. But it will be fun tomorrow; I love to come through the field, that's proper racing, seeing what the car can really do."

8.45am Saturday: With cars secured in *Parc Fermé* while they're checked to make sure they're fit for Race Two, Stolk tops the podium presentation, receiving champagne, a laurel wreath and a trophy. Proper's RSR is brought from the pitlane to the Porsche compound where TwinSpark technicians Leon van Ommen, Rik Zomer and Joost Karstens dismantle the brake calipers and quickly assess that a bleed nipple has been broken off by a stone.

11.00am Saturday: The brakes on the Blue car are dismantled and the componentry taken back to the workshop at Oegstgeest, where they combine two spare sets to make sure all is good for the race. "It's old stuff and it goes okay for years but sometimes things wear out," says technician van Ommen. "We found the left rear and right front were leaking and it was the front one that gave trouble in the race. It was quite an intensive job, as in the paddock we do not have a hoist (lift) so the guys were lying on the ground to do it."

The slick tyres are still good enough to do the second race, and they're inflated to 1.4 bar. Both cars have a set of wets standing by just in case, because odd showers are forecast. "Rain can also be a lot of fun, though it is another race," says Stolk. "You have to have the tyres on the car which you'll do the race with 30 minutes before the start." Stolk has the most experience at Zandvoort, as they come here to test, but Spa is his favourite circuit: "Eau Rouge and Raidillon, you don't have challenges like those anywhere else." There's no race strategy here, though. ➔

Final classifications

Race One: 13 laps (1 lap: 4.3km)

Position	Name	Car	Race time	Fastest lap	Average speed
1st	Leonard Stolk	911 3.0 RSR	26:18.90	1:58.27	127.66mph
2nd	Steve Dance	Ford Capri 3.0	26:19.06	1:57.35	127.64mph
3rd	Hans de Graaf	911 3.0	26:35.00	1:59.35	126.37mph

Race Two: 9 laps

Position	Name	Car	Race time	Fastest lap	Average speed
1st	Lex Proper	911 3.0 RSR	26:11.77	2:01.66	88.75mph
2nd	Dirk Waaijenberg	Ford Falcon Sprint	26:14.76	2:05.53	88.61mph
3rd	Patrick Peeters	Escort RS2000	26:16.50	2:04.79	88.51mph



Above Lex Proper's Mexico blue 911 3.0 RSR, with Turbo brakes, comes from 48th on the grid to take the victory just after the last corner in Race Two



"Starting at the back and working your way to the front, I love that," says Proper. "It's proper racing."

5.40pm Saturday: The first of the brake caliper sets is being fitted back on the car by technicians Zomer and Karstens, and once all four are back on, the system must be filled with brake fluid and the brakes bled to make sure there's no air in the pipes.

7.15pm Saturday: The braking system is now fully functional. It's time for a beer. Many race cars head out of the paddock and drive the half mile to Zandvoort town centre, revving like mad through the narrow streets as hundreds of holidaymakers get their first taste of old racers. TwinSpark Racing stay put; they've got one car on pole and one freshly repaired, so no sense challenging carefully honed setups in the downtown bottlenecks and speed bumps.

9.15am Sunday 4 September: Proper drives to the paddock pumps to fill up the RSR again. They fit medium compound slick tyres on the basis that it will be dry today, though there will be a set of full wet soft-compound Avons on hand just in case. Stolk is sceptical: "If it gets dry their pressures rise, they bulge, and throw their treads in the corners," he explains. "You can't change tyres mid race – there's not enough time – so you commit half an hour before and if it rains mid race, tough luck!"

12.35pm Sunday: Race Two starts, and Stolk's RSR is out-braked going into Hunzerug hairpin by the Steve Dance

Capri. He gives chase, but to no avail; the Ford driver is paying him back. Five laps in, there are full course yellows and the safety car comes out as the cars that went off at Tarzan are recovered. The field bunches up and it's clear that Proper's blue RSR has already moved – crucially – from 48th to ninth. After four laps under the safety car the race restarts, and immediately there's a sharp shower; the track is like a skating rink and cars sway to and fro as slicks grapple with zero grip.

Stolk picks his moment and goes for the inside at Hunzerug hairpin as the Capri runs wide – a tad too much throttle, though, and round goes the RSR. Ten cars slither by before he can safely re-join the fray, one of them being Proper. A Renault-Alpine also spins and the marshals doggedly push him off into an access road. The track dries rapidly and it looks like Proper will at least get a podium. Amazingly, he catches the lead Capri on the final corner and sweeps past on the line to take the victory! I've never seen anything like this in 48 years of watching motor races: to come from 48th to first is simply unheard of!

1.15pm Sunday: "One of the best races of my life," declares an overjoyed Proper. "I made a perfect start, covered maybe 150 metres on the grass, passing 15 people in the process, and the ones who were fighting amongst themselves didn't see me coming. I got blocked by the Morgan, and then the safety car came out – as did the rain. All the water and oil on the track made it so slippery and the car was completely

unstable at times. I went where all the others had already driven, where it was drying out, and I caught the Capri on the last bend where I took a tighter line; I passed him by just two metres!"

1.30pm Sunday: Proper tops the podium. The whole TwinSpark Racing team are ecstatic, especially jubilant Proper, and Stolk smiles philosophically. "I could have blocked the Capri, but at least I went for it," says Stolk. As he'd said, "anything could happen," and it certainly did. An awesome result and an altogether amazing two days of racing, producing a win each for both cars.

5.00pm Sunday: The programme has finished; it's time to deconstruct the paddock garage. After this event the cars go back to the workshop where they'll be checked for leaks, and anything worn will be replaced automatically, such as pads, tyres and fluids. They'll be in perfect shape for the upcoming round at Zolder in a fortnight. "We're asking everything of them, everything these cars have to give," says Stolk, "so they have to be absolutely as safe as possible." The two younger mechanics, Zomer and Karstens are just out of graduate school and are learning their trade from Proper – "he is old-school," says technician van Ommen. "They do the hard work underneath the car and then Lex [Proper] checks everything."

12.00am, Monday 5 September: The weekend is over, and TwinSpark Racing are packed up... until next time. **911**



Need Quality Used Porsche Parts?

- | | |
|---------------|----------------|
| Engines | Seats |
| Transmissions | Consoles |
| Brakes | Chassis |
| Suspension | Head Lights |
| Axles | Tail Lights |
| Wheels | Interior Parts |

Los Angeles Dismantler is the leading supplier of used OEM Porsche parts. We have it all. Call or click now.



1-818-767-7243

ladismantler.com

sales@ladismantler.com

9819 Glenoaks Blvd
Sun Valley CA 91352



Thinking of selling your Porsche?

Call Marc Sears on 07917 725 734 to arrange a no obligation appraisal and valuation of your car.



PORSCHE

Porsche Centre Reading
Bath Road
Calcot, Reading
Berkshire RG31 7SG
0118 930 3911
info@porschereading.co.uk
www.porschereading.co.uk



WANT MORE?

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

INSTANT ACCESS TO BACK ISSUES

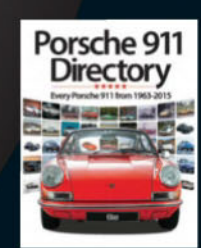
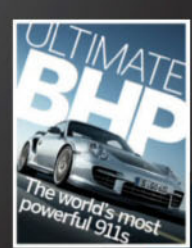
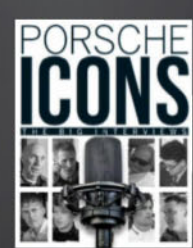
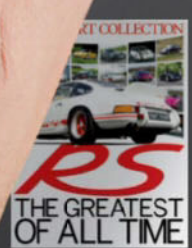
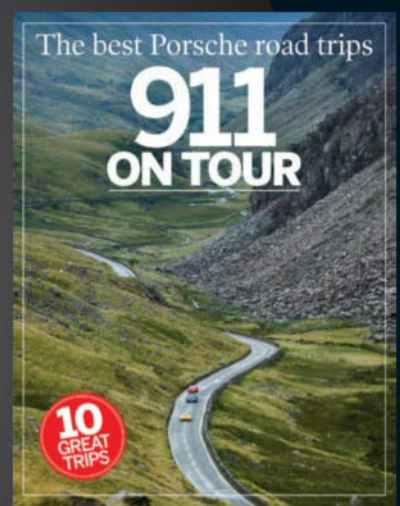
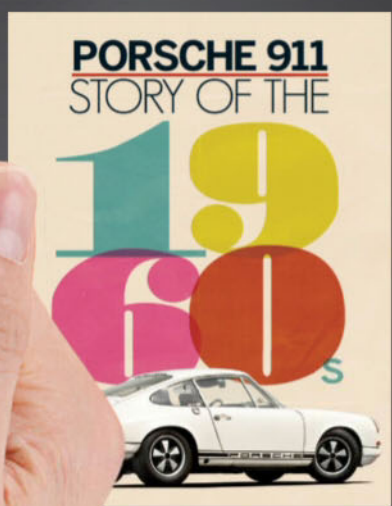
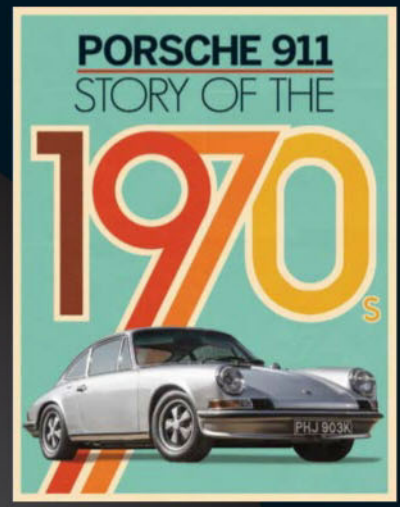
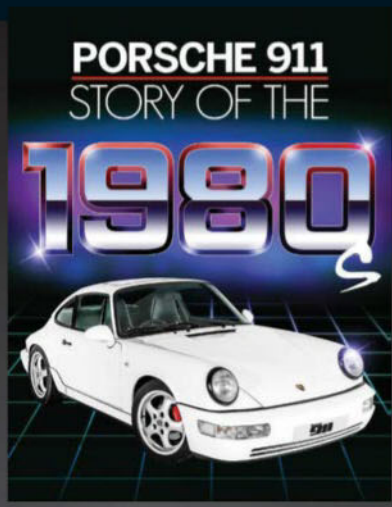


PLUS SAVE EVEN MORE IF YOU SUBSCRIBE



EXCLUSIVE BOOKS & SPECIAL EDITIONS

★ GO TO GREATDIGITALMAGS.COM NOW ★



ALL AVAILABLE TODAY ON
GREATDIGITALMAGS.COM



Living the Legend

This month our real-world 911 owners Joel, Chris, Sean, Joe, Lee and Rob got together for a weekend tour of Wales' finest roads. Here's what happened in their own words...



Joel Newman
London, UK

Model 996 Turbo
Year 2003
Acquired April 2014

pop! There goes my left rear tyre. Two rear tyres later my car then failed the MOT on emissions, likely because it stood still for a week or so, but a tin of cleaning fuel additive and a 150-mile burn later, the 996 passed, and I was ready to rumble.

With shades packed, chewy fruity sweets on the passenger seat and in my gob, plus a collection of CDs I'm too embarrassed to tell you about, I headed off to Cardiff West Services to

Getting ready for two days of driving on some of the UK's finest roads was something I was unable to turn down, so prep was in order. With an MOT booked a few days before we departed, I was on course. But then on a trip out for dinner...

meet Chris, Lee and Rob; it was an uneventful three hours in the rain but the car was in good shape. Coffee drunk and hellos issued, we set off for our first great driving road toward the A470 in the Black Mountains. This was the first time I had travelled in a Porsche convoy and we certainly drew attention on the way – and a few unsavoury hand signals, too, I might add!

The Black Mountain Pass is a road you genuinely can't quite get your head around when you first drive it; sweeping, narrow, nicely surfaced and, of course, littered with hairpins that in normal driving would make you think twice. I have to say that I did 'think' the Turbo would be quite a bit quicker than everything else there, but I learnt once again that it's all down to the pilot.

Chasing Lee and the team was something I will never forget; hammering the car down every straight, slamming on the brakes, feeling the limit of grip then getting back on the power on exit, just a hair's breath from a sheer drop that accompanied every turn – magic. My car felt fantastically quick, poised and grippy, but through

the tighter corners, you could feel the additional 200kg, so I think there is some understeer that could be dialled out with some stiffer roll bars, which is something for me to think about.

We ran the road three times and there were three things I will never forget. First of all, the road; I have never driven or seen anything like it (it may have been my favourite road from the whole trip). Second, the sheep; they were all over the shop, gawping at the side of the road just millimetres from the action, which filled me with impeding doom – but I felt they'd seen it all before!

My overriding memory of the road trip, however, was of trying to chase down **Total 911** editor Lee; the way his C4 maintained such ferocious cornering speeds gave me real food for thought. That man is either a very good driver, or an absolute fruit loop. It may be a mix of the two.

Miles covered: 650

Days attended: Two (Fri-Sat)

Trip highlight: Watching Lee pull off an epic save in my rear view mirror on the Evo Triangle!



Chris Wallbank
Leeds, UK

Model 9971 Carrera S
Year 2005
Acquired November 2012

(passing a few more sheep along the way), we were presented with the absolutely epic backdrop of the Abergwesyn Pass! It's the first time I had driven any of these roads and I was just amazed by the scenery. Obviously, the photographer in me had to jump out of the car and get a shot of the

After a rather wet and miserable start, the roads had dried up nicely as we made our way along the Black Mountains as Joel described – just in time for me to get the roof down for the second great road of the Friday!

We travelled north from that first great road and, around 30 minutes later

convoy with that spectacular view of the canyon twisting off into the distance! Abergwesyn Pass is a fairly narrow road; it is more of a single track, but on a clear day like it was that day, you can still see well ahead. The road twists up and down the edge of the canyon, which gave me a great chance to switch the PASM on and really shift up and down through the gears. The hills either side of the twisting road also supplied great acoustics for the exhaust systems underneath each Porsche 911 – the sounds really were as good as the sights.

After passing over a small switchback bridge to the other side of the canyon, we tackled some steep hairpins winding up to the top, which also provided some awesome photo opportunities just before exiting the canyon. The road then got faster and opened up as we headed into the sun and towards our third and final great road of day one: the Elan Valley.

The B4343 and the B4574 roads leading to Rhayader from Abergwesyn through the stunning

Elan Valley were to be my favourite driving roads of the day. The B4343 is a wide, fast stretch of road with lovely cambered, sweeping bends darting left and right; it's also really smooth thanks to a lot of freshly laid tarmac. It really allowed me to open up my 997 Carrera S and chase down Lee, our two 911s sticking together through the twists and turns. The car felt so responsive with its recent full set of new coil packs as it accelerated through the rev range. You couldn't wipe the stupid grin off my face through this section of road. It was just superb!

After passing through an old lead mine, which looked like something out of a Wild West Hollywood film set, we reached our first overnight stay in the small town of Rhayader.

Miles covered: 469

Days attended: Two (Fri-Sat)

Trip highlight: The twisting roads along the beautiful Elan Valley.



Rob Clarke
Bristol, UK

Model 996.1 Carrera 4
Year 1999
Acquired February 2014

We rolled into Rhayader a bit later than planned but parked up on the main road and went to our hotels, quickly reassembling at the bar ready for a good meal. It was great to sit down and talk through the day's roads and generally unwind. This was the first time we had all got together as a 'Living the Legend'

bunch, so it was great to finally put faces to the articles from the magazine and talk Porsche – well, what else were we going to talk about?

After a late night we met for food the next morning, refuelled the 911s and welcomed Joe and his 997 Turbo, ready for the day's driving. Almost as soon as we rolled out of Rhayader, we met a convoy of 50-plus classic Fords, which made our convoy of 911s seem very small by comparison! After a few miles we were approaching our first great driving road of the day, the B4518. As we pulled up the hill and out of the town of Llanidloes, I noticed the growl of the Milltek exhausts on Lee's 996 and Chris's 997 ahead of me – what a sound! The B4518 is a flowing road with spectacular views, despite the driving rain and low cloud on this occasion.

Ten minutes into the road, we parked up overlooking the magnificent Llyn Clyedog for a quick photo opportunity before climbing back into the cars and continuing north. The B4518 was one of the better roads of our morning's drive, offering fast and flowing tarmac where we could make really good progress in our five 911s. As we made our way from the B4518 to the Hirnant Pass, the roads got narrower and narrower, with hairpins that seemed to be vertical!

This was one of the few occasions we met a car in the other direction, high up a mountain on a single-track road. Lee and myself tried to squeeze past but both our cars bottomed out with our nearside wheels digging into the soft roadside verges. Luckily no damage was done. The others reversed back to one of the hairpins where Joel actually ended up semi-suspended with a wheel off the ground, as the corner was so steep and tight. We managed to re-group and carried on to Lake Vrynwy. Now if it had been a sunny day this would have been a fantastic, shaded drive through the trees around the edge of the lake, but the reality for us was biblical rain, with waterfalls cascading onto the road from the cliffs on our right. Slowly but steadily we ventured on.

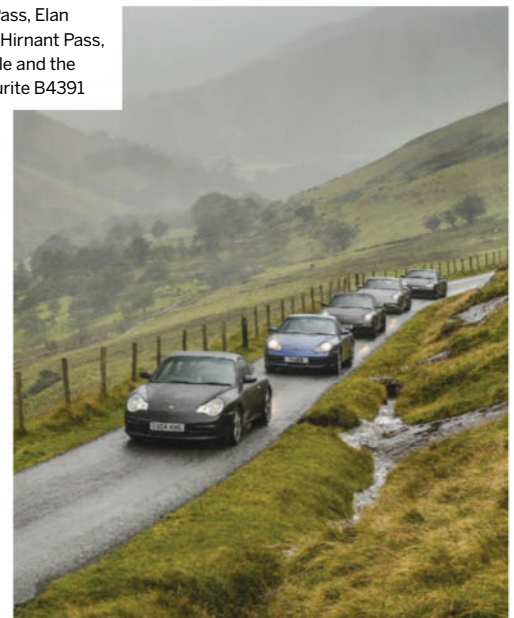
Miles covered: 530

Days attended: Three (Fri-Sat-Sun)

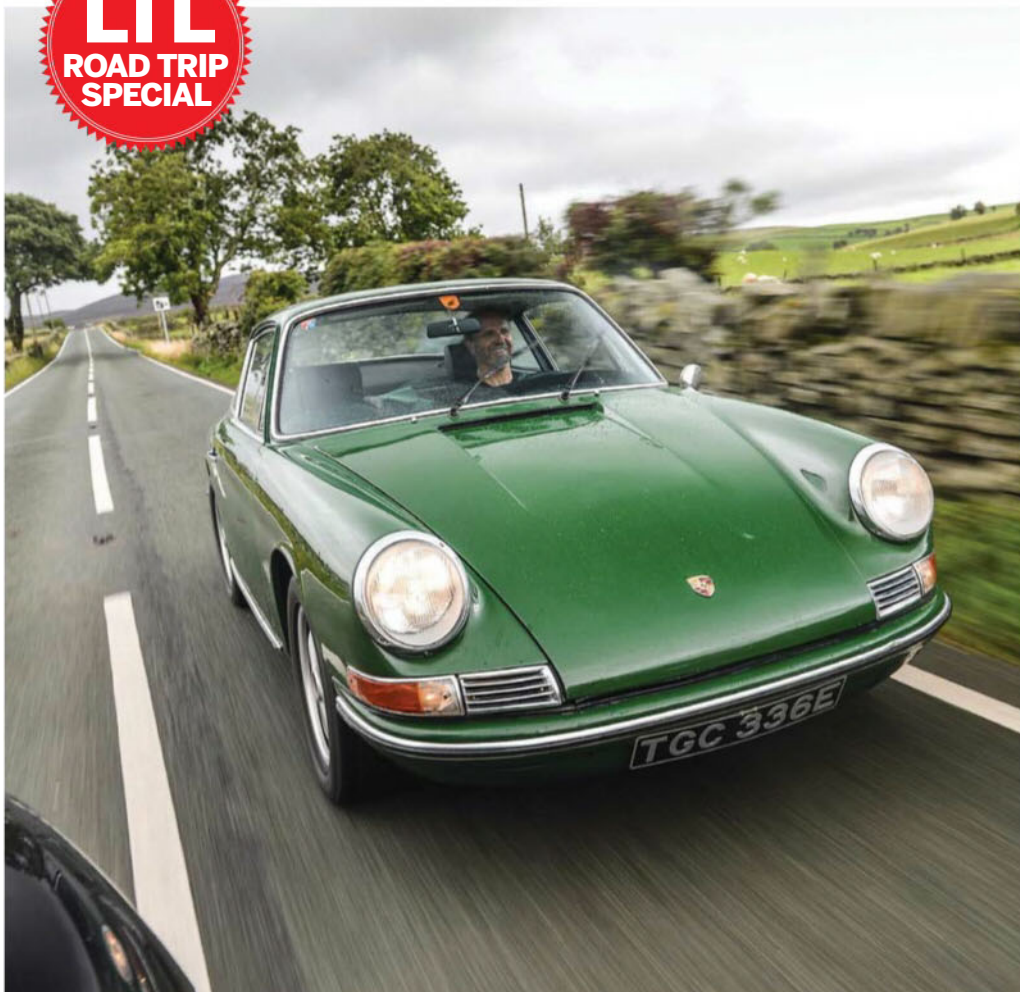
Trip highlight: The B4391 (what a road) and the euphoria we all had when the RAC finally got Sean's 912 running.



The Living The Legend roadtrip took in three days of the best driving routes right through Wales via the Black Mountains, Abergwesyn Pass, Elan Valley, B4518, Hirnant Pass, the Evo Triangle and the Total 911 favourite B4391







Joe Croser
Northamptonshire, UK

Model 997.2 Turbo
Year 2010
Acquired March 2016

a canopy of trees, sagging and tired from the deluge, we drove swiftly in convoy – the majestic four-wheel drive of the 997 Turbo never once breaking traction.

As we rumbled across another cattle grid, the heavy forest gave way to moorland and the valley grew large, revealing jaw-dropping views to rival those found in Yorkshire's Wharfedale or Scotland's Glen Etive. Climbing swiftly, we roared towards the summit of the Hirnant Pass where purple heather signalled the coming of autumn and new metal barriers at the roadside suggested danger below; all but hidden by the rain and mist filling up the valley floor.

As Rob said, it had rained all morning and the smaller roads were awash with gravel and branches. It wasn't the weekend to be in Wales but Legends are rarely phased and lunch in Bala loomed large, the jaw-dropping Hirnant Pass paving the way to sustenance.

Starting with more of the same, narrow winding sections under

Wales is home to some stunning landscapes and the Hirnant Pass is one of its finest! As the twisting tarmac reached the valley floor and the barriers ended, the road opened up with wonderful well-sighted bends to tickle the Turbo's torque, and I swiftly slashed the gap to the rest of the Legends up front. Such was the beauty of this road that I found myself conflicted; do I stop and drink in the rain-soaked view or do I press on at speed, carving the shortest route through the many racy corners?

I opted for the latter, revelling in the wet grip of the Bridgestone tyres. All too soon the valley turned to thick forest, which shrouded us all the way up to Bala in the north of Wales. Convoying down the main street, we parked the 911s en masse and dodged the rain as we jogged to the Plas-Yn-Dre to eat a hearty lunch and compare notes on the morning's drive. As we sat back, digesting our fuel, the roar of Sean's pretty green 912 heralded its arrival and we returned to the rain to tackle the next great driving road on our Living the Legend road trip.

Miles covered: 650
Days attended: Two (Sat-Sun)
Trip highlight: B4391 on Sunday morning in the fog, and seeing 50 classic Fords (with one driven by a man in a daffodil costume).



Lee Sibley
Bournemouth, UK

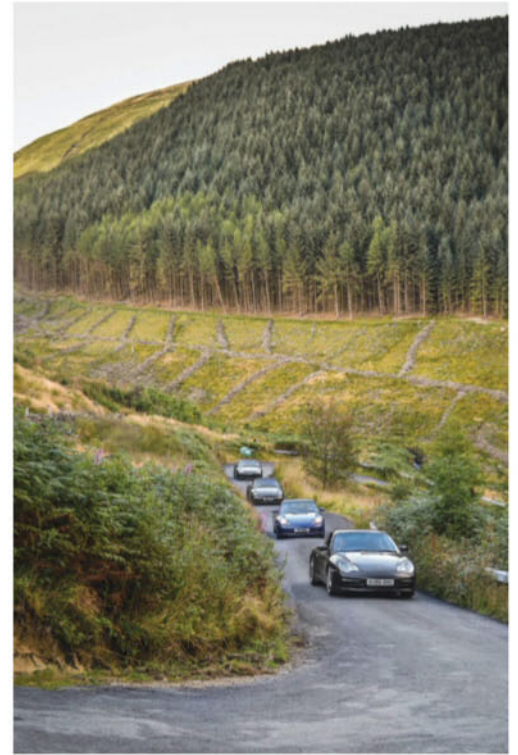
Model 996.2 Carrera 4
Year 2004
Acquired February 2016

the pouring rain towards Cerrigydrudion and the start of the Evo Triangle. We elected to drive the Triangle anti-clockwise first. An oft-pedalled road for UK driving enthusiasts, the Triangle is a fast, fluid route with technical corners. Initially I led the line, but pulled over and radioed to the other guys to carry on while I swapped the position of my GoPro camera. What happened next was interesting to say the least.

On the A543, where the road surface is markedly bumpier than the B4501, I turned into a flowing right corner and followed its trajectory, maintaining throttle position and travelling at a good yet sensible speed. Grip. grip. grip... nothing.

It took us a while to leave that car park in Bala. For the first time (but not the last), Sean's 912 was drawing attention from the rest of the LTL drivers, its pure, pre-impact bumper silhouette standing in stark contrast to the other Porsche 996s and 997s present.

Eventually we got going, snaking out in



The back end of my 996 had stepped out and I was lucky to be on to this early to catch it, which is just as well, as I had an audience: the rest of the group had pulled over to wait for me and had witnessed my antics in their rear view mirrors!

We pressed on and rolled into Pentrefoelas at 5.30pm – quite literally, in Sean’s case. His 912 cut out, though thankfully our embattled Aussie had managed to coast the 912 to within about 50 yards of a public house. Serendipity, perhaps? Decklid popped, all six of us were peering in at Sean’s lifeless flat-four engine, wondering what the hell had upset the 912 on that Triangle. Regardless, with no tools at the roadside Sean was stranded. We used this time to say goodbye to Joel and Chris, who had planned to depart on Saturday night to their homes in London and Leeds respectively. That left the four of us – Rob, Sean, Joe and I – to tackle the Triangle clockwise (I let Sean drive my car) before arriving back at that pub and making up 66 per cent of the Foelas Arms’ Saturday night trade (I kid you not), as we sat with our soft drinks waiting a further two hours for the 912’s roadside assistance.

Then, just after 9pm, we spotted lights outside. Our man got the 912 going within ten minutes (pointing to a problem with condensation inside the distributor cap) and, relieved Sean could continue the trip, we set off across the dark moorlands to our overnight stop in Ffestiniog, where a curry and a few cold beers were waiting.

Miles covered: 830

Days attended: Three (Fri-Sat-Sun)

Trip highlight: Any number of Joel’s comedic recitals of past ventures with cars... my sides still hurt. Please write that book!



Sean Parr
Harpenden, UK

Model 912
Year 1967
Acquired November 2014

Model 911 SC
Year 1976
Acquired May 2015

Sunday was a good day! After arriving late, only to have my car break down, waiting for hours to get it fixed in the oddest pub in Wales, the glorious 912 kicked off the morning in fine fettle and good voice. Lee, Rob, Joe and I were ready for anything that the day could throw at us. Leaving the hotel, we had, for me, the best drive of the weekend back to Bala over the moors; the road pitched up and down and twisted all over the place, but the camber was spot on.

We continued on to the romantically named B4391, which was apparently Lee’s favourite drive in Wales, and it was superb, the little 912 this time struggling to keep up, but boy did I try though! I was grateful that there was no repeat of the distributor trouble in the 912, or the more worrying loss of the allen bolts holding the Momo wheel to the car, as this was not a road to be trifled with. We enjoyed it so much, we turned around and did it again before pulling into the car park made famous by many car shoots. Here we spent seemingly hours lining four cars up to take a photo, who knew there were so many permutations! The arrival of those 50 old fast Fords (again!) was a high point for all of us, Mk1 and 2 Escorts, as well as Capris and one very fast Mk3 Cortina. The sound of these cars was terrific and the performance clearly matched its

noise, but was very much second to some of the even louder and more bizarre costumes of the passengers. It was great to see.

Rob and Lee swapped 996s, driving the road one more time, and then we said our farewells. This heralded one of the highlights of the trip; the road out of Bala. I was hurtling past all manner of cars, all the time learning more about the limits of my 912. It was superb. The car drove perfectly for 180 miles until two miles from home, after an hour stuck in accident traffic, the 912 stopped, dead. Not even a click from the starter. I called my good friend Ian Gunney, who suggested giving the starter solenoid a tap with a screwdriver, so I gave it a shot. After an hour of absolutely nothing, vroom! The crash had now been cleared (bit scary lying under a 912 on the M1 with lorries roaring past) and off we went. A successful end to a brilliant weekend. Thanks to all the LTL guys for making it such a great trip. Where to next?

Miles covered: 560

Days attended: Two (Sat-Sun)

Trip highlight: The late night drive to the hotel after the RAC fixed my car. Scary but brilliant!





Tony McGuinness
San Diego, USA

Model 997 GT3 RS
Year 2011
Acquired February 2011

Model 991 GT3
Year 2015
Acquired December 2014

Like most of you reading this, I am a Porsche fanatic! Porsche is a lifestyle and, in my case, that's very true. Three years ago we turned our garage into a shrine with Porsche art all over the garage walls; this included painting the garage doors in Grey black to match my GT3 RS. We have Martini and Gulf Racing art surrounding the cars, giving it a real Porsche heritage feeling.

I not only live the Porsche dream with my 911s, we have turned my office into a mini Porsche museum. My girlfriend and I completely designed my office to be a "Porsche monument of sorts". She built shelves on all walls and installed a clear shelf, which allows you to look up and view unique Porsche Memorabilia. She commissioned the company that installed the clear bra on my GT3 RS to install a beautiful grey opaque finish on the sliding glass doors, with "Porsche GT3 RS" lettering. The artwork has a very sophisticated look and was expertly installed. It looks stunning; especially at night with lights gleaming off the grey finish. I'm a serious collector and over the years I have obtained rare memorabilia and limited edition Porsche models. Entering my office, you won't know where to look first as you're immersed in everything Porsche.



Gina Purcell
Oxford, UK

Model 911 SC
Year 1982
Acquired April 2014

Model 964 Carrera 4
Year 1989
Acquired September 2004



I remember as a child in the 1970s being jealous of friends who owned Raleigh Chopper bicycles. My Dad wouldn't let me have one, citing urban myths of dangerous design. I thought they were cool, with their garish sticker graphics and car-style gear shifter. Local kids customised theirs with stickers, elevating them to 'unobtainium' status in my eyes. I think that's why a part of me loves the 911 Outlaw scene from afar; the R Gruppe, Magnus Walker, Singer ethic appeals to my frustrated 1970s self.

I never really considered either of my cars to be 'Outlaw', but when I added up the changes made to Wolfi the 964, the penny dropped. He has clear indicators; headlight washer delete; black painted headlight rings; Cup mirror conversion; rear RS centre bumper section; cat bypass & Cup pipe exhaust; Bilstein HD dampers with Eibach lowering springs; a Tequipment 964 RS cross brace; and Center Gravity's 964 RS-type geometry. A Concours Judge would take him a step further into the *Badlands* of Outlaw country? Some snazzy vinyl 'race-style' graphics, of course! I'd designed a logo for Wolfi



years ago but never deployed it. So, for fun, that changed last week with a visit to Sign Wizzard in Aylesbury, Buckinghamshire. By coincidence, I was also recently invited to join a Swedish, Stockholm-based 911 Hotrod group – the Roughneck Brigade – whose members sport the coolest, chunky metal grille badge I've seen, and I'm now member #25.

The long-term plan for Wolfi may have shifted also. I wanted to put most of my 911 mileage on Steffi the SC, but now I want to split it. A standing joke between Neil Bainbridge and myself is when he asks me (about once a month) "When shall I start on the 3.8 build?" I'll surprise him with a "right now" one day, but first I need to wear out the previous engine build. What about an Outlaw 4.0-litre? That would be cooler than any Raleigh Chopper!



Kyle Fortune
Warwickshire, UK

Model 993 Carrera
Year 1994
Acquired December 2014

In January it will be two years of 993 ownership and, increasingly, it's looking like a keeper. Sad to have missed some Living the Legend antics in Wales in it recently, but a call from Josh and Lee asking if they could borrow the Carrera for a feature gave me a good excuse to spend all day driving it. And, crucially, watch it being driven... damn it looks good. Lee added it's the best sounding 993 he's experienced, which given the fact that he's been in a few, is high praise indeed.

Speaking to Mikey Wastie at Autofarm only added to the 'keep it' camp, and as Mrs Fortune isn't in disagreement – we'll see if that changes when the house project starts properly – it's staying in the



garage for a while yet. It will be in there a fair bit with winter approaching and as a few jobs need doing on it. I've sourced some new bonnet struts, confident from various online forums that they're not *that* tricky to fix. Looking at them again though, I'm not so sure... watch this space. And Mikey, if you're reading this, you might find them delivered with the car when it comes in for its service.



Greg James
Mercer Island, Washington

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

The Pacific Northwest region of the Porsche Club of America held their annual Concours D'Elegance in Kirkland, Washington State, at Carillon Point on 18 September and I gladly attended. Luckily, it was a nice day – the day before, Seattle weather had taken a decidedly fall-like turn and it rained heavily. The show was well attended and there were lots of great cars on display. This year, they did a special homage to the front-engined Porsches, and there were plenty of 928s, 924s, 944s and 968s parked up in neat rows. The highlight of the show for me was the Ruby red 1959 Carrera Speedster. It was the last Carrera Speedster built by the factory and it was a real



showstopper. I was told the value of the car is now well in excess of a million dollars!

As the weather turns in the northwest, I'll be driving my Porsches less often and will spend more time in the Subaru and Chevy Suburban (911s, while good in the snow, are not good at hauling kids, pets and ski gear up to the mountains for a weekend of carving through Cascade snow). However, I'll still be able to look back at a great summer and some really fun drives.

The highlight of my Porsche summer was taking my girlfriend Lisa on a romp over Blewett Pass in the Turbo. It was a gorgeous, sunny day and traffic was minimal. The 993 Turbo was in its element and we had a wonderful time blasting up the wide sweepers to the summit. One of the great things about living in Seattle (besides a Starbucks on every corner) is that the beautiful Cascade Mountains are less than half an hour away from downtown and they offer up some of the most thrilling and breathtaking roads in northwest America.



Richard Klevenhusen
Rio de Janeiro, Brazil

Model 930 3.3
Year 1976
Acquired May 2012



With the Olympic Games now over in Rio de Janeiro, myself and a few Porsche acquaintances decided to take a stunning road trip along the edge of the city's beaches. It was a sunny Sunday afternoon, the streets were empty and the views of the beaches were simply beautiful. We made a convoy of 14 cars, with models right from my 930 all the way to a beautiful 993, leaving the Leblon neighbourhood and heading for Barra da Tijuca. The drive was less than an hour but it was extremely pleasant. People on the street were taking lots

of photographs of the 14 Porsches and upon arrival at Barra da Tijuca, we had a nice lunch to end the trip.

Needless to say, having a Porsche has brought me many new friends from a variety of locations and professions. I think owning a Porsche is like being part of a new family of people who have a passion for the same brand. These tours will become more regular and I believe the group will increase gradually. Soon we will hold the largest exhibition of cars in Rio de Janeiro and will share the images exclusively with the readers of Total 911.



David Grover
Harpenden, UK

Model 991
Carrera S
Year 2014
Acquired March 2016

I am writing this after 2,500 miles of driving in the 991 Cabriolet from the UK to southern France and back. Apart from staying in amazing locations, driving with the roof down, and basking in the autumn sunshine with food and wine, the real question is what was it like as a car for the trip?

An immediate and obvious plus was the sheer amount of luggage we could get into the car. This contrasted very much with a borrowed Lamborghini Aventador Spyder I had driven recently, which had zero storage once the roof was stowed. So maximum marks for the 991 here. Once on the road and at mostly legal speeds, the car settles in nicely on super flat motorways and so 140-150kph is an easy comfortable cruise for hours on end. But on the more twisty, fast back roads the car begins to come alive.

I've mentioned the multi-adjustable seats before and these were superb in practice on longer runs, treating us very gently. Those speeds also provided pretty good MPG numbers as well, not that we were too concerned. Now onto the user-friendly nature of the car. I found it very comforting that the steering has such a good solid, some might say heavy, feel to it; the perfect weight balance on the 991 provided constant reassurance. The roof was easy to close/open on the occasions that a sudden change was needed, and the air con/heating controls were easy to use and efficient. But were there any negatives? Well yes a few but only a very few. All in all though, what a fantastic car for our trip and the perfect car for a luxury roof-down driving experience.



Porsche Club
Great Britain



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

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

Porsche Club GB benefits

- | | |
|-------------------------------------|---------------------|
| Porsche Certificate of Authenticity | Regions & Registers |
| High quality monthly magazine | Race Championship |
| Comprehensive events calendar | Valuation service |
| Club insurance scheme | Factory visits |
| Members' discounts | Trackdays |

Join Us

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

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

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

Patron: Dr Wolfgang Porsche



PREMIER PORSCHE

Everything you need for your 911

Data file

Full specs, ratings and market values of every 911, including the 997 Sport Classic, can be found beginning on page 86



Plus

- 094 ■ **Showroom**
Looking for a new 911? Whether it's a coveted classic or a modern supercar, our classifieds is the first place you should look

098 ■ **Servicing & tuning**
Get the very best from your Porsche 911 with the help of our selected performance and maintenance specialists
- 111 ■ **Porsche Lifestyle**
Helping you make the right lifestyle choices to complement you and your iconic 911

111 ■ **Insurance & finance**
Get your Porsche covered with the best insurance deals for road and track to ensure happy, safe motoring all year round

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 December 2016. The last was for September 2016.

Ratings: ★★★★★

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

(O series) ■

911 2.0-litre 1964-67



The 911 that started it all 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:	1.99lcc
Compression ratio:	9.0:1
Maximum power:	132hp @ 6,100rpm
Maximum torque:	149Nm @ 5,200rpm
0-62mph:	8.3sec
Top speed:	131mph
Length:	4.163mm
Width:	1.610mm
Weight:	1,075kg
Brakes:	
Front:	282mm discs
Rear:	285mm discs
Wheels & tyres:	
Front:	4.5x15-inch; 165/80/R15
Rear:	4.5x15-inch; 165/80/R15

★★★★★

(O & A series) ■

911S 1967-68



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

Production numbers:	4,015
Issue featured:	114
Engine capacity:	1.99lcc
Compression ratio:	9.8:1
Maximum power:	162hp @ 6,600rpm
Maximum torque:	179Nm @ 5,200rpm
0-62mph:	8.0sec
Top speed:	137mph
Length:	4.163mm
Width:	1.610mm
Weight:	1,030kg
Brakes:	
Front:	282mm discs
Rear:	285mm discs
Wheels & tyres:	
Front:	4.5x15-inch; 165/80/R15
Rear:	4.5x15-inch; 165/80/R15

★★★★★

(A series) ■

911L 1967-68



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

Production numbers:	1,603
Issue featured:	138
Engine capacity:	1.99lcc
Compression ratio:	9.0:1
Maximum power:	132hp @ 6,100rpm
Maximum torque:	173Nm @ 4,600rpm
0-62mph:	8.4sec
Top speed:	132mph
Length:	4.163mm
Width:	1.610mm
Weight:	1,080kg
Brakes:	
Front:	282mm discs
Rear:	285mm discs
Wheels & tyres:	
Front:	5.5x15-inch; 185HR
Rear:	5.5x15-inch; 185HR

★★★★★

(A & B series) ▲

911T 1967-69



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

Production numbers:	6,318
Issue featured:	127
Engine capacity:	1.99lcc
Compression ratio:	8.6:1
Maximum power:	112hp @ 5,800rpm
Maximum torque:	156Nm @ 4,200rpm
0-62mph:	8.8sec (est)
Top speed:	124mph
Length:	4.163mm
Width:	1.610mm
Weight:	1,020kg
Brakes:	
Front:	282mm discs
Rear:	285mm discs
Wheels & tyres:	
Front:	5.5x15-inch; 185HR
Rear:	5.5x15-inch; 185HR

★★★★★

(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 2.34lcc engine size.

Production numbers:	16,933
(including F series)	
Issue featured:	n/a
Engine capacity:	2.34lcc
Compression ratio:	7.5:1
Maximum power:	132hp @ 5,600rpm
Maximum torque:	197Nm @ 4,000rpm
0-62mph:	7.6sec
Top speed:	128mph
Length:	4.163mm
Width:	1.610mm
Weight:	1,077kg
Brakes:	
Front:	282mm discs
Rear:	290mm discs
Wheels & tyres:	
Front:	5.5x15-inch; 165HR
Rear:	5.5x15-inch; 165HR

★★★★★

(E series) ■

911S 1972



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

Production numbers:	5,054
(including 1973)	
Issue featured:	120
Engine capacity:	2.34lcc
Compression ratio:	8.5:1
Maximum power:	193hp @ 6,500rpm
Maximum torque:	211Nm @ 5,200rpm
0-62mph:	5.6sec
Top speed:	140mph
Length:	4.163mm
Width:	1.610mm
Weight:	1,077kg
Brakes:	
Front:	282mm discs
Rear:	290mm discs
Wheels & tyres:	
Front:	6x15-inch; 185/70/R15
Rear:	6x15-inch; 185/70/R15

★★★★★

(F series) ▲

Carrera 2.7 RS 1973



The RS had a 2.687cc engine that developed 210bhp. The body was lightened and fitted with flared rear arches and an optional ducktail rear wing. Sport and Touring available.

Production numbers:	1,590
Issue featured:	145
Engine capacity:	2.687cc
Compression ratio:	8.5:1
Maximum power:	213hp @ 6,300rpm
Maximum torque:	255Nm @ 5,100rpm
0-62mph:	5.8sec
Top speed:	152mph
Length:	4.163mm
Width:	1.610mm
Weight:	975kg (Sport)
Brakes:	
Front:	282mm discs
Rear:	290mm discs
Wheels & tyres:	
Front:	6x15-inch; 185/70/R15
Rear:	7x15-inch; 215/60/R15

★★★★★

(F series) ■

911E 1973



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

Production numbers:	4,406
(including E series)	
Issue featured:	144
Engine capacity:	2.34lcc
Compression ratio:	8.0:1
Maximum power:	167hp @ 6,200rpm
Maximum torque:	206Nm @ 4,500rpm
0-62mph:	7.5sec
Top speed:	137mph
Length:	4.163mm
Width:	1.610mm
Weight:	1,077kg
Brakes:	
Front:	282mm discs
Rear:	290mm discs
Wheels & tyres:	
Front:	6x15-inch ATS; 185HR
Rear:	6x15-inch ATS; 185HR

★★★★★

(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:	200hp @ 6,000rpm
Maximum torque:	255Nm @ 4,200rpm
0-62mph:	6.3sec
Top speed:	145mph
Length:	4.291mm
Width:	1.610mm
Weight:	1,093kg
Brakes:	
Front:	282mm discs
Rear:	290mm discs
Wheels & tyres:	
Front:	6x15-inch; 185/70/VR15
Rear:	7x15-inch; 215/60/VR15

★★★★★

930 3.0 1975-77



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

Production numbers:	2,850
Issue featured:	144
Engine capacity:	2.994cc
Compression ratio:	6.5:1
Maximum power:	264hp @ 5,500rpm
Maximum torque:	343Nm @ 4,000rpm
0-62mph:	5.5sec
Top speed:	155mph
Length:	4.291mm
Width:	1.775mm
Weight:	1,140kg (1,195kg from '76)
Brakes:	
Front:	282mm discs
Rear:	290mm discs
Wheels & tyres:	
Front:	7x15-inch; 185/70/VR15
Rear:	8x15-inch; 215/60/VR15

★★★★★

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' rear wing. Brakes were upgraded from 917 racer.

Production numbers:	5,807
(plus '78-'79 Cali cars)	
Issue featured:	116
Engine capacity:	3.299cc
Compression ratio:	7.0:1
Maximum power:	304hp @ 5,500rpm
Maximum torque:	412Nm @ 4,000rpm
0-62mph:	5.4sec
Top speed:	160mph
Length:	4.291mm
Width:	1.775mm
Weight:	1,300kg
Brakes:	
Front:	304mm discs
Rear:	309mm discs
Wheels & tyres:	
Front:	7x15-inch; 205/55/VR16
Rear:	8x16-inch; 225/50/VR16

★★★★★

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:	8.51/8.61/9.81
Maximum power:	183/191/207hp @ 5,500rpm
Maximum torque:	265/265/267Nm
0-62mph:	6.5sec
Top speed:	141/146mph
Length:	4.291mm
Width:	1.626mm
Weight:	1,160kg (1978)
Brakes:	
Front:	287mm discs
Rear:	295mm discs
Wheels & tyres:	
Front:	6x15-inch; 185/70/VR15
Rear:	7x15-inch; 215/60/VR15

★★★★★

(B series) ▲

911E
1968-69




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

Production numbers: 2,826
 Issue featured: n/a
 Engine capacity: 1,991cc
 Compression ratio: 9.1:1
 Maximum power: 142hp @ 6,500rpm
 Maximum torque: 175Nm @ 4,500rpm
 0-62mph: 7.6sec
 Top speed: 130mph
 Length: 4.163mm
 Width: 1.610mm
 Weight: 1,020kg
 Brakes:
 Front: 282mm discs
 Rear: 290mm discs
 Wheels & tyres:
 Front: 5.5x15-inch; 185HR
 Rear: 5.5x15-inch; 185HR

★ ★ ★ ★ ★

(B series) ▲

911S
1968-69




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

Production numbers: 2,106
 Issue featured: n/a
 Engine capacity: 1,991cc
 Compression ratio: 9.9:1
 Maximum power: 172hp @ 6,800rpm
 Maximum torque: 183Nm @ 5,500rpm
 0-62mph: 7.0sec (est)
 Top speed: 140mph
 Length: 4.163mm
 Width: 1.610mm
 Weight: 995kg
 Brakes:
 Front: 282mm discs
 Rear: 290mm discs
 Wheels & tyres:
 Front: 6x15-inch; 185/70/R15
 Rear: 6x15-inch; 185/70/R15

★ ★ ★ ★ ★

(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: 157hp @ 6,200rpm
 Maximum torque: 196Nm @ 4,500rpm
 0-62mph: 7.0sec
 Top speed: 137mph
 Length: 4.163mm
 Width: 1.610mm
 Weight: 1,020kg
 Brakes:
 Front: 282mm discs
 Rear: 290mm discs
 Wheels & tyres:
 Front: 6x15-inch; 185HR
 Rear: 6x15-inch; 185HR

★ ★ ★ ★ ★

(C & D series) ■

911S
1969-71




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

Production numbers: 4,691
 Issue featured: 120
 Engine capacity: 2,195cc
 Compression ratio: 9.8:1
 Maximum power: 183hp @ 6,500rpm
 Maximum torque: 199Nm @ 5,200rpm
 0-62mph: 6.6sec
 Top speed: 145mph
 Length: 4.163mm
 Width: 1.610mm
 Weight: 1,020kg
 Brakes:
 Front: 282mm discs
 Rear: 290mm discs
 Wheels & tyres:
 Front: 6x15-inch; 185HR
 Rear: 6x15-inch; 185HR

★ ★ ★ ★ ★

(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: 127hp @ 5,800rpm
 Maximum torque: 169Nm @ 4,200rpm
 0-62mph: 7.0sec (est)
 Top speed: 127mph
 Length: 4.163mm
 Width: 1.610mm
 Weight: 1,020kg
 Brakes:
 Front: 282mm discs
 Rear: 290mm discs
 Wheels & tyres:
 Front: 5.5x15-inch; 165HR
 Rear: 5.5x15-inch; 165HR

★ ★ ★ ★ ★

(E series) ■

911E
1972




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

Production numbers: 4,406 (including F series)
 Issue featured: 117
 Engine capacity: 2,341cc
 Compression ratio: 8.0:1
 Maximum power: 167hp @ 6,200rpm
 Maximum torque: 206Nm @ 4,500rpm
 0-62mph: 7.5sec
 Top speed: 137mph
 Length: 4.163mm
 Width: 1.610mm
 Weight: 1,077kg
 Brakes:
 Front: 282mm discs
 Rear: 290mm discs
 Wheels & tyres:
 Front: 6x15-inch; 185HR
 Rear: 6x15-inch; 185HR

★ ★ ★ ★ ★

(F series) ■

911S
1973




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

Production numbers: 5,054
 Issue featured: 56
 Engine capacity: 2,341cc
 Compression ratio: 8.5:1
 Maximum power: 193hp @ 6,500rpm
 Maximum torque: 211Nm @ 5,200rpm
 0-62mph: 6.6sec
 Top speed: 140mph
 Length: 4.163mm
 Width: 1.610mm
 Weight: 1,075kg
 Brakes:
 Front: 282mm discs
 Rear: 290mm discs
 Wheels & tyres:
 Front: 6x15-inch; 185/70/R15
 Rear: 6x15-inch; 185/70/R15

★ ★ ★ ★ ★

(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: 132hp @ 5,600rpm
 Maximum torque: 197Nm @ 4,000rpm
 0-62mph: 7.6sec
 Top speed: 128mph
 Length: 4.163mm
 Width: 1.610mm
 Weight: 1,077kg
 Brakes:
 Front: 282mm discs
 Rear: 290mm discs
 Wheels & tyres:
 Front: 5.5x15-inch; 165HR
 Rear: 5.5x15-inch; 165HR

★ ★ ★ ★ ★

(G, H, I, J series) ■

Carrera 3.0 RS
1974




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

Production numbers: 109
 Issue featured: 145
 Engine capacity: 2,994cc
 Compression ratio: 8.5:1
 Maximum power: 233hp @ 6,200rpm
 Maximum torque: 275Nm @ 5,000rpm
 0-62mph: 5.3sec
 Top speed: 152mph
 Length: 4.135mm
 Width: 1.680mm
 Weight: 900kg
 Brakes:
 Front: 300mm discs
 Rear: 300mm discs
 Wheels & tyres:
 Front: 8x15-inch; 215/60/VR15
 Rear: 9x15-inch; 235/60/VR15

★ ★ ★ ★ ★

(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: 150hp @ 5,700rpm (165bhp from 76)
 Max torque: 235Nm @ 3,800rpm (4,000 from 76)
 0-62mph: 6.6sec
 Top speed: 130mph
 Length: 4.291mm
 Width: 1.610mm
 Weight: 1,075kg
 Brakes:
 Front: 282mm discs
 Rear: 290mm discs
 Wheels & tyres:
 Front & rear: 6x15-inch; 185HR

★ ★ ★ ★ ★

(G, H, I, J series) ▲

911S
1974-77




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

Production numbers: 17,124
 Issue featured: n/a
 Engine capacity: 2,687cc
 Compression ratio: 8.5:1
 Maximum power: 175hp @ 5,800rpm
 Maximum torque: 235Nm @ 4,000rpm
 0-60mph: 7.0sec
 Top speed: 142mph
 Length: 4.291mm
 Width: 1.610mm
 Weight: 1,080kg
 Brakes:
 Front: 282mm discs
 Rear: 290mm discs
 Wheels & tyres:
 Front: 6x15-inch; 185VR
 Rear: 6x15-inch; 185VR

★ ★ ★ ★ ★

(G & H series) ■

911 Carrera 2.7
1974-76




From 1974, Carrera name was given to range-topping 911. Essentially the same engine as previous year's RS for all markets except USA. Whaletail available from 1975.

Production numbers: 1,667
 Issue featured: 104,134
 Engine capacity: 2,687cc
 Compression ratio: 8.5:1
 Maximum power: 213hp @ 6,300rpm
 Maximum torque: 255Nm @ 5,100rpm
 0-62mph: 6.3sec
 Top speed: 148mph
 Length: 4.291mm
 Width: 1.610mm
 Weight: 1,075kg
 Brakes:
 Front: 282mm discs
 Rear: 290mm discs
 Wheels & tyres:
 Front: 6x15-inch; 185VR
 Rear: 7x15-inch; 205VR

★ ★ ★ ★ ★

SC RS
1984




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

Production numbers: 21
 Issue featured: 109
 Engine capacity: 2,994cc
 Compression ratio: 10.3:1
 Maximum power: 259hp @ 7,000rpm
 Maximum torque: 250Nm @ 6,500rpm
 0-62mph: 4.9sec
 Top speed: 153mph
 Length: 4.235mm
 Width: 1.775mm
 Weight: 940kg
 Brakes:
 Front: 304mm discs
 Rear: 309mm discs
 Wheels & tyres:
 Front: 7x16-inch; 205/55/VR16
 Rear: 8x16-inch; 225/50/VR16

★ ★ ★ ★ ★

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: 144
 Engine capacity: 3,299cc
 Compression ratio: 7.0:1
 Maximum power: 304hp @ 5,500rpm
 Maximum torque: 432Nm @ 4,000rpm
 0-62mph: 5.4sec
 Top speed: 161mph
 Length: 4.291mm
 Width: 1.775mm
 Weight: 1,300kg (1,335kg from '86)
 Brakes:
 Front: 304mm discs
 Rear: 309mm discs
 Wheels & tyres:
 Front: 7x16-inch; 205/55/VR16
 Rear: 8x16-inch; 225/50/VR16

★ ★ ★ ★ ★

Carrera 3.2
1984-89




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

Production numbers: 70,044
 Issue featured: 114
 Engine capacity: 3,164cc
 Compression ratio: 10.3:1
 Maximum power: 234hp @ 5,900rpm
 Maximum torque: 284Nm @ 4,800rpm
 0-62mph: 5.6sec
 Top speed: 152mph
 Length: 4.291mm
 Width: 1.652mm
 Weight: 1,210kg
 Brakes:
 Front: 286mm discs
 Rear: 294mm discs
 Wheels & tyres:
 Front: 7x16-inch; 195/65/VR15
 Rear: 8x15-inch; 215/60/VR15 (16 inches for 89)

★ ★ ★ ★ ★

930 SE
1986-89




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

Production numbers: 50 (UK only)
 Issue featured: 99
 Engine capacity: 3,299cc
 Compression ratio: 7.0:1
 Maximum power: 335hp @ 5,500rpm
 Maximum torque: 432Nm @ 4,000rpm
 0-62mph: 4.6sec
 Top speed: 173mph
 Length: 4.291mm
 Width: 1.775mm
 Weight: 1,335kg
 Brakes:
 Front: 304mm discs
 Rear: 309mm discs
 Wheels & tyres:
 Front: 7x16-inch; 205/55/VR16
 Rear: 9x16-inch; 245/45/VR16

★ ★ ★ ★ ★

959
1986-1988




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

Production numbers: 337
 Issue featured: 142
 Engine capacity: 2,850cc
 Compression ratio: 8.3:1
 Maximum power: 456hp @ 6,500rpm
 Maximum torque: 500Nm @ 5,000rpm
 0-60mph: 3.9sec
 Top speed: 196mph
 Length: 4.260mm
 Width: 1,840mm
 Weight: 1,450kg
 Brakes:
 Front and rear: Ventilated drilled discs; 4-piston aluminium callipers
 Wheels & tyres:
 Front: 8x17-inch; 235/45/ZR17
 Rear: 9x17-inch; 255/40/ZR17

★ ★ ★ ★ ★

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: 235hp @ 5,900rpm
 Maximum torque: 284Nm @ 4,800rpm
 0-60mph: 6.0sec
 Top speed: 148mph
 Length: 4.291mm
 Width: 1.775mm
 Weight: 1,220kg
 Brakes:
 Front: 286mm discs
 Rear: 294mm discs
 Wheels & tyres:
 Front: 6x16-inch; 205/45/VR16
 Rear: 8x16-inch; 245/60/VR16

★ ★ ★ ★ ★

PERFORMANCE AND SERVICE THAT DOESN'T COST THE EARTH!

- Boxster / Cayman / Cayenne / all 911 Models (1984 – present)
- 944 Turbo / 944 S2 Specialists
- Fixed Price Servicing
- Main Dealer Equivalent Diagnostics
- Courtesy Cars Available
- Very Competitive Labour Rates, Exceptional Service, Fast Turnaround
- Large Spares Inventory
- Comprehensive 3D Alignment and Geometry Facilities
- Bilstein and KW Suspension Kits
- 15 minutes from Milton Keynes



ProMAX Motorsport Ltd, The Warehouse, Sunnyhill Farm, Little Horwood Road, Great Horwood, Bucks. MK17 0NZ. Tel: 01296 714856
 service@promaxmotorsport.com • parts@promaxmotorsport.com



www.promaxmotorsport.com



Nine Excellence Porsche Independent Specialists



Servicing

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

Performance

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

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

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

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:	335hp @ 5,500rpm
Maximum torque:	432Nm @ 4,000rpm
0-62mph:	4.6sec
Top speed:	173mph
Length:	4,291mm
Width:	1,775mm
Weight:	1,335kg
Brakes:	
Front:	304mm discs
Rear:	309mm discs
Wheels & tyres:	
Front:	7x16 inch; 205/55/VR16
Rear:	9x16 inch; 245/45/VR16



3.2 Clubsport 1987-89



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

Production numbers:	340
Issue featured:	126
Engine capacity:	3,164cc
Compression ratio:	10.3:1
Maximum power:	234hp @ 5,900rpm
Maximum torque:	284Nm @ 4,800rpm
0-60mph:	5.1sec
Top speed:	152mph
Length:	4,291mm
Width:	1,650mm
Weight:	1,160kg
Brakes:	
Front:	286mm discs
Rear:	294mm discs
Wheels & tyres:	
Front:	6x16 inch; 205/55/VR16
Rear:	7x16 inch; 225/55/VR16



964 Carrera 4 1989-93



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

Production numbers:	13,353 (Coupe)
Issue featured:	111
Engine capacity:	3,600cc
Compression ratio:	11.3:1
Maximum power:	254hp @ 6,100rpm
Maximum torque:	310Nm @ 4,800rpm
0-62mph:	5.7sec
Top speed:	162mph
Length:	4,250mm
Width:	1,652mm
Weight:	1,450kg
Brakes:	
Front:	298mm discs
Rear:	299mm discs
Wheels & tyres:	
Front:	6x16 inch; 205/55/VR16
Rear:	8x16 inch; 225/50/VR16



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:	254hp @ 6,100rpm
Maximum torque:	310Nm @ 4,800rpm
0-62mph:	5.5sec
Top speed:	161mph
Length:	4,250mm
Width:	1,652mm
Weight:	1,340kg
Brakes:	
Front:	320mm discs
Rear:	299mm discs
Wheels & tyres:	
Front:	7x17 inch; 205/50/ZR17
Rear:	9x17 inch; 255/40/ZR17



964 Turbo 3.6 1993-94



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

Production numbers:	1,437
Issue featured:	120
Engine capacity:	3,600cc
Compression ratio:	7.5:1
Maximum power:	365hp @ 5,500rpm
Maximum torque:	520Nm @ 4,200rpm
0-62mph:	4.8sec
Top speed:	174mph
Length:	4,250mm
Width:	1,775mm
Weight:	1,470kg
Brakes:	
Front:	320mm discs
Rear:	299mm discs
Wheels & tyres:	
Front:	8x18 inch; 225/40/ZR18
Rear:	10x18 inch; 265/35/ZR18



964 Anniversary 1993-94



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

Production numbers:	911
Issue featured:	112
Engine capacity:	3,600cc
Compression ratio:	11.3:1
Maximum power:	254hp @ 6,100rpm
Maximum torque:	310Nm @ 4,800rpm
0-62mph:	5.7sec
Top speed:	162mph
Length:	4,250mm
Width:	1,775mm
Weight:	1,470kg
Brakes:	
Front:	298mm discs
Rear:	299mm discs
Wheels & tyres:	
Front:	7x17 inch; 205/50/17
Rear:	9x17 inch; 255/40/17



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:	144
Engine capacity:	3,600cc
Compression ratio:	8.0:1
Maximum power:	414hp @ 5,750rpm
Maximum torque:	540Nm @ 4,500rpm
0-62mph:	4.3sec
Top speed:	180mph
Length:	4,245mm
Width:	1,795mm
Weight:	1,500kg
Brakes:	
Front:	322mm discs
Rear:	322mm discs
Wheels & tyres:	
Front:	8x18 inch; 225/40/ZR18
Rear:	10x18 inch; 285/30/ZR18



993 Carrera S 1997-98



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

Production numbers:	3,714
Issue featured:	118
Engine capacity:	3,600cc
Compression ratio:	11.3:1
Maximum power:	289hp @ 6,100rpm
Maximum torque:	340Nm @ 5,250rpm
0-62mph:	5.4sec
Top speed:	168mph
Length:	4,245mm
Width:	1,795mm
Weight:	1,450kg
Brakes:	
Front:	322mm discs
Rear:	322mm discs
Wheels & tyres:	
Front:	8x18 inch; 225/40/ZR18
Rear:	10x18 inch; 285/30/ZR18



993 Turbo S 1998



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

Production numbers:	345
Issue featured:	115
Engine capacity:	3,600cc
Compression ratio:	8.0:1
Maximum power:	456hp @ 5,750rpm
Maximum torque:	585Nm @ 4,500rpm
0-62mph:	4.1sec
Top speed:	186mph
Length:	4,245mm
Width:	1,795mm
Weight:	1,583kg
Brakes:	
Front:	320mm discs
Rear:	322mm discs
Wheels & tyres:	
Front:	8x18 inch; 225/40/18
Rear:	10x18 inch; 285/30/18



964 Carrera 2 1990-93

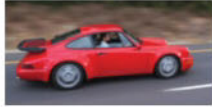


Rear-drive Carrera 2 offered an emphatically more traditional 911 experience, and was 100kg lighter, but looked identical to the Carrera 4. Tiptronic was a new option.

Production numbers:	19,484
Issue featured:	119
Engine capacity:	3,600cc
Compression ratio:	11.3:1
Maximum power:	254hp @ 6,100rpm
Maximum torque:	310Nm @ 4,800rpm
0-62mph:	5.6sec
Top speed:	162mph
Length:	4,250mm
Width:	1,652mm
Weight:	1,350kg
Brakes:	
Front:	298mm discs
Rear:	299mm discs
Wheels & tyres:	
Front:	6x16-inch; 205/55/ZR16
Rear:	8x16-inch; 225/50/ZR16



964 Turbo 1991-92



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

Production numbers:	3,660
Issue featured:	116
Engine capacity:	3,299cc
Compression ratio:	7.0:1
Maximum power:	324hp @ 5,750rpm
Maximum torque:	450Nm @ 4,500rpm
0-62mph:	5.4sec
Top speed:	168mph
Length:	4,250mm
Width:	1,775mm
Weight:	1,470kg
Brakes:	
Front:	320mm discs
Rear:	299mm discs
Wheels & tyres:	
Front:	7x17-inch; 205/50/ZR17
Rear:	9x17-inch; 255/40/ZR17



964 C4 Lightweight 1991



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

Production numbers:	22
Issue featured:	131
Engine capacity:	3,600cc
Compression ratio:	11.3:1
Maximum power:	269hp @ 6,720rpm
Maximum torque:	304Nm @ 6,720rpm
0-62mph:	4.5sec
Top speed:	125mph
Length:	4,275mm
Width:	1,652mm
Weight:	1,100kg
Brakes:	
Front:	322mm discs
Rear:	299mm discs
Wheels & tyres:	
Front:	7x17-inch; 205/55/ZR16
Rear:	9x16-inch; 245/55/ZR16



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 updated, as were brakes.

Production numbers:	2,405
Issue featured:	131
Engine capacity:	3,600cc
Compression ratio:	11.3:1
Maximum power:	264hp @ 6,100rpm
Maximum torque:	310Nm @ 4,800rpm
0-62mph:	5.4sec
Top speed:	162mph
Length:	4,250mm
Width:	1,650mm
Weight:	1,230kg (Sport)
Brakes:	
Front:	320mm discs
Rear:	299mm discs
Wheels & tyres:	
Front:	7x17-inch; 205/50/ZR17
Rear:	9x17-inch; 255/40/ZR17



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:	386hp @ 6,000rpm
Maximum torque:	490Nm @ 4,800rpm
0-62mph:	4.6sec
Top speed:	180mph
Length:	4,250mm
Width:	1,775mm
Weight:	1,290kg
Brakes:	
Front:	320mm discs
Rear:	299mm discs
Wheels & tyres:	
Front:	8x18-inch; 225/40/ZR18
Rear:	10x18-inch; 265/35/ZR18



964 3.8 RS 1993



Identifiable by a lightweight Turbo bodyshell, large rear wing and 18-inch Speedline wheels. Power came from a new 3.8-litre unit with hot-film air sensor and twin exhaust.

Production numbers:	55
Issue featured:	n/a
Engine capacity:	3,746cc
Compression ratio:	11.6:1
Maximum power:	304hp @ 6,500rpm
Maximum torque:	359Nm @ 5,250rpm
0-62mph:	4.9sec
Top speed:	169mph
Length:	4,250mm
Width:	1,775mm
Weight:	1,210kg
Brakes:	
Front:	322mm discs
Rear:	290mm discs
Wheels & tyres:	
Front:	9x18-inch; 235/40/ZR18
Rear:	11x18-inch; 285/35/ZR18



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:	254hp @ 6,100rpm
Maximum torque:	310Nm @ 4,800rpm
0-62mph:	5.5sec
Top speed:	164mph
Length:	4,250mm
Width:	1,650mm
Weight:	1,340kg
Brakes:	
Front:	298mm discs
Rear:	299mm discs
Wheels & tyres:	
Front:	7x17-inch; 205/50/ZR17
Rear:	8x17-inch; 255/40/ZR17



993 Carrera 1993-97



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

Production numbers:	38,626
Issue featured:	110
Engine capacity:	3,600cc
Compression ratio:	11.3:1
Maximum power:	276hp @ 6,000rpm
Maximum torque:	330Nm @ 5,000rpm
0-62mph:	5.6sec
Top speed:	168mph
Length:	4,245mm
Width:	1,735mm
Weight:	1,370kg
Brakes:	
Front:	304mm discs
Rear:	299mm discs
Wheels & tyres:	
Front:	7x16-inch; 205/55/ZR16
Rear:	9x16-inch; 245/45/ZR16



993 Carrera 4 1994-97



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

Production numbers:	2,884 (Coupe)
Issue featured:	111
Engine capacity:	3,600cc
Compression ratio:	11.3:1
Maximum power:	276hp @ 6,000rpm
Maximum torque:	330Nm @ 5,000rpm
0-62mph:	5.8sec
Top speed:	166mph
Length:	4,245mm
Width:	1,735mm
Weight:	1,420kg
Brakes:	
Front:	304mm discs
Rear:	299mm discs
Wheels & tyres:	
Front:	7x16-inch; 205/55/ZR16
Rear:	9x16-inch; 245/45/ZR16



993 Carrera 4S 1995-96



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

Production numbers:	6,948
Issue featured:	109
Engine capacity:	3,600cc
Compression ratio:	11.3:1
Maximum power:	289hp @ 6,100rpm
Maximum torque:	340Nm @ 5,250rpm
0-62mph:	5.3sec
Top speed:	168mph
Length:	4,245mm
Width:	1,795mm
Weight:	1,520kg
Brakes:	
Front:	322mm discs
Rear:	322mm discs
Wheels & tyres:	
Front:	8x18-inch; 225/40/ZR18
Rear:	10x18-inch; 285/30/ZR18



993 Carrera RS 1995-96



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

Production numbers:	1,014
Issue featured:	119
Engine capacity:	3,746cc
Compression ratio:	11.5:1
Maximum power:	304hp @ 6,000rpm
Maximum torque:	355Nm @ 5,400rpm
0-62mph:	5.0sec
Top speed:	172mph
Length:	4,245mm
Width:	1,735mm
Weight:	1,279kg
Brakes:	
Front:	322mm discs
Rear:	299mm discs
Wheels & tyres:	
Front:	8x18-inch; 225/40ZR18
Rear:	10x18-inch; 265/35ZR18



993 GT2 1995-96



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

Production numbers:	173
Issue featured:	131
Engine capacity:	3,600cc
Compression ratio:	8.0:1
Maximum power:	436hp @ 5,750rpm
Maximum torque:	540Nm @ 4,500rpm
0-62mph:	3.9sec
Top speed:	189mph
Length:	4,245mm
Width:	1,855mm
Weight:	1,290kg
Brakes:	
Front:	322mm discs
Rear:	322mm discs
Wheels & tyres:	
Front:	9x18-inch; 235/40/ZR18
Rear:	11x18-inch; 285/35/ZR18



996 Carrera 1998-2001



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

Production numbers:	56,733
Issue featured:	117
Engine capacity:	3,387cc
Compression ratio:	11.3:1
Maximum power:	304hp @ 6,800rpm
Maximum torque:	350Nm @ 4,600rpm
0-62mph:	5.2sec
Top speed:	174mph
Length:	4,430mm
Width:	1,765mm
Weight:	1,320kg
Brakes:	
Front:	318mm discs
Rear:	299mm discs
Wheels & tyres:	
Front:	7x17-inch; 205/50/R17
Rear:	9x17-inch; 255/40/R17



996 Carrera 4 1998-2001



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

Production numbers:	22,054
Issue featured:	111
Engine capacity:	3,387cc
Compression ratio:	11.3:1
Maximum power:	304hp @ 6,800rpm
Maximum torque:	350Nm @ 4,600rpm
0-62mph:	5.2sec
Top speed:	174mph
Length:	4,430mm
Width:	1,765mm
Weight:	1,375kg
Brakes:	
Front:	318mm discs
Rear:	299mm discs
Wheels & tyres:	
Front:	7x17-inch; 205/50/R17
Rear:	9x17-inch; 255/40/R17



996 GT3 1998-2000



Commonly called the Gen1 GT3, this was a lightweight 996 with power driving the rear wheels. Suspension was lowered by 30mm and brakes were updated.

Production numbers:	1,858
Issue featured:	117
Engine capacity:	3,600cc
Compression ratio:	11.7:1
Maximum power:	365hp @ 7,200rpm
Maximum torque:	370Nm @ 5,000rpm
0-62mph:	4.8sec
Top speed:	188mph
Length:	4,430mm
Width:	1,765mm
Weight:	1,350kg
Brakes:	
Front:	330mm discs
Rear:	300mm discs
Wheels & tyres:	
Front:	8x18-inch; 225/40/R18
Rear:	10x18-inch; 285/30/R18



996 Turbo 2001-05



Distinguished by wide rear arches, air intakes and deep front wing, plus part-fixed, part-retractable rear wing. Different engine to 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:	426hp @ 6,000rpm
Maximum torque:	560Nm @ 2,700-4,600rpm
0-62mph:	4.2sec
Top speed:	189mph
Length:	4,435mm
Width:	1,830mm
Weight:	1,540kg
Brakes:	
Front:	330mm discs
Rear:	330mm discs
Wheels & tyres:	
Front:	8x18-inch; 225/40/R18
Rear:	11x18-inch; 295/30R18



996 Carrera 4S 2001-05



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

Production numbers:	23,055
Issue featured:	124
Engine capacity:	3,596cc
Compression ratio:	11.3:1
Maximum power:	324hp @ 6,800rpm
Maximum torque:	370Nm @ 4,250rpm
0-62mph:	5.1sec
Top speed:	174mph
Length:	4,435mm
Width:	1,830mm
Weight:	1,495kg
Brakes:	
Front:	330mm discs
Rear:	330mm discs
Wheels & tyres:	
Front:	8x18-inch; 225/40/R18
Rear:	11x18-inch; 295/30/R18



996 GT2 2001-03



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

Production numbers:	1,287
Issue featured:	127
Engine capacity:	3,600cc
Compression ratio:	9.4:1
Maximum power:	468hp @ 5,700rpm
Maximum torque:	620Nm @ 3,500-4,500rpm
0-62mph:	4.1sec
Top speed:	196mph
Length:	4,450mm
Width:	1,830mm
Weight:	1,440kg
Brakes:	
Front:	350mm discs
Rear:	350mm discs
Wheels & tyres:	
Front:	8x18-inch; 235/40/R18
Rear:	12x18-inch; 315/30/R18



Sales debate:

How will the manual 991.2 affect the GT3 market?



After the launch of the 991 GT3, everyone thought that the manual gearbox had been confined to Weissach's history books. But now, with the 991.2 almost certainly set to come with the option of a clutch pedal, how will the new car affect the GT3 market? We ask the experts to lend their opinions.

"It's a really hard one to make a call on," says Parr's Lawrence Stockwell. The independent specialist's customers fall into one of two camps according to the head of PR: those who want the latest and greatest ("as long as it's faster and better"), and those who prefer raw mechanical feel ("the purists"). The former will prefer the 991.2 with a PDK transmission, while the manual gearbox may not be enough to appease the latter according to Stockwell. "I still think there is a question mark over the level of electronic involvement on the car. I don't think the manual transmission is the fixer," he explains. "I think it will help to restore people's confidence but I still feel as though there is not a lot of love for the 991." Therefore, the Parr man believes that "as far as values go, it's [the 991.2's] not going to have a massive effect" on the GT3 market.

RPM Technik's Sales Manager, Greig Daly, disagrees about the level of love for the 991.1 ("it's a fabulous transmission and a great car in its current guise"). He does agree with Stockwell though that the initial readjustment on the GT3 market will be minimal. Assuming that stock availability is the same as the last generation, "you won't be able to get hold of one because they'll all be sold," explains Daly. This means he expects the 991.2 GT3 to hit the used market at around £140,000-£160,000, knocking the Gen1 991s back slightly to "the early £100,000s."

But what about the 997.1 and 997.2 GT3s behind that? "I don't really see that affecting them in the short to medium term because they've got a Mezger engine and race pedigree," Daly says, perhaps validating Stockwell's argument about the 991's different character. It may halt their appreciation but, as the RPM Sales Manager points out, "they've not really been moving" anyway. Instead, both Daly and Stockwell feel it won't be until the sales split between manual and PDK becomes evident that the market will see any movement. The Parr man concludes that, "the purists will want the manual gearbox and, maybe, initially those cars will fetch a premium. When the new car sales start revealing how many of each are being sold, then it will settle down." It's only once it has settled down (maybe a year down the line from launch) that the market will make any adjustments, according to Daly. Until then, we'll just have to wait and see.

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:	324hp @ 6,800rpm
Maximum torque:	370Nm @ 4,250rpm
0-62mph:	5.0sec
Top speed:	177mph
Length:	4,430mm
Width:	1,770mm
Weight:	1,370kg
Brakes:	
Front:	318mm discs
Rear:	299mm discs
Wheels & tyres:	
Front:	7x17-inch; 205/50/R17
Rear:	9x17-inch; 255/40/R17



Gen2 996 C4 2002-04



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

Production numbers:	10,386
Issue featured:	107
Engine capacity:	3,596cc
Compression ratio:	11.3:1
Maximum power:	324hp @ 6,800rpm
Maximum torque:	370Nm @ 4,250rpm
0-62mph:	5.0sec
Top speed:	177mph
Length:	4,430mm
Width:	1,770mm
Weight:	1,430kg
Brakes:	
Front:	318mm discs
Rear:	299mm discs
Wheels & tyres:	
Front:	7x17-inch; 205/50/R17
Rear:	9x17-inch; 255/40/R17



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:	350hp @ 6,800rpm
Maximum torque:	370Nm @ 4,800rpm
0-62mph:	4.5sec
Top speed:	175mph
Length:	4,430mm
Width:	1,770mm
Weight:	1,370kg
Brakes:	
Front:	330mm discs
Rear:	330mm discs
Wheels & tyres:	
Front:	8x18-inch; 225/40/R18
Rear:	10x18-inch; 285/30/R18



Gen2 996 GT3 2003-05



Based on facelifted 996 Carrera, but with new wings. Suspension lowered and updated, PCCB optional. Full-spec interior unless Clubsport option was ordered.

Production numbers:	2,313
Issue featured:	142
Engine capacity:	3,600cc
Compression ratio:	11.7:1
Maximum power:	386hp @ 7,400rpm
Maximum torque:	385Nm @ 5,000rpm
0-62mph:	4.5sec
Top speed:	190mph
Length:	4,435mm
Width:	1,770mm
Weight:	1,380kg
Brakes:	
Front:	350mm discs
Rear:	330mm discs
Wheels & tyres:	
Front:	8.5x18-inch; 235/40/R18
Rear:	11x18-inch; 295/30/R18



997 Carrera S 2004-08



As per the 997 Carrera, but with more powerful 3.8-litre engine and PASM. 19-inch wheels as standard, with bigger ventilated brakes. Quad exhaust tailpipes.

Production numbers:	41,059
Issue featured:	107
Engine capacity:	3,824cc
Compression ratio:	11.8:1
Maximum power:	360hp @ 6,600rpm
Maximum torque:	400Nm @ 4,600rpm
0-62mph:	4.8sec
Top speed:	182mph
Length:	4,427mm
Width:	1,808mm
Weight:	1,420kg
Brakes:	
Front:	330mm discs
Rear:	330mm discs
Wheels & tyres:	
Front:	8x19-inch; 235/35/R19
Rear:	11x19-inch; 295/30/R19



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:	330hp @ 6,800rpm
Maximum torque:	370Nm @ 4,250rpm
0-62mph:	5.1sec
Top speed:	174mph
Length:	4,427mm
Width:	1,852mm
Weight:	1,450kg
Brakes:	
Front:	318mm discs
Rear:	299mm discs
Wheels & tyres:	
Front:	8x18-inch; 235/40/R18
Rear:	10x18-inch; 295/35/R18



997 Carrera 4S 2005-08



The same 3.8-litre, 355hp engine as the Carrera S, with four-wheel-drive system on C4. 44mm wider than Carrera S to accommodate for wider rear wheels and tyres.

Production numbers:	30,973
Issue featured:	111
Engine capacity:	3,824cc
Compression ratio:	11.8:1
Maximum power:	360hp @ 6,600rpm
Maximum torque:	400Nm @ 4,600rpm
0-62mph:	4.8sec
Top speed:	179mph
Length:	4,427mm
Width:	1,808mm
Weight:	1,475kg
Brakes:	
Front:	330mm discs
Rear:	330mm discs
Wheels & tyres:	
Front:	8x19-inch; 235/35/R19
Rear:	11x19-inch; 295/30/R19



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:	107
Engine capacity:	3,600cc
Compression ratio:	9.8:1
Maximum power:	487hp @ 6,000rpm
Maximum torque:	620Nm @ 1,950-5,000rpm
0-62mph:	3.9sec
Top speed:	193mph
Length:	4,450mm
Width:	1,852mm
Weight:	1,585kg
Brakes:	
Front:	350mm discs
Rear:	350mm discs
Wheels & tyres:	
Front:	8.5x19-inch; 235/35/R19
Rear:	11x19-inch; 305/30/R19



Gen2 997 C2 2008-12



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

Production numbers:	10,500
Issue featured:	144
Engine capacity:	3,614cc
Compression ratio:	12.5:1
Maximum power:	345hp @ 6,500rpm
Maximum torque:	390Nm @ 4,400rpm
0-62mph:	4.9sec
Top speed:	179mph
Length:	4,435mm
Width:	1,808mm
Weight:	1,415kg
Brakes:	
Front:	330mm discs
Rear:	330mm discs
Wheels & tyres:	
Front:	8x18-inch; 235/40/ZR18
Rear:	10.5x18-inch; 265/40/ZR18



Gen2 997 C2 S 2008-12



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

Production numbers:	15,000
Issue featured:	61
Engine capacity:	3,800cc
Compression ratio:	12.5:1
Maximum power:	385hp @ 6,500rpm
Maximum torque:	420Nm @ 4,400rpm
0-62mph:	4.7sec
Top speed:	187mph
Length:	4,435mm
Width:	1,808mm
Weight:	1,425kg
Brakes:	
Front:	330mm discs
Rear:	330mm discs
Wheels & tyres:	
Front:	8x19-inch; 235/35/ZR19
Rear:	11x19-inch; 295/30/ZR19



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
Length:	4,435mm
Width:	1,852mm
Weight:	1,470kg
Brakes:	
Front:	330mm discs
Rear:	330mm discs
Wheels & tyres:	
Front:	8x18-inch; 235/40/ZR18
Rear:	11x18-inch; 295/35/ZR18



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
Length:	4,435mm
Width:	1,852mm
Weight:	1,480kg
Brakes:	
Front:	330mm discs
Rear:	330mm discs
Wheels & tyres:	
Front:	8x19-inch; 235/35/ZR19
Rear:	11x19-inch; 305/30/ZR19



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: 386hp @ 7,400rpm
Maximum torque: 385Nm @ 5,000rpm
0-62mph: 4.4sec
Top speed: 190mph
Length: 4,435mm
Width: 1,770mm
Weight: 1,360kg
Brakes:
Front: 350mm discs
Rear: 330mm discs
Wheels & tyres:
Front: 8.5x18-inch; 235/40/R18
Rear: 11x18 inch; 295/30/R18



996 Turbo S 2004-05



A 911 Turbo with the previously optional 30bhp 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: 456hp @ 5,700rpm
Maximum torque: 620Nm @ 3,500-4,500rpm
0-62mph: 4.2sec
Top speed: 191mph
Length: 4,435mm
Width: 1,830mm
Weight: 1,590kg
Brakes:
Front: 350mm discs
Rear: 350mm discs
Wheels & tyres:
Front: 8x18 inch; 225/40/R18
Rear: 11x18 inch; 295/30/R18



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: 330hp @ 6,800rpm
Maximum torque: 370Nm @ 4,250rpm
0-62mph: 5.0sec
Top speed: 177mph
Length: 4,427mm
Width: 1,808mm
Weight: 1,395kg
Brakes:
Front: 318mm discs
Rear: 299mm discs
Wheels & tyres:
Front: 8x18-inch; 235/40/R18
Rear: 10x18 inch; 265/40/R18



997 GT3 2006-07



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

Production numbers: 2,378
Issue featured: 117
Engine capacity: 3,600cc
Compression ratio: 12.0:1
Maximum power: 421hp @ 7,600rpm
Maximum torque: 405Nm @ 5,500rpm
0-62mph: 4.3sec
Top speed: 192mph
Length: 4,445mm
Width: 1,808mm
Weight: 1,395kg
Brakes:
Front: 380mm discs
Rear: 350mm discs
Wheels & tyres:
Front: 8.5x19-inch; 235/35/R19
Rear: 12x19 inch; 305/30/R19



997 GT3 RS 2006-07



Similar to GT3, with inclusion of wider rear bodyshell of the Carrera S. 20kg of weight saved from GT3 thanks to carbon engine cover and rear wing, and plastic rear window.

Production numbers: 1,106
Issue featured: 110
Engine capacity: 3,600cc
Compression ratio: 12.0:1
Maximum power: 421hp @ 7,600rpm
Maximum torque: 405Nm @ 5,500rpm
0-62mph: 4.2sec
Top speed: 194mph
Length: 4,460mm
Width: 1,808mm
Weight: 1,375kg
Brakes:
Front: 380mm discs
Rear: 350mm discs
Wheels & tyres:
Front: 8.5x19-inch; 235/35/R19
Rear: 12x19-inch; 305/30/R19



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: 537hp @ 6,500rpm
Maximum torque: 680Nm @ 2,200-4,500rpm
0-62mph: 3.7sec
Top speed: 204mph
Length: 4,469mm
Width: 1,852mm
Weight: 1,440kg
Brakes:
Front: 380mm discs
Rear: 350mm discs
Wheels & tyres:
Front: 8.5x19 inch; 235/35/ZR19
Rear: 12x19 inch; 325/30/ZR19



Gen2 997 GT3 2009-12



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

Production numbers: 2,200
Issue featured: 117
Engine capacity: 3,797cc
Compression ratio: 12.2:1
Maximum power: 435hp @ 7,900rpm
Maximum torque: 430Nm @ 6,250rpm
0-62mph: 4.1sec
Top speed: 194mph
Length: 4,460mm
Width: 1,808mm
Weight: 1,395kg
Brakes:
Front: 380mm discs
Rear: 350mm discs
Wheels & tyres:
Front: 8.5x19-inch; 235/35/ZR19
Rear: 12x19 inch; 305/30/ZR19



Gen2 997 Turbo 2009-13



Same as the original 997 Turbo, but with new LED tail-lights and driver lights up front. Larger tailpipes and DFI engine, with fuel consumption cut by 16 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
Length: 4,450mm
Width: 1,852mm
Weight: 1,570kg
Brakes:
Front: 350mm discs
Rear: 350mm discs
Wheels & tyres:
Front: 8.5x19 inch; 235/35/ZR19
Rear: 11x19 inch; 305/30/ZR19



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: 10.2:1
Maximum power: 450hp @ 7,900rpm
Maximum torque: 430Nm @ 6,750rpm
0-62mph: 4.0sec
Top speed: 192mph
Length: 4,460mm
Width: 1,852mm
Weight: 1,370kg
Brakes:
Front: 380mm discs
Rear: 380mm discs
Wheels & tyres:
Front: 9x19-inch; 245/35/ZR19
Rear: 12x19 inch; 325/30/ZR19



BRAUNTON ENGINEERING



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



www.brauntonengineering.co.uk

Devon Porsche 01271 814144



Gears, differentials, and components for racing



Limited Slip Differentials

- Billet 4340 Chromoly Body
- CNC machined
- Fully adjustable

Close Ratio Gearsets

- CNC Machined
- Shotpeened for longer life
- Latest F1 gear profiles



GUARD
Transmission LLC

Coming Soon!

- 991 Cup Car LSD
- 991 Cup Car Ring & Pinion

(970) 669-7144 www.guardtransmission.com



THE ULTIMATE IN PROTECTION & PRESERVATION

TAILORED CAR COVERS FOR INDOOR & OUTDOOR STORAGE

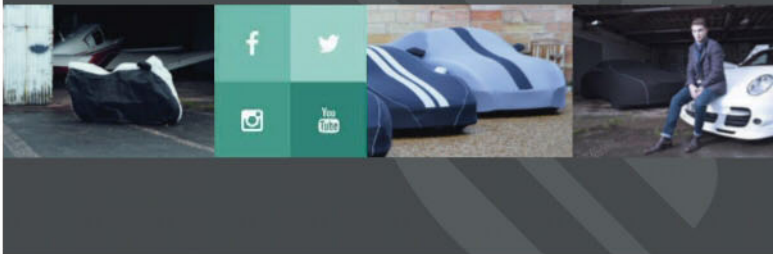


For over 35 years, we've been the market leader in supplying innovative solutions in car protection.

British designed and manufactured we're proud of our heritage and it shows in the unrivalled quality of our products.

SPECIALISED COVERS

10% Discount Code **T911-2016**
 Call us on **01943 864 646**
 Email info@specialisedcovers.com
 Visit specialisedcovers.com



Porsche Torque
Porsche Specialists

We carry out a full range of Porsche servicing and Porsche repair projects on all popular and classic models including diagnostics and body repair work. Porsche Torque are able to undertake all types of mechanical, cosmetic and restoration work to your complete satisfaction.

- Fully Equipped Workshop
- Bodywork and Restorations
- Diagnostics and Tuning
- Free Estimates
- Engine & Gearbox Rebuild Specialists
- Collection & Delivery Service
- Alignment and Geometry Facilities
- Audio & Alarm Fitting

50 YEARS COMBINED EXPERIENCE FROM EX OPC MASTER TECHNICIANS (AFN, RUF & HATFIELD)

DISTRIBUTORS FOR



01895 814446
07507 623997

www.porsche-torque.com

Unit C2, Arun Buildings, Arundel Road, Uxbridge. UB8 2RP



all major credit cards are accepted

997 Speedster 2010



Built to mark Porsche Exclusive'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 @ 7300rpm
 Maximum torque: 420Nm @ 4,400-5,600rpm
 0-62mph: 4.4sec
 Top speed: 190mph
 Length: 4.440mm
 Width: 1.852mm
 Weight: 1.540kg
 Brakes: Front: 350mm discs
 Rear: 350mm discs
 Wheels & tyres: Front: 8.5x19 inch; 235/35/ZR19
 Rear: 11x19 inch; 305/30/ZR19



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 @ 7300rpm
 Maximum torque: 420Nm @ 4,200-5,600rpm
 0-62mph: 4.6sec
 Top speed: 187mph
 Length: 4.435mm
 Width: 1.852mm
 Weight: 1.425kg
 Brakes: Front: 350mm discs
 Rear: 350mm discs
 Wheels & tyres: Front: 8.5x19 inch; 235/35/ZR19
 Rear: 11x19 inch; 305/30/ZR19



997 GT3 RS 4.0 2010



The engine was upgraded and aerodynamically tweaked too, with the angle of the rear wing increased and dive planes on either side of the front nose. A future collectors' gem.

Production numbers: 600
 Issue featured: 125
 Engine capacity: 3.996cc
 Compression ratio: 12.6:1
 Maximum power: 500hp @ 5,500rpm
 Maximum torque: 460Nm @ 5,750rpm
 0-62mph: 3.9sec
 Top speed: 193mph
 Length: 4.460mm
 Width: 1.852mm
 Weight: 1.360kg
 Brakes: Front: 380mm discs
 Rear: 380mm discs
 Wheels & tyres: Front: 9x19 inch; 245/35/ZR19
 Rear: 12x19 inch; 325/30/ZR19



991.1 Carrera S 2011-15



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: Unknown
 Issue featured: 114
 Engine capacity: 3.800cc
 Compression ratio: 12.5:1
 Maximum power: 400hp @ 7400rpm
 Maximum torque: 440Nm @ 5,600rpm
 0-62mph: 4.5sec
 Top speed: 188.9mph
 Length: 4.491mm
 Width: 1.808mm
 Weight: 1.395kg
 Brakes: Front: 340mm discs
 Rear: 330mm discs
 Wheels & tyres: Front: 8.5x20 inch; 245/35/ZR20
 Rear: 11x20 inch; 295/30/ZR20



991.1 Carrera 4 2012-15



22mm wider body than C2, with 10mm wider tyres and connecting rear tail light as standard. Also features a torque distribution indicator on the digital dash clock.

Production numbers: Unknown
 Issue featured: 98
 Engine capacity: 3.436cc
 Compression ratio: 12.5:1
 Maximum power: 350hp @ 7400rpm
 Maximum torque: 390Nm @ 5,600rpm
 0-62mph: 4.9sec
 Top speed: 177mph
 Length: 4.491mm
 Width: 1.852mm
 Weight: 1.430kg
 Brakes: Front: 330mm discs
 Rear: 330mm discs
 Wheels & tyres: Front: 8.5x19 inch; 235/40/ZR19
 Rear: 11x19 inch; 305/35/ZR19



991.1 Carrera 4S 2012-15



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: Unknown
 Issue featured: 118
 Engine capacity: 3.800cc
 Compression ratio: 12.5:1
 Maximum power: 400hp @ 7400rpm
 Maximum torque: 440Nm @ 5,600rpm
 0-62mph: 4.5sec
 Top speed: 185mph
 Length: 4.491mm
 Width: 1.852mm
 Weight: 1.445kg
 Brakes: Front: 340mm discs
 Rear: 330mm discs
 Wheels & tyres: Front: 8.5x20 inch; 245/35/ZR20
 Rear: 11x20 inch; 305/30/ZR20



991 GT3 RS 2015-



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: 60 (UK)
 Issue featured: 136
 Engine capacity: 3.996cc
 Compression ratio: 12.9:1
 Maximum power: 500hp @ 8,250rpm
 Maximum torque: 460Nm @ 6,250rpm
 0-62mph: 3.3sec
 Top speed: 193mph
 Length: 4.545mm
 Width: 1.880mm
 Weight: 1.420kg
 Brakes: Front: 380mm discs
 Rear: 380mm discs
 Wheels & tyres: Front: 9.5x20 inch; 265/35/ZR20
 Rear: 12.5x21 inch; 325/30/ZR21



N/A 991.2 Carrera 2015-



Facelift model is substantially changed underneath with power now coming from completely new 3.0-litre 9A2 turbocharged engine. PASM now standard.

Production numbers: Currently in production
 Issue featured: 137
 Engine capacity: 2.981cc
 Compression ratio: 10:1
 Maximum power: 370hp @ 6,500rpm
 Maximum torque: 450Nm @ 1,700-5,000rpm
 0-62mph: 4.2sec
 Top speed: 183mph
 Length: 4.499mm
 Width: 1.808mm
 Weight: 1.430kg
 Brakes: Front & Rear: 330mm discs
 Wheels & tyres: Front: 8.5x19 inch; 235/40/ZR19
 Rear: 11.5x19 inch; 295/35/ZR19



N/A 991.2 Carrera S 2015-



Shares same 3.0-litre turbocharged 9A2 engine as Carrera, with revised turbo, exhaust and engine management to produce an extra 50hp. Rear axle steering now an option.

Production numbers: Currently in production
 Issue featured: 132
 Engine capacity: 2.981cc
 Compression ratio: 10:1
 Maximum power: 420hp @ 6,500rpm
 Maximum torque: 500Nm @ 1,700-5,000rpm
 0-62mph: 3.9sec
 Top speed: 191mph
 Length: 4.499mm
 Width: 1.808mm
 Weight: 1.440kg
 Brakes: Front: 350mm discs
 Rear: 330mm discs
 Wheels & tyres: Front: 8.5x20 inch; 245/35/ZR20
 Rear: 11.5x20 inch; 305/30/ZR20



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@6250-6750rpm
Maximum torque:.....700Nm @2,100-4,250rpm
0-62mph:.....3.3sec
Top speed:.....195mph
Length:.....4.435mm
Width:.....1.852mm
Weight:.....1.585kg
Brakes:
Front:380mm discs
Rear:350mm discs
Wheels & tyres:
Front:8.5x19 inch; 235/35/ZR19
Rear:11x19 inch; 305/30/ZR19



997 GT2 RS
2010-11



The GT2 went back to its roots with light weight 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
Length:.....4.460mm
Width:.....1.852mm
Weight:.....1.370kg
Brakes:
Front:380mm discs
Rear:350mm discs
Wheels & tyres:
Front:9x19 inch; 245/35/ZR19
Rear:12x19 inch; 325/30/ZR19



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 an extra 25bhp. 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
Length:.....4.435mm
Width:.....1.852mm
Weight:.....1.420kg
Brakes:
Front:330mm discs
Rear:330mm discs
Wheels & tyres:
Front:8.5x19 inch; 235/35/ZR19
Rear:11x19 inch; 305/30/ZR19



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
Length:.....4.435mm
Width:.....1.852mm
Weight:.....1.480kg
Brakes:
Front:330mm discs
Rear:330mm discs
Wheels & tyres:
Front:8.5x19 inch; 235/35/ZR19
Rear:11x19 inch; 305/30/ZR19



997 Turbo S
2011-13



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

Production numbers:.....2,000
Issue featured:.....123
Engine capacity:.....3.800cc
Compression ratio:.....9.8:1
Maximum power:530hp@6,250-6,750rpm
Maximum torque:.....700Nm @2,100-4,250rpm
0-62mph:.....3.3sec
Top speed:.....195mph
Length:.....4.435mm
Width:.....1.852mm
Weight:.....1.585kg
Brakes:
Front:380mm discs
Rear:350mm discs
Wheels & tyres:
Front:8.5x19 inch; 235/35/ZR19
Rear:11x19 inch; 305/30/ZR19



991.1 Carrera
2011-15



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

Production numbers:.....Unknown
Issue featured:.....137
Engine capacity:.....3.436cc
Compression ratio:.....12.5:1
Maximum power:350hp@5,600rpm
Maximum torque:.....390Nm @5,600rpm
0-62mph:.....4.8sec
Top speed:.....179.6mph
Length:.....4.491mm
Width:.....1.808mm
Weight:.....1.380kg
Brakes:
Front:330mm discs
Rear:330mm discs
Wheels & tyres:
Front:8.5x19 inch; 235/40/ZR19
Rear:11x19 inch; 285/35/ZR19



991 GT3
2013-



Widebody 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:.....143
Engine capacity:.....3.800cc
Compression ratio:.....12.9:1
Maximum power:475hp@8,250rpm
Maximum torque:440Nm@6,250rpm
0-62mph:.....3.5sec
Top speed:.....196mph
Length:.....4.545mm
Width:.....1.852mm
Weight:.....1.430kg
Brakes:
Front:380mm discs
Rear:380mm discs
Wheels & tyres:
Front:9x20 inch; 245/35/ZR20
Rear:12x20 inch; 305/30/ZR20



991 Turbo
2013-15



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:.....Unknown
Issue featured:.....109
Engine capacity:.....3.800cc
Compression ratio:.....9.8:1
Maximum power:520hp@6,000-6,500rpm
Maximum torque:.....660Nm @1,950-5,000rpm
0-62mph:.....3.4sec
Top speed:.....195mph
Length:.....4.506mm
Width:.....1.880mm
Weight:.....1.595kg
Brakes:
Front & Rear:380mm discs
Wheels & tyres:
Front:8.5x20 inch; 245/35/ZR20
Rear:11x20 inch; 305/30/ZR20



991 Turbo S
2013-15



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, PDCC and Bose sound.

Production numbers:.....Unknown
Issue featured:.....115
Engine capacity:.....3.800cc
Compression ratio:.....9.8:1
Maximum power:560hp@6,500-6,750rpm
Maximum torque:700Nm@2,100-4,250rpm
0-62mph:.....3.2sec
Top speed:.....197mph
Length:.....4.506mm
Width:.....1.880mm
Weight:.....1.605kg
Brakes:
Front:410mm discs
Rear:390mm discs
Wheels & tyres:
Front:9x20 inch; 245/35/ZR20
Rear:11x20 inch; 305/30/ZR20



991 Anniversary
2013-14



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

Production numbers:.....1,963
Issue featured:.....112
Engine capacity:.....3.800cc
Compression ratio:.....12.5:1
Maximum power:400hp@7,400rpm
Maximum torque:440Nm@5,600rpm
0-62mph:.....4.5sec
Top speed:.....188mph
Length:.....4.491mm
Width:.....1.852mm
Weight:.....1.420kg
Brakes:
Front:340mm discs
Rear:330mm discs
Wheels & tyres:
Front:9x20 inch; 245/35/ZR20
Rear:11.5x20 inch; 305/30/ZR20



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
Length:.....4.491mm
Width:.....1.852mm
Weight:.....1.425kg
Brakes:
Front:340mm discs
Rear:330mm discs
Wheels & tyres:
Front:9x20 inch; 245/35/ZR20
Rear:11.5x20 inch; 305/30/ZR20



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
Length:.....4.491mm
Width:.....1.852mm
Weight:.....1.470kg
Brakes:
Front:340mm discs
Rear:330mm discs
Wheels & tyres:
Front:9x20 inch; 245/35/ZR20
Rear:11.5x20 inch; 305/30/ZR20



N/A
991.2 Carrera 4
2016-



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

Production numbers:.....Currently in production
Issue featured:.....133
Engine capacity:.....2.981cc
Compression ratio:.....10.0:1
Maximum power:370hp@6,500rpm
Maximum torque:450Nm@1,700-5,000rpm
0-62mph:.....4.1sec
Top speed:.....181mph
Length:.....4.499mm
Width:.....1.852mm
Weight:.....1.480kg
Brakes:
Front & Rear:330mm discs
Wheels & tyres:
Front:8.5x19 inch; 235/40/ZR19
Rear:11.5x19 inch; 295/35/ZR19



N/A
991.2 Carrera 4S
2016-



As per the Carrera 4 but utilising revised turbos, exhaust and engine management from the C2S to produce an extra 50bhp. Faster 0-62mph than C2S for first time.

Production numbers:.....Currently in production
Issue featured:.....137
Engine capacity:.....2.981cc
Compression ratio:.....10.0:1
Maximum power:420hp@6,500rpm
Maximum torque:500Nm@1,700-5,000rpm
0-62mph:.....3.8sec
Top speed:.....189mph
Length:.....4.499mm
Width:.....1.852mm
Weight:.....1.490kg
Brakes:
Front:350mm discs
Rear:330mm discs
Wheels & tyres:
Front:8.5x20 inch; 245/35/ZR20
Rear:11.5x20 inch; 305/30/ZR20



N/A
991.2 Turbo
2016-



It features a revised 9A1 engine from 991.1 now producing 540bhp thanks to modified inlet ports in the cylinder head, new injection nozzles and higher fuel pressure.

Production numbers:.....Currently in production
Issue featured:.....135
Engine capacity:.....3.800cc
Compression ratio:.....9.8:1
Maximum power:540hp@6,400rpm
Maximum torque:710Nm@2,250-4,000rpm
0-62mph:.....3.1sec
Top speed:.....199mph
Length:.....4.507mm
Width:.....1.880mm
Weight:.....1.595kg
Brakes:
Front:410mm discs
Rear:390mm discs
Wheels & tyres:
Front:9x20 inch; 245/35/ZR20
Rear:11.5x20 inch; 305/30/ZR20



N/A
991.2 Turbo S
2016-



As per 991.2 Turbo but with power boosted to 580bhp thanks to new turbochargers with larger compressors. Fastest ever Porsche 911 from 0-62mph.

Production numbers:.....Currently in production
Issue featured:.....145
Engine capacity:.....3.800cc
Compression ratio:.....9.8:1
Maximum power:580hp@6,750rpm
Maximum torque:750Nm@2,250-4,000rpm
0-62mph:.....2.9sec
Top speed:.....205mph
Length:.....4.507mm
Width:.....1.880mm
Weight:.....1.600kg
Brakes:
Front:350mm discs
Rear:330mm discs
Wheels & tyres:
Front:9x20 inch; 245/35/ZR20
Rear:11.5x20 inch; 305/30/ZR20



991 R
2016-



991 GT3 RS engine mated to specially-revised six-speed manual gearbox. Features Carrera Cabriolet active rear wing with diffuser aiding downforce. Lightweight flywheel optional.

Production numbers:.....991
Issue featured:.....138
Engine capacity:.....3.996cc
Compression ratio:.....13.2:1
Maximum power:500hp@8,250rpm
Maximum torque:460Nm@6,250rpm
0-62mph:.....3.8sec
Top speed:.....201mph
Length:.....4.532mm
Width:.....1.852mm
Weight:.....1.370kg
Brakes:
Front:410mm discs
Rear:390mm discs
Wheels & tyres:
Front:9x20 inch; 245/35/ZR20
Rear:12x20 inch; 305/30/ZR20



N/A
991.2 GT3
2016-



Coming soon!

FIND
MORE
FREE
MAGAZINES

[HTTP://SOEK.IN](http://soek.in)

HEXAGON

MODERN CLASSICS



Porsche 911 (993) Turbo,
X 50 Pack, 1995

▪ 31,500 Miles ▪ UK Supplied ▪ RHD
£184,950



Porsche 911 Turbo Coupe Sport
Equipment Flatnose, 1989

▪ 32,700 Miles ▪ UK Supplied ▪ RHD
£159,995



Porsche 911 3.2 Carrera Cabriolet
Supersport, 1989

▪ 27,490 Miles ▪ UK Supplied
£109,995



Porsche 911 (997) Carrera 4
GTS Manual 2012

▪ 16,015 Miles ▪ UK Supplied
£74,995



Porsche 911 3.2 Speedster
Wide-Bodied, 1989

▪ 1,180 Miles, UK Supplied
£219,995



Porsche 911 (997)
GT3 RS Gen II, 2010

▪ 1,700 Miles ▪ LHD
£179,995



Porsche 911 (993) Turbo, 1995

▪ 31,280 Miles ▪ UK Supplied ▪ RHD
£149,995



Porsche 911 (964) Carrera RS, 1992

▪ 36,900 Miles ▪ UK Supplied
£275,000



Porsche 911 (964) Carrera 2 Coupe
Tiptronic, 1990

▪ 38,374 Miles ▪ UK Supplied
£59,995

Experienced Porsche-trained technicians carry out comprehensive inspection checks and servicing, preparing the cars to the highest standard

Over 100 prestige cars in stock. Find out about our flexible finance offers. Visit Hexagonmodernclassics.com to see more.

Jonathan Franklin
Jonathan Ostroff

M: +44(0)7522 911 911
M: +44(0)7801 629 270

T: +44 (0)208 348 5151
T: +44 (0)208 348 5151

E: jonathan@hexagon.uk.net
E: jono@hexagon.uk.net

www.hexagonclassics.com

**911 S 2.0**

Silver Metallic • Black Half Leather Sport Seats • Manual Gearbox Matching Numbers • Professional Restoration • 1968 (F)

£174,995**911 GT3 RS (997)**

Jet Black • Black Nomex Bucket Seats Manual Gearbox • Satellite Navigation Porsche Ceramic Composite Brakes 22,012 miles • 2008 (57)

£149,995**911 GT2 (996)**

Basalt Black • Black Leather Bucket Seats • Manual Gearbox • Porsche Ceramic Composite Brakes • Tequipment Roll Cage • 17,238 miles • 2003 (03)

£149,995**911 SuperSport**

Jet Black • Black Leather Sport Seats Manual Gearbox • 16" Fuchs Wheels Electric Sunroof • 68,604 miles 1988 (E)

£89,995**Boxster Spyder (981)**

Carrera White • Black Leather Bucket Seats • Manual Gearbox • 20" Boxster Spyder Wheels • Touchscreen Satellite Navigation • 2,348 miles • 2016 (65)

£79,995**911 Carrera 4 S (997)**

Basalt Black • Black Leather Seats Manual Gearbox • 19" Turbo Wheels Touchscreen Satellite Navigation • 30,687 miles • 2009 (59)

£47,995**911 Carrera 4 S (997)**

Carrera White • Black Leather Seats Manual Gearbox • 19" Sport Design Wheels In Black • Touchscreen Satellite Navigation • 38,258 miles • 2009 (09)

£46,995**911 Carrera 2 (997)**

Arctic Silver • Black Leather Seats Manual Gearbox • 19" Turbo Wheels Touchscreen Satellite Navigation 34,447 miles • 2009 (59)

£38,995**Boxster (981)**

Rhodium Silver • Black Leather Sport Seats • PDK Gearbox • 19" Boxster 'S' III Wheels • Sport Design Steering Wheel 16,514 miles • 2014 (63)

£34,995**911 Carrera 4 S (997)**

Cobalt Blue • Black Leather Adaptive Sport Seats • Manual Gearbox • 19" Turbo Wheels • Satellite Navigation 59,127 miles • 2006 (06)

£31,995**Cayman S (987)**

Arctic Silver • Black Leather Seats PDK Gearbox • 19" Turbo Wheels Touchscreen Satellite Navigation 35,042 miles • 2010 (59)

£29,995**Boxster (987)**

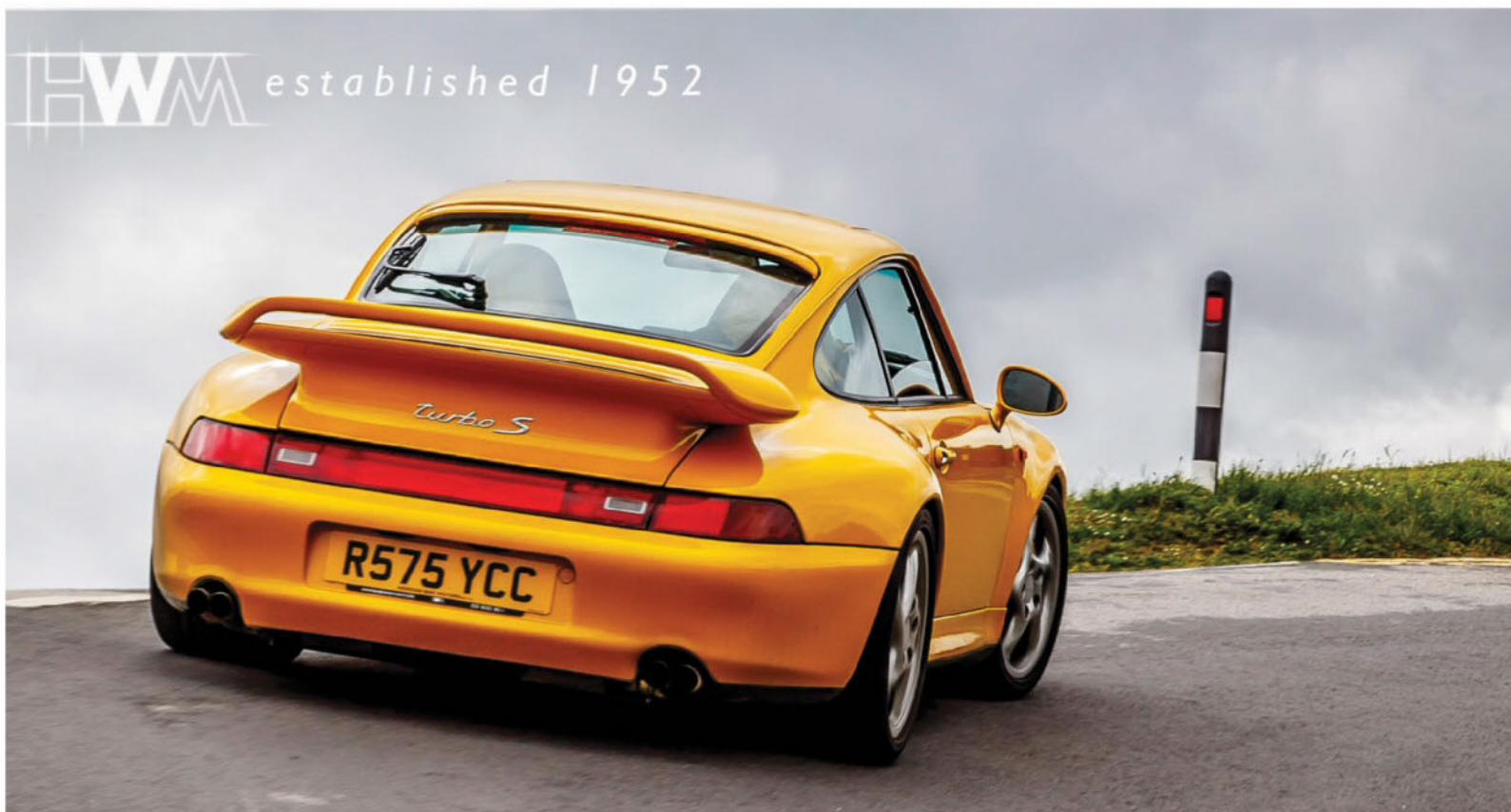
Carrera White • Black Leather Seats Manual Gearbox • 19" Carrera 'S' II Wheels • Touchscreen Satellite Navigation • 14,926 miles • 2010 (60)

£25,995

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

See more of our current stock at paragongb.com

HENDON WAY MOTORS



1998 PORSCHE 993 TURBO S - SPEED YELLOW - 61K MILES

FOR COLLECTORS OF MODERN ART



PORSCHE 993 C2 TARGA-TIPTRONIC - 1996



PORSCHE 991 C2S CABRIOLET - 15K MILES



PORSCHE 997 GEN II GT3 RS 4.0 - 2011



PORSCHE 964 CARRERA 4 COUPE - 1989

See all of our cars at www.hendonwaymotors.com

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



1971 911 2.2E Coupe LHD



1972 911 2.4S Coupe LHD



1973 Inspired Hotrod by PS Works



1989 911 3.2 Carrera Coupe



1991 964 C2 Coupe Manual



1997 993 C2S Tiptronic

Paul Stephens. Specialist in original and bespoke Porsche

Classic and Modern Sales
Service and Performance Upgrades
PS Autoart Restoration and
Bespoke Builds

Sudbury Road
Little Maplestead
Halstead
Essex, CO9 2SE

paul-stephens.com
01440 714884



PAUL STEPHENS
EST 1994



www.specialistcarsltd.co.uk

WORLD motorsports

FREE SHIPPING WORLDWIDE

When ordered from
WORLD-MOTORSPORTS.com

PORSCHE TITANIUM LUGS

AEROSPACE QUALITY

ALSO AVAILABLE FOR: VW, Audi, BMW, Lamborghini, McLaren, Nissan, Mercedes and more.
See website for full list.



PORSCHE
Water-Cooled Lug Bolts
\$275.00

PORSCHE
Air-Cooled Open Ended Lug Nuts
\$260.00

PORSCHE
Air-Cooled Closed End Lug Nuts
\$260.00

WORLD-MOTORSPORTS.com

TARETT ENGINEERING

Competition Suspension Components

NEW!!!

981 & 991

SUSPENSION COMPONENTS



Swaybar and Drop Link Kits

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



Monoballs and Camber Plates

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



Control Arms

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



More 981 & 991 Products!

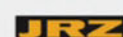
- Bolt In Roll Bars
- Brake Caliper Studs
- Competition Wheel Studs
- JRZ High Performance Coilover Kits



WWW.TARETT.COM

(858) 674-5573

SALES@TARETT.COM



EuroCupGT.com

PERFORMANCE & STYLING



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



82mm Throttle Plenum Kits



996 / 997 Turbo Intercooler Kits



Highflow Induction Kits



Billet Re-Circ Valves & Silicon Hoses

Performance Brake Kits

LED Light Kits

Intake & Induction Kits

Carbon Fibre Parts

Performance Exhausts

EuroCupGT Product Showcase



DISTRIBUTORS / TUNING AGENTS

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

WEBSITE & CONTACT

www.eurocupgt.com
enquiries@eurocupgt.com

EVERY PART FOR every PORSCHE

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

Visit our Online Catalogue at
www.design911.com

E-mail us on
sales@design911.com

DESIGN 911 Centre for Porsche

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



WAYS TO BUY



IN PERSON



PHONE



MOBILE SHOP



WWW



E-MAIL



DESIGN911
CLASSIC CAR CENTRE

Telephone:
+44 (0) 20 8500 8811



Porsche 912 1969 Coupe
Manual Gearbox, LHD, Champagne Yellow (6822) champagnegelb, brand new Black interior.



Porsche 911T 2.2L 1970 Coupe
5-Speed Manual Gearbox, LHD, Burgundy Red with Black interior.



Porsche 911S 1977 2.7L Coupe
Manual Gearbox, LHD, Silver Metallic original paint, never repainted, interior 100% original.



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

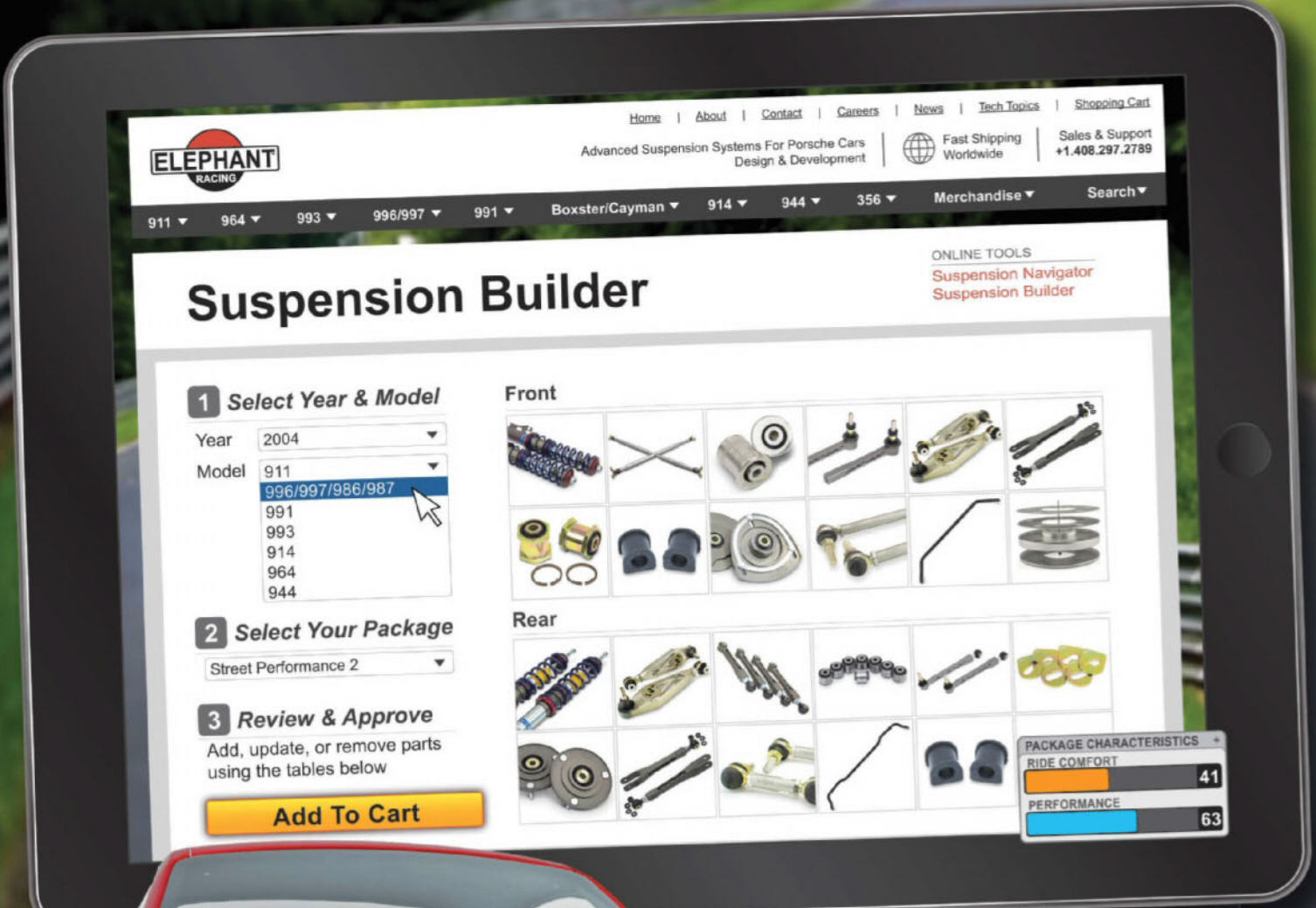


Porsche 993 Carrera 4 3.6L 1995 Coupe,
Manual Gearbox, LHD, Black with Black leather interior.

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

Complete Suspension Packages

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



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



CarBone

NEED AN IGNITION SWITCH COVER DECAL?


WE CAN HELP YOU!





WWW.CAR-BONE.PL





WHAT DO YOU KNOW ABOUT IMS BEARINGS?

FACT 1  The M96 and M97 Engine is wet sump – the IMS is submerged in oil.

FACT 2  Ceramic hybrid bearings only need 1cc of oil per minute.

FACT 3  The dual row bearings used in the Single Row Pro and Classic Dual IMS Retrofit have load ratings equal to similarly sized roller bearings.

FACT 4  The IMS Solution, US PATENT 8,992,089 B2, is the only permanent solution that backdates your IMS to work like in an aircooled flat 6 engine.

FACT 5  With over 20,000 installations since 2008, the IMS Retrofit and Solution are trusted worldwide as the first and best.

IMSSOLUTION 

IMS RETROFIT 



PRECISION PERFORMANCE SINCE 2002

EXCLUSIVE DISTRIBUTOR:

FAST FORWARD 

AUTOMOTIVE

Burscheider Str. 75

D-51381 Leverkusen, Germany

Phone: +49 2171 3416980

info@fastforward-automotive.com



AUTOFARM

PURELY PORSCHE SINCE 1973



OVER 40 YEARS OF PURELY PORSCHE
Independent specialists for servicing, repair,
improvement, storage, sales and restoration



Best 911 Restoration Specialist
Best Independent Porsche Specialist For Servicing
Total 911 Awards 2015


workshop@autofarm.co.uk
www.autofarm.co.uk
01865 331234



NORTHWAY PORSCHE LIMITED

INDEPENDENT PORSCHE SPECIALISTS

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



Repairing and servicing of Porsches
for over 20 years

USED PORSCHEs IN STOCK AND WANTED FOR
OUTRIGHT PURCHASE

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

PORSCHE RELATED CHERISHED REGISTRATION NUMBERS

CAB 911X	X993 POR	911 MSD
REG 911E	VNZ 911	911 SHE
S911 LER	964 MC	CAR232A
POR 996T	964 GC	930 FF
POR 997T	RSR 911K	XXX 911C
POR 911K	RSR 911T	991 PD
1974 RS	RUF 911T	911 RWS
993 G	911 SCR	B911 RSR
993 POR	911 TYR	A993 XXX
993 RUF	911 FEG	P993 POR

All on retention certificates for immediate transfer

TEL: 07711 349182 EMAIL: erha300@aol.com

HILLCREST SPECIALIST CARS

SPECIALIST IN PORSCHE



Service, Repair and Sales by factory-trained technicians

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

ZIMM AUTOTECHNIK PORSCHE SPECIALISTS

ORDER ONLINE www.allzim.com PARTS FOR ALL PORSCHEs • LOW PRICES • FAST SHIPPING



1804 RELIANCE PKWY. BEDFORD, TX 76021 USA

FedEx UNITED STATES POSTAL SERVICE

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

VISA MasterCard DISCOVER AMERICAN EXPRESS



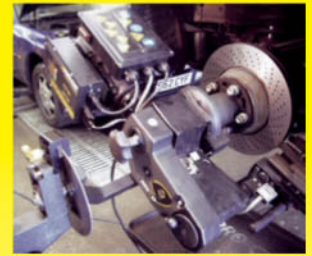
ENGINE REBUILDS - ALL MODELS
GENERAL REPAIRS & SERVICING



GEARBOX REBUILDS
ALL MODELS



AIR CONDITIONING



DISC RE-FACING



TYRE SUPPLY & FITTING
WHEEL ALIGNMENT



WHEEL BALANCING,
WHEEL STRAIGHTENING &
RE-FURBISHMENT



JIG REPAIRS



RESTORATION & RESPRAYS



DAMAGE REPAIR INCLUDING
FOR ALL INSURANCE COMPANIES



TORQUE TUBE OVERHAUL
924,944,968,928

RGA

LONDON'S MAJOR PORSCHE SPECIALIST

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

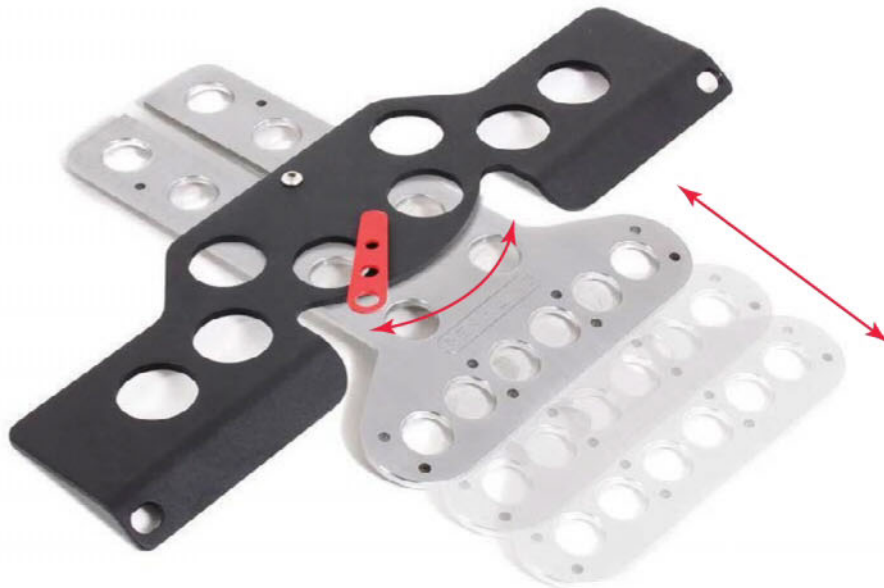
EMAIL BOB@RGAPORSCHE.CO.UK

ALL WORK TO THE HIGHEST STANDARD AND CARRIED OUT IN HOUSE

MON-FRI 7AM-7PM, SAT 9AM-6PM, SUN - CALL

TEL: 0207 793 1447 - ASK FOR BOB FOR BOOKING ADVICE

For those who need their space.



Fire extinguishers are mandatory in all cars that will see the track and should be mandatory in all street cars. There's no worse feeling than watching your car burn to the ground without the ability to do anything about it. Unlike any extinguisher mount on the market, this two-piece design allows you to remove all visible components in seconds to revert to a factory look. While other rail mount systems are fixed and limit your seat travel, our EZ-Adjust Slider allows you to make a wide range of seat adjustments on the fly. Installs in minutes and is designed to fit all types of seats, from lightweight manual race seats to the most complex electric seats from Porsche.

Shown above with Rennline quick release and Halguard extinguisher.

NEW | EZ-Adjust Fire Extinguisher Mount
Designed around the 991/981 but available for most models.

European Distributor:
DESIGN 911
www.design911.com

RENNLINE
www.rennline.com (802) 893-7366

Choose by Model >

Classic 911 964 993 996 997 991 924 944 968 928 Boxster Cayman Cayenne Panamera

WORLD LEADERS IN PARTS DIRECT

Tel: 0121 585 6088

SPECIALIST

Web/Mail Order

Accessories & Gifts
 Body & Trim Parts
 Body Styling
 Books & DVDs
 Car Care & Touring
 Clothing & Shoes
 Interior Trim
 Mechanical Parts
 Motorsport Related
 Performance Parts
 Pre 74 Classics Parts
 Seats & Belts
 Sports Exhausts
 Steering Wheels
 Wheels & Accessories
 Zymol Products

Onsite Services

Porsche Car Sales
 Retail Shop
 Workshop Services

Map



Address

Unit 4 Block 2,
 Shenstone Trading Est,
 Halesowen, West Mids.
 B63 3XB. UK

Phone Number

0121 585 6088
 +44 (0) 121 585 6088

Opening Hours

Mon-Fri: 9-5:30pm
 Sat: 10-2pm

Vehicle Valuations



Pre & post purchase vehicle inspections, & insurance valuations on pre-bookings

£125+VAT

Gen-2 997 Body Updates



- All G-1 to G-2 updates are undertaken at our premises
- Using all factory Porsche parts
- 20+ Custom options available
- See website for full menu!

Available from £1,500+VAT

Service & Workshop

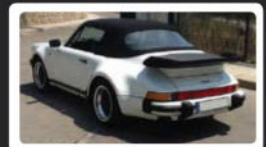


- Free MOT or brake fluid change with every major service
- Free collection & delivery service
- Courtesy car option on request

See Website for Menu Pricing

(All work is quoted prior to being undertaken)

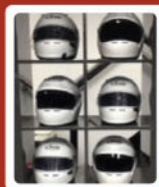
Advertise your car for sale



- Pre sale valuation & inspection at our workshop (where required)
- You decide how referrals are dealt with
- Interact with 80,000+ Porsche owners & enthusiasts through proven website visibility & interactive media
- £495+VAT, includes a minor service

No Commission!

Racewear & Helmet Deal!



Free Nomex underwear with any combination of Alpinestars, Adidas suits, and/or Arai helmets (or any two of the above combination).
 Fitting room available at our shop

Save over £100...

Website & Mail Order



- PayPal Express checkout
- Automatic page translation
- Immediate dispatch on all stock
- UK & Worldwide courier via UPS
- iPhone & Tablet compatible

All Parts for All Models



CLASSIC PORSCHE SERVICE, REPAIR AND RESTORATION FOR ALL AIR-COOLED 911, 964 AND 356 MODELS

FOR US, TRADITION AND INNOVATION ARE BOUND CLOSELY TOGETHER.
MORE THAN 70% OF ALL PORSCHE VEHICLES EVER BUILT ARE STILL ON THE ROAD AND
THEREFORE PLAY A DEFINING ROLE IN SHAPING THE FASCINATION AND INVESTMENT.

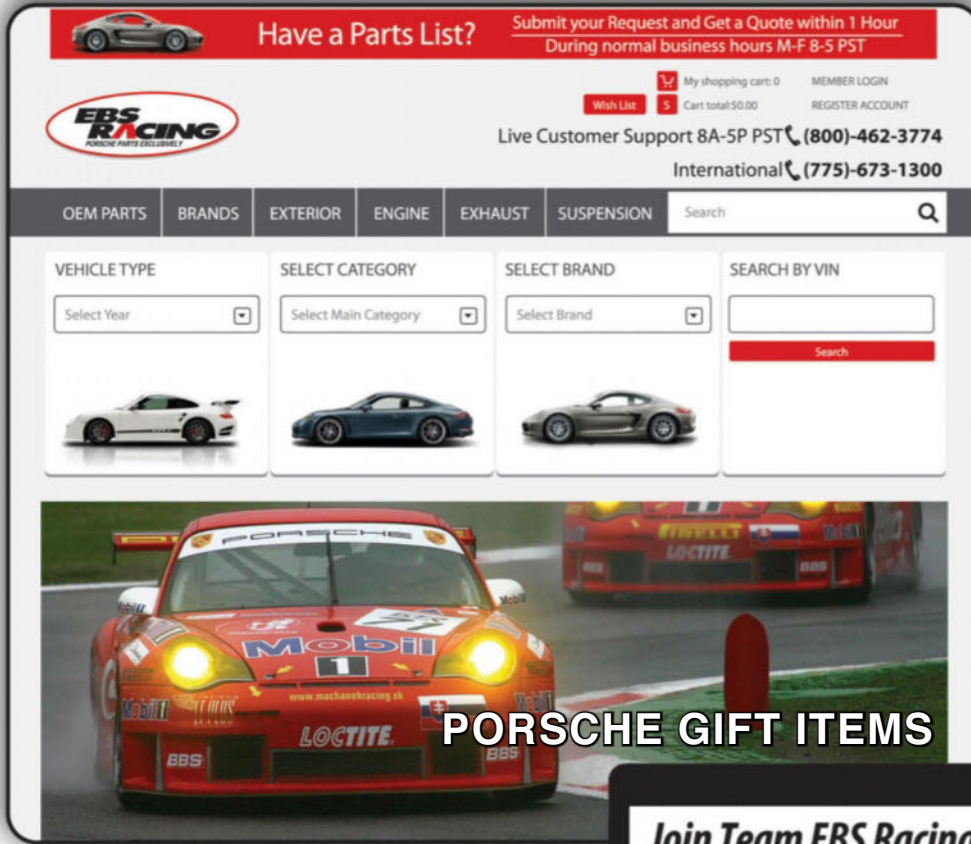
RENNSPORT IS HIGHLY COMMITTED TO PROLONGING THE SERVICE LIFE OF YOUR CLASSIC PORSCHE.
YOU WILL FIND EXPERTS WHO COMBINE SERVICE AND ADVICE
WITH THE RELEVANT EXPERTISE AND ENTHUSIASM.

RENNSPORT ORGANISE EVERYTHING FROM COLLECTION TO SERVICE TO VALET AND KEEP
THEIR CUSTOMERS UP TO DATE ON EVERYTHING TO DO WITH PORSCHE CLASSIC CARS.

E: PAUL@911RENNSPORT.CO.UK **T:** 0788 1973 911
COTSWOLD BUSINESS VILLAGE, MORETON-IN-MARSH,
GLOUCESTERSHIRE, GL56 0JQ

911RENNSPORT.CO.UK

New EBS website means...



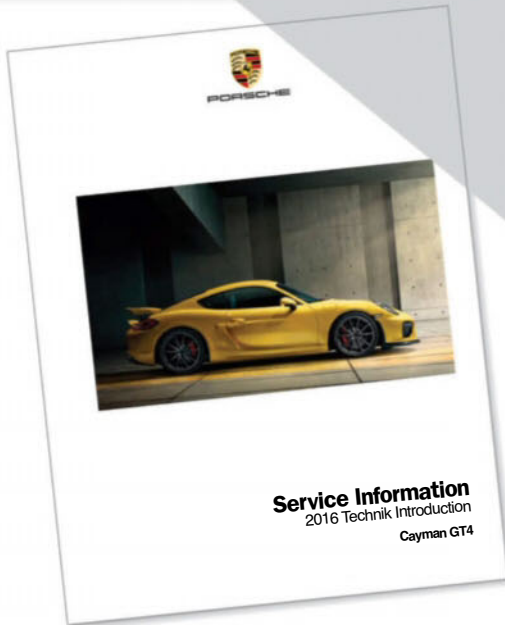
NEW Products

LOWER Prices

FREE Shipping

NO Sales Tax

2-Year Warranty



Join Team EBS Racing
at
www.ebsracing.com

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

Enter Your Contact Info

Your First Name ...

Your Email Address ...

SUBSCRIBE HERE

This subscribes you to our newsletter

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



EBSracing.com
email ebsracing@aol.com
toll-free **800-462-3774**
international **775-673-1300**
international fax **775-673-2088**
4068 S. McCarran Blvd. | Unit B | Reno, Nevada 89502

DRIVE THE LEGEND.

WHEN THINGS GET ROUGH.



BILSTEIN B6 4600.

High performance when the road runs out: our BILSTEIN B6 4600 is the ideal gas-pressure shock absorber for all those who feel at home on and off the road. The precise adjustment reduces uncontrolled movement of high-bodied vehicles like SUVs and light trucks. The steering precision and the suspension's load carrying capacity are increased. That guarantees better control of your vehicle, safer handling and better traction.

bilstein.com





Made in Europe



Six Appeal

Trust the capricorn technology and quality that already proved itself in several FIA Formula 1 World Championship titles and 13 overall victories of the 24Hours of Le Mans and the Nurburgring.

High performance cylinder heads for your Porsche 904/6, 906, 914/6, 916 (motor type 901/20-21). On request for Porsche 911 2.7 RSR, 2.8 RSR, 3.0 RSR.

Our Porsche Performance Parts include crankshafts, pistons, con-rods, cylinders, cylinder liners and more.

capricorn GROUP is the expert for development and production of prototypes, pre-series and series components for the OEM automotive and motor sports industries.

capricorn WORKS GmbH

Krefelder Strasse 320
41066 Mönchengladbach, Germany
+49.2161.47 77 60
sales@capricorngroup.de
capricorngroup.de

A division of capricorn GROUP

PARACHUTE

NOT INCLUDED

At EVOMSit we are dedicated to achieving ultimate perfection. The technological advances made with our world record breaking Porsche street and race cars, allows us to push the limits and integrate our technology into all of the cars we tune. Each Porsche software upgrade is designed by EVOMSit engineers for European vehicles, fuels and climate. The result is an increase in power, torque, drivability and fun! EVOMSit: the ultimate software tuning for your Porsche available exclusively from Regal Autosport.



Carrera 2.7

The soul of the legendary Carrera 2.7 RS lives on within the Carrera 2.7 MFI

Total 911 #1 MUST READ BOOK 2016

Octane BOOK OF THE MONTH



PARABOLICA PRESS

ORDER IN TIME FOR THE HOLIDAYS!

www.parabolicapress.com



Nigel Norman



FINE JEWELS OF ALL PERIODS
CUFFLINKS A SPECIALITY

Stand 335/6, Grays Antique Centre,
58 Davies Street, London W1K 5LP

T: 020 7495 3066 M: 07801 789316 E: jewels@nigelnorman.co.uk



Pair of heavy 18ct gold cufflinks,
18x15 mm, weight 16.5 grms

www.nigelnorman.co.uk

"The Best Classic Car Insurance"

RICHARD, HANTS - JAN 2016

YOUR CLASSIC CAR INSURANCE POLICY INCLUDES:

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

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



Carole Nash, a name you can trust

0800 144 4677

Classic | Camper Van | Specialist | Military | Performance

cherished.carolenash.com

[f/insideclassics.com](https://www.facebook.com/insideclassics) [@insideclassics](https://twitter.com/insideclassics)



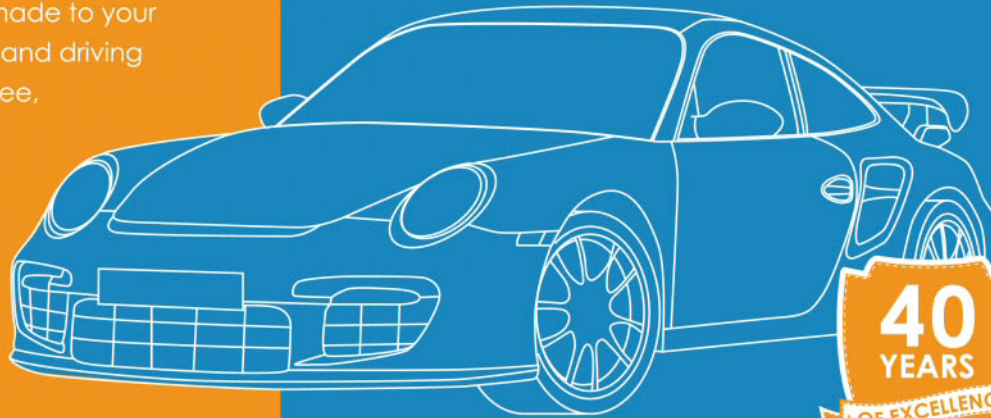
CAROLE NASH
The care it deserves

96% reevoo of customers would recommend Carole Nash

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

Specialist Car Insurance

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



0800 085 5000
adrianflux.co.uk

Authorised and regulated by the Financial Conduct Authority

YOUR PRIDE AND JOY

Benefits available include:

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

WORRIED ABOUT EXPENSIVE PORSCHE REPAIR BILLS?

15 YEARS ONLINE

30 DAYS MONEY BACK GUARANTEE

95% POSITIVE FEEDBACK

multi AWARD WINNING

Auto EXPRESS RECOMMENDED

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

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

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

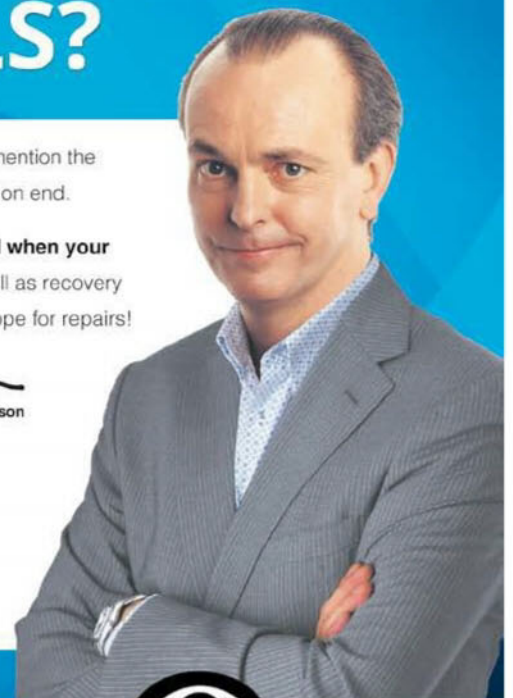
Quentin Willson
Designed by **Quentin Willson**



QUENTIN WILLSON'S VIDEO GUIDE

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

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



Terms and conditions apply. Accurate at the time of printing

Get a Quote Online
warrantywise.co.uk

Call us on Freephone
0800 678 1675

Warrantywise
Simply the Best in the Business

NEXT ISSUE

Issue 147 in shops and available for download from 30th November

IROC!

DRIVEN: One of 15 RSRs built by Porsche for the 1973-74 International Race of Champions. Is this the ultimate classic Rennsport?



BUYING A NEW PORSCHE 911

There's plenty of ways to get into the seat of a new 911, as we reveal



DRIVEN: CUSTOM TURBO RSR

911 Rennsport's retro creation with Turbo and lightweight performance



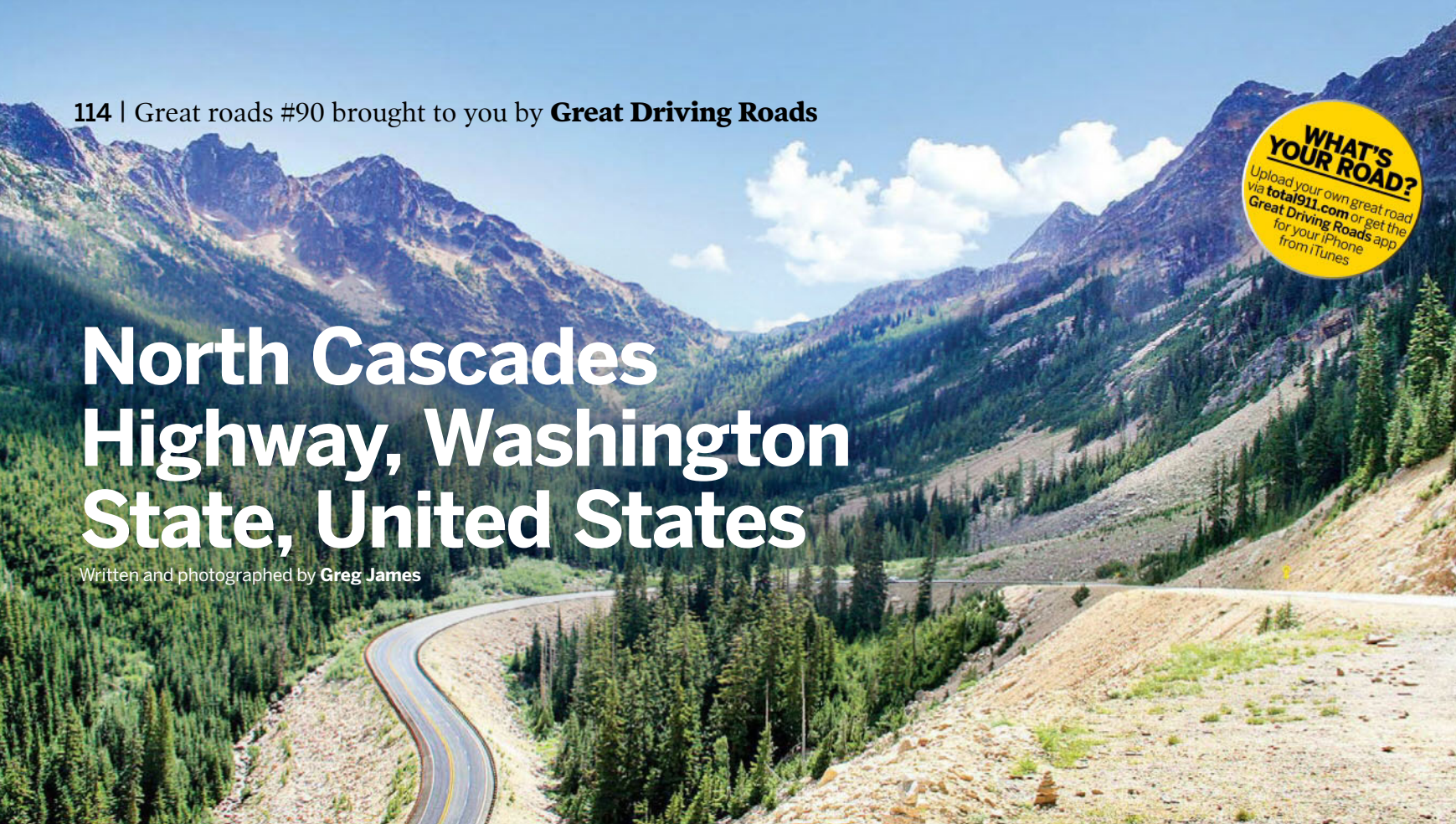
BIG INTERVIEW: OLIVER BLUME

One year into the job, Porsche's CEO talks about the future of the 911



North Cascades Highway, Washington State, United States

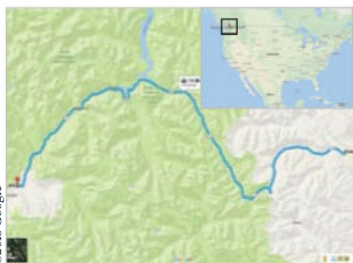
Written and photographed by **Greg James**



Essential info

LOCATION: Washington State, United States

COORDINATES: 48.710677, -121.148477



©2016 Google

TOTAL LENGTH OF DRIVE:

75 miles (No gas stations along the way)

POINTS OF INTEREST:

Winthrop town, Methow Valley;
A number of viewing points;
Ross Lake;

Bald eagles on the Skagit River around
Marblemount in autumn;
Mount Baker, most northern volcano in
Washington State

This Stateside scenic route offers a drive through one of the most jaw-dropping landscapes in America's northwest

Let's be honest here: when it comes to all out, take-your-breath-away roads and scenery, few places on earth can compare to the western United States. While many areas, such as Yosemite and Yellowstone, are overrun with visitors and congested roads, there are some areas that are less travelled but equally spectacular.

The North Cascades Highway, or State Route 20, is a breathtaking road that runs for 75 uninterrupted miles from Mazama to Marblemount in Washington State. Departing Mazama and heading west, the road climbs out of the Methow Valley and starts to wind uphill through mature douglas fir and ponderosa pine.

After ten miles, the highway enters an enormous cirque surrounded by glaciated peaks that climb to nearly 9,000 feet, and then does a sweeping hairpin as it makes its way up to the base of Liberty Bell Mountain, an imposing peak that rises more than 5,000 vertical feet from the road (it's impossible to not stop and take in the view – it's spectacular). The highway then crosses the 5,500-foot Washington Pass and then Rainy Pass.

From that point on, the road is 50 plus miles of beautifully smooth tarmac that winds its way through the dramatic Cascade Mountains. Snow covered peaks rise on either side of the road, and the drive – on a weekday – can be surprisingly

free of slow-moving campers. As roads go, this is as good as it gets: a well maintained, relatively modern highway (completed in 1972) with predictable curves, clear signs, no potholes, and several long straights.

Expect to see many waterfalls, several lakes and miles of streams and rivers. The road is closed in winter (late November to April) as the Cascades own the world record for snowfall at 1,100 inches in one season. Few roads in the world can compete with this 75-mile long stretch for sheer beauty and uninterrupted views. With the exception of a few campsites, lookouts and hiking trails, it's just you, your 911 and a big stretch of stunning wilderness. **911**

Beverly Hills Car Club

Specialized dealer of classic European & American cars



1991 Porsche 964 Turbo

Beautiful black with tan interior and wood trim. Very desirable color combination. Five speed manual transmission, power windows, power seats, air conditioning and factory sunroof. Highly collectible.....**\$87,500**



1971 Porsche 911 Coupe
Matching numbers in white with light brown interior. Five speed manual transmission, Zenith carburetors and Fuchs wheels.\$39,500



1988 Porsche Carrera Targa M491
Matching numbers in original Venetian blue metallic with tan interior. Five speed G50 transmission and Fuchs wheels. Includes jack and owner's manual.\$67,500



1987 Porsche Carrera Coupe
Original Carmine red with black interior. Five speed G50 transmission, factory sunroof and Fuchs wheels. Excellent original California car.\$39,500



1981 Porsche 911SC Targa
Matching numbers in cashmere beige with light brown interior. Five speed manual transmission, power windows and fuchs wheels.\$21,750



1986 Porsche Carrera Targa
Matching numbers in yellow with tan interior. Five speed manual transmission, power windows, power seats and fuchs wheels.\$32,500



1988 Porsche 930 Turbo Cabriolet
Only 34,074 on the odometer. Original guards red with tan interior. Salvage title. Five speed manual transmission and Fuchs wheels. Highly collectible.\$84,500



1976 Porsche 911S Targa
Original special order ice green metallic with black interior. Five speed manual transmission and Fuchs wheels. Excellent original car with lots of patina.\$32,500



1976 Porsche 914 Targa 2.0L
Matching numbers in original Malaga red with black interior. Five speed manual transmission and dual carburetors. Includes the jack, spare tire and owner's manual.\$12,750



1975 Porsche 911S Coupe
Wide Body with matching numbers in red with black interior. Five speed manual transmission, two-piece alloy wheels and front and rear steel wide body flares.\$25,750



1975 Porsche 911S Coupe
Matching numbers in black with black interior. Five speed manual transmission and Fuchs wheels. Includes the jack and spare tire.\$22,750



1988 Porsche Carrera Targa
Matching numbers in original guards red with black interior. Five speed G50 transmission, air conditioning and Fuchs wheels. Very presentable car.\$39,500



1973 Porsche 911T Targa
Matching numbers in white with black interior. Five speed manual transmission, Fuchs wheels and has been converted from CIS to carburetors.\$44,500

Looking for classic or luxury sports cars?

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



Please check our website as we have cars being delivered daily

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





*Made in Germany | www.fvd.net
Porsche® Tuning | Parts | Service*

since 1984

Tuning | Parts | Service



Like us on Facebook
facebook.com/fvdbrombacher



Watch our YouTube™ Channel
youtube.com/fvdbrombacher



No matter if you need parts for your aircooled or watercooled, we have everything you need.
Simply visit us at www.fvd.net and discover why more enthusiasts choose to put our passion into their Porsche®

fvd Germany phone: +49-7665-98990 fax: +49-7665-989920
fvd North America phone: +1-954-571-2050 fax: +1-954-571-2060

www.fvd.net
www.fvd.net