

996 TO THE ARCTIC 5,000-MILE ADVENTURE IN THE FIRST WATER-COOLED 911

# Total 911

THE PORSCHE MAGAZINE

## 959 IN AMERICA

How Bruce Canepa brought Porsche's 959 to the States – and made it better



[www.total911.com](http://www.total911.com)

£2 million face off: how does the super-rare M471 competition car differ to Porsche's first road Rennsport?

# LIGHTWEIGHT VS TOURING

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REVEALED



## FORGOTTEN RS

Only 21 examples were made, so what did the SC RS do for Porsche?

## GT3 TOURING

All the insider info on the manual GT3's optional new package



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# Welcome

**T**he GT3's new Touring Package is such good news for Porsche and its enthusiast customers. Identifiable by its flatback design at the rear, you may now know the Touring is a no-cost option available exclusively to those who want a stick shift at the centre of their GT3's cabin.

Essentially, the reasons why news of the Touring is so damned good are twofold. Firstly it shows Porsche, a company enjoying exponential growth in its worldwide business and operations, still listens to its customers. These customers asked for a return to a manual GT3 after the 991.1's release back at the start of 2013 and got one last year, and who then asked for an understated road-biased version of the car, similar to Porsche's scintillating R. This is it.

Secondly, the Touring should help neuter the unabashed aspirations of those few who are shamelessly seeking to flip their freshly delivered 991.2 GT3 Clubsport to the highest bidder, for there is now a model of arguably greater intrigue just around the corner that will pique the interest of collectors instead. This

should leave the Clubsport purely to those who missed out on a build slot for a car and have had to turn to the used market in order to fulfil their trackday ambitions. Magic.

And what of the 991 R, you may ask? Doesn't this put out the fireworks on Porsche's evangelical 911? Absolutely not. Sure, both cars share a similar silhouette and power output, but the GT3 Touring isn't a special numbered production run car like the R, so in terms of value, the R is still king – this flatback GT3 merely enhances its legacy.

When the 991.2 GT3 was first launched I was given some fast passenger laps in the car at the Porsche Experience Centre, Silverstone, by Supercup driver Tom Sharp (he told me he tried to get a build slot through his dealer but couldn't get one. I guess a Cup car will just have to do for him instead). Afterwards I asked him what he thought of the car, his answer focusing on just how well PDK suited the GT3's chassis. We wondered what effect the manual transmission would have on the car, but it seems Porsche was already a step ahead with its slightly softer Touring concept. I can't wait to see an example on a twisty road.

**“The GT3 Touring shows Porsche still listens to its customers”**





# Shot

1911 Opening

Taking the road less travelled: thousands of miles north-east of its usual habitat in decadent, suburban London, this C16 996.2 Carrera rolls gracefully over the gravel roads occupying much of Norway's most northern territory. Though these byways are rudimentary in design, it is better to stick to these than wander onto the surrounding deep snow, for nobody can be sure what lies beneath it...

Photograph by Iris Dearden



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ISSUE #158 OCTOBER 2017

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# Update

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



## GT3 goes Touring

First deliveries of wingless GT3 set for April 2018

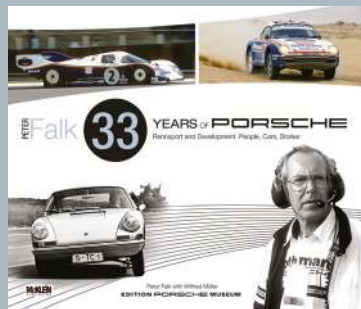
Porsche has announced it is to offer GT3 customers a Touring specification as a no-cost option for 991.2 cars delivered next year. Available at no extra cost to the customer, the 'Touring' option will be available in time for deliveries of the first manual GT3s in more than five years, those stick shift cars themselves now delayed until next year too. Revealed at the Frankfurt Motor Show, the Touring pack will be available on manual cars only.

Aside from the presence of a six-speed manual shifter, the Touring cars are identifiable thanks to a flat-back decklid design, a standard engine grille replacing the fixed rear wing usually associated with GT3s. Window surrounds will be chrome, while inside the Touring will feature leather in place of the hardcore GT3's usual Alcantara, with 'Carbon Twill' cloth centres. Those customers wanting rear seats – customarily deleted for the GT3 – will

have to order these through the CXX special wishes programme. In terms of performance, the GT3 Touring is identical to the standard 991.2 GT3, utilising a 500hp, 4.0-litre flat-six engine. The Touring will, however, be slightly softer than that of its fixed wing brethren, and **Total 911** expects this to be different again to the limited run 911 R, which otherwise shares similar chassis dimensions and performance figures.

### Peter Falk: 33 years of Porsche

Involved from the outset with the 901, Falk became the repository of the 'excellence that is Porsche.' In a series of conversations with Wilfried Müller, Falk discusses his career, from development of production models to his years as race team manager, interspersed with anecdotes on places and people. Sumptuously illustrated with photography from both the Archive and private collections, the text is light, and technical content is limited, making this book an accessible and fascinating read for the most casual Porsche fan.



### 2017 edition of the Porsche 911 RS Book

From the makers of **Total 911** magazine, the 2017 edition of the Porsche 911 RS Book looks at the world of the 911 Rennsport, from fabled classics such as the 2.7 RS, right up to today's supercars, including the turbocharged GT2 RS. The 911 RS Book is available from bookstores or via [myfavouritemagazines.com](http://myfavouritemagazines.com).





- ### What's on in 2017
- IMSA Petit Le Mans  
**October 4-7**  
It's the final round of the 2017 USCC season
  - Porsche Museum Sound Nacht  
**21 October**  
The Museum's evening dedicated to revving hallowed engines returns
  - Mobil1 Supercup  
**27 October**  
2017's Porsche Supercup race concludes in Mexico City
  - SEMA  
**31 October - 3 November**  
The world's largest automotive tuning show reruns to Las Vegas
  - LA Auto Show  
**1-10 December**  
Porsche's last auto show of the year heads to the City of Angels

## Classics at the Castle 2017 highlights

### A look through Porsche history and evolution at Hedingham castle

For many Porsche fans, Classics at the Castle is the high point of their classic car calendar. Hosted in the shadow of the 900-year-old Norman keep of Hedingham Castle, which stands tall in 160 acres of beautifully landscaped gardens and woodland in Essex, UK, there can barely be a more appealing setting to display some of the most desirable Porsches ever made.

Over the past ten years, Classics at the Castle has grown from a meeting of friends with a passion for Porsche into a substantial showcase for more than 800 Porsches spanning all ages and generations. This year's event was attended by thousands of Porsche enthusiasts, making it one of the largest to date, though a

commitment to a purely static display deviated from the format of old. Denied the sound and smell of Porsche's historical engines brought to life, attendees still had plenty to get excited over, and the static display to celebrate 50 years of the 'S' didn't disappoint. After a two-year hiatus, we're glad Classics at the Castle is back on the UK's Porsche event calendar.



## Launch of new Surface Coated Brake

World first PSCBs could make their way onto 911

The unveiling of Porsche's new Cayenne at the 2017 Frankfurt Motor Show served as a useful insight into the finer details likely to be bestowed on the next Neunelfer. Aside from a revised interior with a cleaner look, the drastic reduction in the number of push buttons taken from the Panamera's similar new look, 911 fans might take interest in the new Porsche Surface Coated

Brake (PSCB). A world first, PSCBs sit between PCCB and 'Big Red' brakes, and consist of a cast iron disc with a tungsten-carbide coating. Porsche says this finish increases friction values, while at the same time reducing wear and brake dust. The brake callipers are distinguishable by white painted callipers and a uniquely shiny appearance to the discs.



## Extended gallery for our digital readers

New feature lets you see even more from every feature

Readers of **Total 911's** digital edition can now delight in getting even closer to the Porsche sports cars in every issue by viewing a glorious, high-definition bonus gallery accompanying our favourite features. Commencing immediately, the feature showcases an array of stunning snaps which didn't make it to print, offering even more value for readers of **Total 911's** digital edition.

Editor, Lee Sibley, says: "We're delighted to be able to give our loyal readers even more Porsche content with our new bonus gallery, allowing enthusiasts to immerse in the many finer details associated with each particular example of Neunelfer." You can download every digital issue, including a series of digital-only special issues, from Newsstand for Apple and Google Play for Android.

# Motorsport

The latest news and results from racing series around the globe



## Confirmed 2018/19 WEC super season calendar

April 6-7 2018: The Prologue, Circuit Paul Ricard

May 6 2018: Spa 6 Hours

16-17 June 2018: Le Mans 24 Hours

19 August 2018: Silverstone 6 Hours

21 October 2018: Fuji 6 Hours

18 November 2018: Shanghai 6 Hours

16-17 March 2019: Sebring 12 Hours

4 May 2019: Spa 6 Hours

15-16 June 2019: Le Mans 24 Hours

## Le Mans on the move in WEC calendar shake up

24-hour race to be season finale; 2018/19 to be mammoth 'super season'

The FIA has released early details of plans to shake up its stuttering World Endurance Championship in the wake of Porsche and Audi's public exodus.

Under new plans, which the competition says was first mooted before the departure of the two German manufacturers, the WEC season will be split over two calendar years instead of one, with the 24 Hours of Le Mans making for the season finale. Next year's 2018/19 campaign will be a transitional 'super season', running from the Prologue at Paul Ricard in April 2018 and finishing at Le Mans in June 2019. There will be six races in

2018 and three in the first half of 2019, with a June Le Mans meeting scheduled for both years.

Importantly, the FIA is confident the super season can be delivered for the same budget for each team, as part of the body's goals to make racing in its premier endurance competition more affordable and sustainable for competitors. This will prove welcome news for Porsche, as although its LMP1 team has left the WEC in favour of Formula E, Weissach has still committed to racing its 911 programme in the GT category. The savings here will mean it can pour more resources into its Formula E efforts.

Aside from changes to the LMP1 regulations, which will now be of little concern to Porsche fans, the WEC has announced the Prologue is to be a prolonged 36-hour test for teams to prepare for the 24 Hours of Le Mans. Elsewhere, the competition has announced a major surprise by revealing a return to Sebring for a 12-hour race in conjunction with the Stateside United Sports Car Championship. The USCC's 12-hour race will be held over the same weekend as the 12-hour WEC race, providing motorsports fans with 24 hours of scintillating racing in one place over one weekend. Porsche North America's commitments in the USCC means enthusiasts will see factory 911 RSRs competing in either race, albeit in slightly different specs.

"The recent announcement of the withdrawal of certain manufacturers has offered the FIA and ACO an opportunity to accelerate the evolution process which was already underway, and to develop an exciting and enticing vision for the future," the FIA said in a statement after the 6 Hours of Mexico race, continuing, "With the support of the WEC's friends and partners at IMSA, agreement has been reached to return to Sebring with the 12 Hours of Sebring in the WEC calendar, and we are really delighted about this."



## LMP1 team look set to defend 2015 and 2016 titles

One-two victories in Mexico and USA compound lead; RSRs shine in GTE-Pro

Porsche's LMP1 team look set to bow out of WEC competition as triple winners after a dominant one-two race victory in both the 6 Hours of Mexico and Austin, Texas put Weissach well on course to defending its manufacturer's and driver's crowns from 2015 and 2016. The result means out of 31 LMP1 races since 2014, Porsche has achieved 18 pole positions, 17 race wins, eleven fastest laps and seven one-two victories.

Meanwhile, Porsche's GT teams are set for a better second half to the 2017 WEC season, Richard Lietz and Frédéric Makowiecki sitting second in their new mid-engined 991 RSR in the ultra-competitive GTE-Pro class. In the USCC, Porsche announced two of its current LMP1 drivers, Earl Bamber and Nick Tandy, will compete in the last round of the championship at the season-ending Petit Le Mans at Road Atlanta.



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911

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968



# Ben Barker

- **2017:** FIA WEC Gulf Racing 991 RSR
- **2013-2016:** Porsche Mobil 1 Supercup
- **2012:** Porsche Carrera Cup GB Runner Up

The FIA WEC driver shares all about his world championship campaign



## A WEC podium at last

The monkey has gone for the Gulf RSR squad – and Ben, for one, wasn't all that sad to see him go...

**H**e wasn't a particularly big monkey, just an irritating one, but we were glad to see the back of him anyway.

I'm talking, of course, about the lack of a podium finish for the Gulf Racing team in the FIA World Endurance Championship – something we finally put right at the Autodromo Hermanos Rodriguez. We'd come close on a number of occasions over the past season-and-a-half, but fourth place – even in a closely contested class like GT-Am – always brought with it something of a hollow feeling. Now we know what it's like to stand on the podium, and we're optimistic that, like buses, having waited for a long time, once one comes along, another will follow in short order.

The team headed across the Atlantic already buoyed by our most competitive showing of the season just before the mid-season break, and having enjoyed a strong showing in Mexico last season, we reckoned the time was ripe for an even better result. The reliability of the #86 Porsche 911 RSR has been great all season – something the Gulf operation has become renowned for – but we just needed to extract a little more pace, work the tyres better and get a break with Lady Luck.

Right from the start of practice things were looking good. I could post top three times in persistently wet conditions, and even better in the dry to record the fastest GT-Am time of the weekend so far. To underline that was no fluke, I was again able to top the times in my qualifying session, while owner-driver Mike Wainwright turned in his best performance of a year in which he has shown continued improvement, to secure us a season-best third on the grid.

We were confident, coming to Mexico, that we had found a good direction in the development of the car. That was obvious as we only had to make minor tweaks to the set-up through practice. It was also clear that our understanding of the Dunlop tyres has improved with every outing, but the result was equally to do with pace of the drivers as the continual evolution and improved performance of the #86.

Mike was 'on it' from the start of the weekend, and, having taken the start of the race, was able to keep us in contention before I took over. Nick Foster, too, was in excellent form. Between the three of us, we kept the Gulf car in a podium position on merit, rather than being gifted it by problems elsewhere in the field. It was good to see

that the early-weekend pace of the #86 carried over into the race as well, as I was able to lap consistently within half-a-second of the outright fastest laps.

Even if we were hoping for the rain to return to aid Nick's pursuit of a possible second place at the end, the result was a great boost for the entire Gulf squad. Everyone has been unstinting in their efforts to turn the car into a podium contender and it has been a long time coming, but finally stepping out onto the podium in Mexico can only have a galvanising effect on everyone's morale. Taking third place in a class this competitive, especially as a privateer entry with a smaller budget, is no mean feat, and the reward for all the hard work that has gone into achieving it has already brought the team closer – which will only have a positive effect going forward.

Round six of the season follows hot on the heels of our Mexican adventure, and by the time you read this, you will know whether we were able to carry our podium potential into the US and the Le Mans event at the Circuit of the Americas. Readers of this column know how much I enjoy that circuit – and Austin itself – I can think of no better place to celebrate some more silverware...



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GT Silver with Black Leather,  
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**(997) Turbo 3.8 PDK "Gen 2" (10 - 2010)**  
Basalt Black with Black leather,  
50k miles.....**£69,000**



**(997) "2S" 3.8 "Gen 2" PDK Cab (09 - 2009)**  
Basalt Black with Black leather,  
29k miles.....**£48,000**



**(997) "2S" 3.8 "Gen 2" PDK (09 - 2009)**  
Basalt Black with Black Leather,  
32k miles.....**£47,000**



**(997) "2S" 3.8 "Gen 2" PDK Cab (59 - 2009)**  
White with Black Leather,  
40k miles.....**£47,000**



**(997) "2S" 3.8 "Gen 2" PDK (59 - 2010)**  
Basalt Black with Black Leather,  
71k miles.....**£42,000**



**(997) Turbo 3.6 (06 - 2006)**  
GT Silver with Ocean Blue Leather,  
53k miles.....**£57,000**



**(997) Turbo 3.6 Tip (56 - 2006)**  
GT Silver with Black Leather,  
31k miles.....**£54,000**



**(997) "4S" 3.8 Targa (56 - 2006)**  
Slate Grey with Black Leather,  
32k miles.....**£40,000**



**(997) "4S" 3.8 Tip (57 - 2008)**  
Basalt Black with Black Leather,  
54k miles.....**£37,000**



**(997) "2S" 3.8 (08 - 2008)**  
Midnight Blue with Grey Leather,  
46k miles.....**£35,000**



**(997) "4S" 3.8 Tip Cab (06 - 2006)**  
Lapis Blue with Grey Leather,  
64k miles.....**£34,000**



**(997) "2S" 3.8 Tip Cab (07 - 2007)**  
Basalt Black with Black Leather,  
62k miles.....**£34,000**



**(997) "4S" 3.8 Tip (056 - 2006)**  
Silver with Ocean Blue Leather,  
51k miles.....**£34,000**



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



**(997) "4S" 3.8 (56 - 2006)**  
Basalt Black with Black Leather,  
63k miles.....**£33,000**



**(997) "2S" 3.8 Tip (06 - 2006)**  
GT Silver with Black Leather,  
42k miles.....**£32,000**



**(997) "4S" 3.8 Tip (56 - 2006)**  
Basalt Black with Black Leather,  
65k miles.....**£32,000**



**(997) "2S" 3.8 Tip (05 - 2005)**  
Silver with Ocean Blue Leather,  
66k miles.....**£27,000**



**(996) Turbo 3.6 (53 - 2003)**  
Midnight Blue with Ocean Blue Leather,  
70k miles.....**£43,000**



**Porsche Cayenne 4.2 "S" Diesel Tip (15 - 2015)**  
White with Black Leather,  
5k miles.....**£50,000**



**Porsche Cayenne 3.0 Diesel Tip (15 - 2015)**  
Meteor Grey with Sand Leather,  
22k miles.....**£45,000**



**Porsche Cayenne "GTS" 4.8 Tip (59 - 2009)**  
Lava Grey with Black Leather,  
53k miles.....**£27,000**



**Porsche Cayenne "GTS" 4.8 Tip (59 - 2009)**  
White with Black Leather,  
46k miles.....**£26,000**



**Porsche Cayenne "GTS" 4.8 Tip (59 - 2009)**  
Basalt Black with Black Leather,  
60k miles.....**£25,000**



**Porsche Cayenne "GTS" 4.8 Tip (59 - 2009)**  
Meteor Grey with Black Leather,  
78k miles.....**£23,000**



**Porsche Cayenne 3.0 Diesel Tip (09 - 2009)**  
Silver with Black Leather,  
74k miles.....**£17,000**



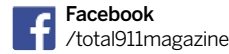
**Porsche Macan "GTS" 3.0 PDK (17 - 2017)**  
White with Black Leather,  
2.5k miles.....**£69,000**

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# Views

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**STAR  
CORRESPONDENCE**



## GT3 Touring: is it necessary?

Dear Sir,

I read with interest regarding Porsche's decision to release a GT3 'Touring' package at September's Frankfurt Motor Show. Now, the point of my correspondence (and sorry to look negatively on a car that no doubt will receive great press) is I'd like to ponder a question: is the very creation of this GT3 Touring package simply an act of appeasement by Porsche to dissuade numerous angry customers who never got an R, from leaving its brand? I question the concept of the car for a start. Surely a 'softer' GT3 impinges on the merits of the GTS, which as we know is the sportiest Carrera yet much softer than the chassis of a GT3. Sure, we all asked for a manual GT3 after the 991.1 fiasco, and we duly got one, but do we really need a 'Touring' GT3, designed for the road and not the track? I know Porsche is king for its creation of very niche models within its range but come on, this is now getting silly.

The only reason I can therefore see why Porsche has built the car is to bring those upset at not getting an R back into the brand, to stop them going over to McLaren or such other rivals who also build excellent performance and track cars.

It's all very well that the company may be looking after customers who didn't get an R but there will be repercussions for Porsche elsewhere, as surely GTS customers (myself included) are now likely to be annoyed there's a new car on the block that seemingly does the intended job of their car, but better. What's worse is those of us who have bought or specced a Carrera GTS can likely afford the monthlies on a GT3, yet may have based our decision on the fact we prefer the alps over the apexes of our local track. The GT3 Touring concept muddies the decision somewhat, as I suspect many GTS owners may likely have gone for the 991.2 GT3 Touring, had they known the car was actually coming.

It leaves a bitter taste in the mouth really. So, everyone may be looking for a reaction from R owners in this post-GT3 Touring shakedown but trust me, they're not the only ones who may be a little annoyed right now!

**Jerry Nowak**

**Very interesting comments there, Jerry. We'd agree there probably wasn't a 'need' to develop a GT3 Touring pack in the same way that people called for a road-biased manual GT car in the 911 R, but we do of course understand the appeal of that car spreads far beyond those 991 lucky owners and Porsche as a business will always look to make hay while the sun shines. Regardless, we'd recommend you focus on the merits of your own car, which in GTS guise is a fantastic 911. You should also note that many first-time GT3 owners currently are former GTS owners, from what we've seen...**



Write to or email us with your Porsche opinions and the star correspondence will receive a complimentary copy of the **Porsche 911 Buyer's Guide 2nd Edition** bookazine worth £9.99!



## 991.2 GT3: manual v PDK

Dear Sir,

I've been offered a 991.2 GT3 build slot (I shall not reveal where exactly from, but it's a UK car). I'm torn between spec'ing a manual or PDK transmission. I've never tracked a 911 before but I'd



like to do track work with this GT3. I've also never used PDK technology before, but am impatient to wait until next year for a manual car (as they have been delayed). Which would you go for? Will a manual be worth more in the long run?

**Guy Seddon**

**We are of the opinion that the chassis of the 991.2 GT3 suits a clinical PDK transmission over the manual. It's easy to use and very friendly for day-to-day road use too, though the six-speed manual from Porsche's GT department is the best manual 'box to sit in a 911 for years. As for values of either, Porsche is making as many Gen2 991 GT3s as Gen1s, so with those numbers, whether the car is manual or PDK will be of little relevance.**

## C4S to Scotland

Dear Sir,

I enjoyed this excellent article and its photos a great deal. As a long-time fan of AWD 911s, I concur completely with your praise of these cars in challenging terrain and weather. A 991 Targa 4S is my current joy. Your writing captures this so very well, and in ways that are familiar to me, living near the great driving roads of East Tennessee. Well done to you and Dan!

**Frank Prout**

Thanks for the kind words, Frank. We always appreciate feedback of any kind here at T911 – it's the best way we can be sure of delivering



you the very best magazine possible. As for AWD 911s, we've long been a fan of their assured performance and everyday usability, and the current 991 generation is the best yet.

## Ask the expert

Got a question for our Porsche Technician? Email us [editorial@total911.com](mailto:editorial@total911.com)



**Scott Gardner**  
Job Title  
Gold Diagnostic Technician  
Place of work  
Porsche Centre Bournemouth, UK  
Time at Porsche  
11 years

**Q:** I recently had some work done on my 1999 996 C2 at a specialists here in the UK, who gave me a printout of the DME stats. This was incredibly useful as it showed me running time vs the odometer, checks for any over-revs and so on. Thankfully my car checked out okay, but I was left puzzled when the country code was given as C10, for Switzerland. This struck me as bizarre as to my knowledge the car is a right-hand-drive UK car, so why didn't the readout state it was C16?  
**Peter Burgess, via email**

Scott's answer: "The DME stats can be very interesting and I can imagine your surprise seeing a C10 code. On the 996s there should be a white sticker on the inside of the front luggage compartment lid. This sticker will show the chassis number, as well as all the option codes, at the bottom. The first code under M.AUSST/Options is the country code. It would be interesting to see if this reads C10 or C16. If it is C10 then your car may well be a Swiss car and have been spec'ed as a RHD. If the sticker reads C16, then it's possible that your car may have had a second-hand replacement DME control unit in its previous life, but it is certainly something I have never seen before. Contacting Porsche with your Chassis number will also tell you its true country origin.



## Facts on 996 RMS & IMS

Dear Sir,

In issue 155, page 48 it is stated "and while the 3.6-litre engine was less prone to RMS and IMS issues..." (compared to 3.4 presumably). This is a common piece of misinformation. You should be well aware of the Eisen Class Act. In this court case Porsche was ordered to give out the warranty data of over 50,000 US import cars with M96 engines (Boxsters and 996s). The outcome was that failure rates in different Porsche Centres were: single row (2001 onwards) four to eight per cent (in California anomaly of ten per cent), double row (1997-2001) less than one per cent.

Charles Navarro of LN Engineering has confirmed this piece of information. According to his email they have never had a double-row failure. Thus, they have a double-row retro fit for



single-row installation. Also, I have confronted Jake Raby in several forum discussions and even he has had to admit that the double row is not as big a problem as the single row. Jake Raby is the man behind the LN Engineering bearing sets many of your readers will be familiar with. I feel your readers must know this information in addition to your buyer's guide story.

**Juha Kivekäs**

**Thanks indeed for the information, Juha. As you may**

**know, no such legal action was successfully raised in European courts, so such information for these markets is not freely available. While we respect the stats supplied, we know of 996.1 Carreras whose double-row bearing has failed, the IMS failure is not exclusive to 911s after 2001. We wouldn't want to offer a false sense of security to owners of the earlier cars and so found our wording of 'less prone to failure' to be more appropriate.**



## 996 Turbo v C4S wheels

Dear Sir,

Great to chat at Canford Classics' 4th annual Porsche pull-in over the bank holiday. We also spoke about the 996 C4S wheels being monobloc and not hollow as on the Turbo. After a little bit of hunting I found an interesting quote which relates to the wheels on the C4S. When the cars were new the potential

owner could spec the monobloc wheel to save a little money, but the standard spec came with the hollow spoke! Now I'm not sure how many owners decided to save a few quid on their new cars, but it makes for an interesting fact that the C4S was all Turbo running gear underneath! Kind regards,  
**Jay East**

**Great to chat and thanks for your subsequent digging too, Jay! As far as our understanding goes, the 'Twist' wheels on the 996 Turbo featured hollow spokes while the C4S were monobloc (you'll feel they are 'ribbed' on the back), rendering the Turbo wheels more desirable as they produce less unsprung mass.**

**Total  
911**  
THE PORSCHE MAGAZINE

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

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### Printed by

Wyndeham Bicester, Granville Way, Bicester, OX26 4QZ

### Distributed by

Marketforce, 5 Churchill Place, Canary Wharf, London, E14 5HU  
[www.marketforce.co.uk](http://www.marketforce.co.uk) Tel: 0203 787 9060

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ISSN 1746-6130

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# SIMPLIFY, THEN 2.7 CARRERA RS TOURING V LIGHTWEIGHT ADD LIGHTNESS

The 2.7 Carrera RS of 1973 is a halcyon 911, but what's the difference between Touring and Lightweight versions, and how does that translate to its drive?

For many Porsche enthusiasts, the 1973 2.7 RS is the early 911 at its peak. It was the first road-going Porsche to wear the Rennsport badge, and indeed the first 911 called 'Carrera'. Its legacy is enviable, its influence incalculable. Andreas Preuninger – godfather of every RS since the 996 GT3 – even had one on his bedroom wall.

The 2.7 RS story begins with the demise of the 917. After an illustrious career, including two Le Mans wins, Porsche's sports car racer was outlawed in 1972. In search of a sequel and keen to stimulate sales, engineering director Ernst Fuhrmann set his sights on the 911. 500 such examples were required to homologate a race-ready version for FIA Group 4: a legend was born.

Porsche used the 2.4-litre 911S, the quickest 911 at the time, as the basis for the RS. Its air-cooled flat six was bored out to 2.68lcc, with low-friction Nikasil

cylinder linings helping boost power from 193bhp to 213hp at 6,300rpm. Torque jumped up too, from 211Nm to 255Nm at 5,100rpm.

More significantly, the car was subjected to a crash diet, with thinner body panels, lighter bumpers and a complete absence of creature comforts. This cut weight to just 975kg in original RS Sport spec models (factory code M471) – usually called Lightweight or RSL. Many customers craved a little luxury, though, and after the initial 200 Lightweights were built (plus an additional 17 RSH homologation cars), Porsche acquiesced with a further 1,308 RS Tourings (factory code M472, or RST): better equipped and 100kg heavier. It's the spec differences between these two versions we'll focus on here.

Seeing one 2.7 RS quickens the pulse, but the sight of two in convoy, blatting boisterously up a B road, is enough to give any Porsche fan palpitations. ABW 356L is a fully-restored 1973 Lightweight owned ↻



**“The Lightweight has very little sound deadening, so there’s more noise inside. It’s closer to a proper 911 race car”**

by Nick Hart. ABW 131L, separated by just a few chassis numbers and with a near-identical number plate, is a 1973 Touring, kindly supplied by Autofarm.

What makes this classic coming together even more special is that both cars are Light Ivory with blue decals: arguably the most iconic colour combination for Porsche’s most iconic car. Interestingly, the two features that define the ‘RS look’ today – the ducktail spoiler and Carrera side script – were both delete options, although it’s rare to find a 2.7 RS without them.

The two 911s pull over, the clamour of 12 horizontally opposed cylinders suddenly silenced. At first glance they look all but identical. However, an impromptu game of ‘spot the difference’, led by Autofarm director Mikey Wastie, quickly reveals they’re anything but.

Let’s start with the external points. Most obvious – and most important in terms of weight saving – are the Lightweight’s fibreglass bumpers. These feature simple, stick-on stripes where the Touring’s steel items have chrome-edged rubbing strips that extend to the rear overriders. The Lightweight also lacks chrome embellishment along its sills, while the Porsche crest on the bonnet is a sticker rather than a metal badge. Every gram counts, right?

Look closer and you’ll notice the RS Lightweight’s rear-side windows don’t open, and have a rounded surround; the opening items on the Touring use a wider, flat chrome trim. The engine lid of

the Lightweight is held shut by two rudimentary rubber hooks. The Touring has a conventional lock mechanism.

Eagle-eyed readers may also have spotted the Touring’s sliding sunroof – factory option M650 – fitted to 377 cars, but not available on the Lightweight. Other options exclusive to the Touring included air conditioning (M559 – 67 cars), tinted glass (M568 – 17 cars) and a chrome ‘rear collision bar’ between the bumper overriders (M569 – fitted to 47 cars).

The fact that the door mirrors are different is, however, not significant. Right-hand-drive UK cars had a round mirror, while European left-hookers, such as Nick’s Lightweight, were supplied with a rectangular item. It’s also worth noting that, while the standard Fuchs alloys for Lightweight and Touring versions of the 2.7 RS were six-inches wide at the front and seven at the rear, both cars here wear the optional wider wheels: seven-inches at the front, eight at the rear.

There are other external differences you can’t immediately see. Many of the Lightweight’s steel body panels are thinner than the 911 norm: 0.8mm instead of 0.88mm for the front and rear wings, bonnet skin, sills, rear side panels, roof and door skins, dashboard top, rear seat panel and boot floor. Confusingly, Porsche used these parts for the first 750 cars – around half the RS production run – so earlier Tourings also have them. Mikey says Autofarm has ➔



**911 Carrera  
2.7 RS Lightweight**

1973

**Engine**

2,687cc

8.5:1

213hp @ 6,300rpm

255Nm @ 5,100rpm

Five-speed manual (915)

N/A

**Suspension**

McPherson struts (Bilstein)

Trailing arms (Bilstein)

**Wheels & tyres**

7x15-inch Fuchs; 185/70/R15

8x15-inch Fuchs; 215/60/R15

**Dimensions**

4,163mm

1,610mm

975kg

**Performance**

5.8 secs

152mph

**Model**

Year

**Capacity**

**Compression ratio**

**Maximum power**

**Maximum torque**

**Transmission**

**Modifications**

**Front**

**Rear**

**Front**

**Rear**

**Length**

**Width**

**Weight**

**0-62mph**

**Top speed**

**911 Carrera  
2.7 RS Touring**

1973

**Engine**

2,687cc

8.5:1

213hp @ 6,300rpm

255Nm @ 5,100rpm

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Trailing arms (Bilstein)

**Wheels & tyres**

7x15-inch Fuchs; 185/70/R15

8x15-inch Fuchs; 215/60/R15

**Dimensions**

4,163mm

1,610mm

1,075kg

**Performance**

5.8 secs

152mph



RS Touring



RS Lightweight



### Five key details of the RS Touring

#### STEEL BUMPERS

Bumpers are made of steel and have chrome-edged rubbing strips

#### CHROME TRIM

A decorative chrome strip runs the length of the sill beneath the Carrera script

#### REAR SEATS

The Touring retained the 911's standard back seats and opening rear windows

#### MORE INSULATION

Additional insulation, thicker carpets and extra underseal all make the car quieter

#### OPTIONAL EXTRAS

A sunroof, air conditioning and tinted glass were extras only available on the Touring







RS Touring

4



RS Lightweight

4

### Five key details of the RS Lightweight

**LIGHTER BODY PANELS**  
 All Lightweights have thinner 0.8mm steel body panels, although the first 250 Tourings made had them too

**PORSCHE CREST**  
 A weight-saving sticker covers the two holes in the bonnet. The Touring has a metal badge

**THINNER GLASS**  
 Glaverbel glass (look for the etch marks) helped Porsche reduce weight. The Touring's glass is made by Sekurit

**FIXED SEATS**  
 Recaro bucket seats with fixed backrests contrast with the flatter, more luxurious Recaros in the Touring

**ENGINE LID HOOKS**  
 Simple rubber hooks take the place of a metal catch, meaning the engine lid can't be locked



5



5



6



6



seen cars with “a mix of both panels,” and even some late-model Tourings with parts from the then soon-to-be-launched 1974 impact-bumper 911.

You won't find thinner window glass on the Touring, though. Supplied by Belgian firm Glaverbel, it's unique to the Lightweight and very expensive to replace. Reflecting its race-ready ethos, the Lightweight also came with minimal underseal: just 2-3kg around the wheelarches, seat panels and exhaust mounting points.

This 'simplify, then add lightness' approach is even more evident inside. Echoing today's RS Porsches, the Lightweight has a fabric door release – in this case, a leather strap from the Fiat 600. Its door linings are plain panels without the storage bins of Touring versions, while electric windows were firmly off the extras list (not the case for the Touring: 326 cars had option M651 fitted).

The Lightweight has fibreglass Recaro bucket seats with fixed backrests, but surprisingly generous padding. The Touring, meanwhile, has flatter and wider tilt-adjustable Recaros with headrests. And while the latter car remains a four-seater (imagine taking the family out in your 2.7 RS!), the former offers just felt-lined empty space in the back. A few more kilos saved.

Elsewhere, Porsche's quest to make the Lightweight live up to its name reached OCD levels of detail. It binned the radio, glovebox lid, coat hooks and passenger sun visor, fitted thinner floor mats and swapped the clock for a plastic blanking plate. The

courtesy lights for the boot, glovebox and ashtray have gone AWOL too, and even the horn is single-tone – versus the two-tone item in the Touring.

The net result of this 'decontenting' is a 100kg weight advantage for the Lightweight: roughly equivalent to a burly rugby player in the passenger seat, or nearly two tanks of fuel. Despite this, Porsche quoted identical performance figures for both versions: 0-62mph in 5.8 seconds and 152mph flat out.

Subjectively, Mikey says the biggest difference is felt via your eardrums: “The Lightweight has very little sound deadening, so there's more noise inside – both from the engine and tyres. It's closer to a racer in that respect.” Nick, who owned an RS Touring before buying his Lightweight, agrees: “The Lightweight's certainly more visceral – and more engaging as a result. It sounds fabulous at higher revs, with that trademark flat six howl.”

In terms of handling and performance, Mikey is slightly more circumspect: “Yes, the Lightweight does feel a little nimbler, more responsive. But you really have to know the cars – or drive them back-to-back – to notice. No two are the same at this juncture either, they all have a story to tell.” Nick is more emphatic: “Mine has no options fitted – the lightest Lightweight, if you will – and it's definitely more agile than the Touring.”

Both wholeheartedly agree on the overall 2.7 RS experience, however. “Acceleration is instant. You're immediately 'on it' and the car just feels part of you,” says Nick. “It's so compact and there's virtually no

body roll.” Mikey nods: “They're just a joy to drive, and they still feel quick by modern standards. The brakes betray their age a little, but I like the fact that you have to learn the car's limits – and your own.”

Nick also makes the more prosaic – but equally important – point about RS reliability. Unlike some Italian machines we could name, this is no highly strung show pony. “It starts first time, every time,” he explains, “and you can't say that about every 44-year-old car. I drove it to Le Mans Classic last year and I'll do so again – it's a brilliantly usable sports car.”

So, what's not to like? Well – spoiler alert – the 2.7 RS isn't cheap. Mikey estimates that a clean, original Touring will fetch between £500,000 and £650,000 in today's market. Rarity and that race-raw driving experience mean Lightweights are worth more, and “always have been”. Expect to pay from £850,000 to £1,000,000 for a car like Nick's: one of around 30 to 50 ‘matching numbers’ Lightweights remaining.

The 2.7 has arguably been surpassed by the 993 GT2 in recent times as the most valuable 911. But, it's still an excellent investment, with prices up around 1,000 per cent since 2004. No wonder the number of back-dated replicas far exceeds surviving originals. “When Autofarm started we were forward-dating 911s to look newer,” smiles Mikey. “Now everybody loves the RS look, whether Lightweight or Touring.” **911**

## Thanks

Total 911 would like to thank Autofarm (01865 331234) and Nick Hart (07970 275123) for their help.



**LEFT** The Lightweight offers the more visceral driving experience, though in terms of performance the RS Touring is damned near identical



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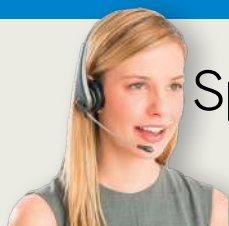
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Written by **Chris Dearden** Photography by **Chris & Iris Dearden**

# CHASING THE MIDNIGHT SUN

Any trip to the Arctic Circle represents a challenging task for both man and machine. Setting off from just outside London, **Total 911** attempts the 5,000-mile adventure, choosing a trusty 996 Carrera for its most daunting road trip yet...





**ABOVE AND RIGHT**

Five weeks of luggage in a 911 Cabriolet? No problem; Two of the 13 different ferries used en route to the Arctic





It goes without saying that for any car enthusiast with a penchant for adventure, road trips are fun, always. They offer new sights, new roads to drive, new cultures to experience – what's to dislike? But road trips are like lives: even when they're going really well they can have bad days. It's a pity that this was day one.

**Total 911** decided it would be good to test whether a classic 911 could cut it as a workhorse on a long, tough road trip. It would need to be to somewhere challenging, exciting and fun. Somewhere like the Arctic Circle during the midnight sun, and then to Lapland, before looping back through Finland and eventually coming home: six-thousand miles in total. Certainly challenging, certainly exciting, but we'd only know if it had been fun when we got back. The classic 911 would be a 996 Cabriolet, and before anybody shouts 'that's not a classic!', Zuffenhausen says it is, and that's good enough for us.

Day one was planned as a gentle run through five countries for myself and my photographer wife, Iris. We'd start in the UK, ferry over to France, then drive along the coast through Belgium, Holland and into Germany. About 400 easy miles in eight hours. All went to plan until we stopped at a service station on the German autobahn. The external temperature was nudging 30 degrees Celsius as we headed inside, and when we came back out it was ten-degrees higher. 40 degrees is the kind of heat that softens tarmac and makes cars with gaps in their service books boil their radiators.

With a major motorway closed for repair, pushing all its traffic on to a busy alternative, you could sense

a perfect storm coming. The inevitable accidents and breakdowns soon started in such numbers that the tailbacks began to merge into one giant traffic jam reaching across much of northern Germany. The last 75 miles to our stop-over in Osnabrück should have required about an hour, but took almost six. I'll never complain about the M25 again.

And how did our 996 fare? Despite six hours of stop-start in Saharan heat, the temperature gauge never rose above 80 degrees – its normal running temperature since its lower-temperature thermostat conversion. Germany may have failed its first test, but the 996 had not.

Day two dawned cool and overcast, which was a relief. It was going to be an opportunity to investigate the myth and reality of that uniquely German phenomenon: the unrestricted motorway. Building Germany's motorway network was Hitler's attempt to spend the country out of economic recession in the 1930s, and many of today's autobahns still retain the original two-lane model. The A1 we were going to follow across Northern Germany and into Denmark is a good example. When busy, the two lanes effectively become a single carriageway road, because the slow lane is filled with nose-to-tail trucks, and the fast lane is a bit like lane swimming at the local pool: everybody goes at the speed of the slowest swimmer.

When they aren't busy it's a different story. I can confirm that it is definitely possible to legally hit twice the UK limit. And at that speed, the 996 is rock solid. No trace of that slight nervousness in the steering that you can get at UK speeds, and the whole car seems to hunker down onto the tarmac in a way that suggests that even 20 years ago Pinky Lai and Zuffenhausen really understood aerodynamics. This particular car is 996



simplicity – manual 'box with no PSM, and the day's blast down the autobahn wiped away all the memories of the previous day. I was glad that I had opted for Continental Sport Contacts at the last tyre change, and not been seduced by any of the cheaper options. Our hotel host had told me over breakfast that it was a suspected high-speed blowout that had caused one of the previous day's largest pile-ups.

We spent that night in a converted stable block on a Christmas tree farm in Randers, Denmark, and drove on in the morning to Hirtshals for the three-and-a-half-hour ferry crossing to the Norwegian port of Kristiansand.

Norway is a problem for a journalist. Its coastline is just so utterly beautiful, that you quickly run out of superlatives to describe it. It extends for well over a thousand miles, and delivers a different, dramatic scene around each corner. In Norway, a ➔



coast road means exactly that – a road that hugs the coast, following each inlet and fjord, so that you are rarely out of sight of the sea for more than a couple of minutes. To prevent impossibly long and time-consuming journeys, many of the fjords have bridges across them, or car ferries which take you anything from a hundred metres to many miles across, but in so doing save you a detour which could take half a day. These ferry crossings are an essential part of everyday life for the locals. No bookings are required, just turn up, drive on, and pay for the crossing on board. A 45-minute crossing for the Porsche and two passengers cost us about the same as a burger and chips the previous evening.

Which does take us nicely into Norway's elephant in the room, or as it is Norway, perhaps that ought to be elk in the room: it is expensive. A pint of beer can cost £15, a pizza £25, and a very ordinary hotel room £200. It's hard to believe that Norway used to be a poor country until they discovered oil under their seabed in 1969. As a result it's now one of the richest nations in the world, and prices reflect that. My advice would be to budget in advance, economise, and eat big breakfasts where they are included with the room. Because take my word for it – Norway is worth it.

As a driving destination, I believe it has no equal. Not for track-day type driving, but for long road trips where you can choose between low traffic, or absolutely no traffic; a marked contrast to our experience in Germany. Some of Norway's roads may be narrow, but most are very well maintained. Roads are not so much planned as built where nature grudgingly allows them. This explains why ten miles 'as the crow flies' can be ten-times that on the road, because mountains, gorges and fjords all have to be skirted. If a landslide or a flood reclaims a road, that can make for a very long detour. On one occasion we came to a landslide blocking the road, and the best alternative the satnav could come up with was an extra four hours. On another we arrived at a fjord to see the last ferry of the day crossing the few hundred metres to the other side. We could clearly see our hotel, but it took three hours to drive around to it.

But this is all a part of why driving in Norway is so special.

Don't be tempted into thinking that empty roads means a high-speed blast will be worth the risk. Extremely polite traffic police will, in perfect English, hit you with on-the-spot fines that will make your hotel bills look a bargain, and if the police don't get you, the elks might. Several crossed roads in front of us on the trip, but luckily we saw them coming. Hitting an elk is a surprisingly common occurrence for drivers here, particularly in the rutting season when the elk have their minds on other things. The Norwegians say hitting an elk is the same as hitting a block of concrete, and on average ten Norwegians a year die in collisions with them.

We'd planned a route up the coast that took in a number of Norway's Nasjonale Turistvegene roads, which translates as national tourist routes, doing them no justice at all. These are roads, which, put simply, are wonderfully special. But in a country where special is normal, that means very, very special. Some cling to vertical fjord sides, with heart-stopping views over the fjord far below. Some go through ice fields, even in mid-summer, with snowdrifts towering above the car on both sides, and icebergs floating on the lakes that the road skirts. Then there are the linked-hairpin mountain passes, which make the Swiss Alpine passes look more like the Surrey hills.

It was coming down one of these passes after a downpour that we had a moment on a tight bend. The back stepped out in a way that made me grateful for some skid-pan training at Porsche Experience Centre, Silverstone, a few years back. When I got to the bottom of the pass I went into a garage to check the tyre pressures, and was horrified at what I found. The rear tyres, nearly new when I left England 2,000 miles earlier, were frighteningly smooth, amply explaining the lack of grip. Speaking about it later with a local, he revealed that the road surfacing has particularly sharp grit in it to give it extra grip in the rain. That, on top of the many gravel-surface roads we'd travelled on, had been slowly chewing through the 911's tyres. ➡



5,883

Total miles of trip

30.7

Average MPG

£1,489

Total fuel bill

0

Total oil top-ups

France, Belgium, Netherlands,  
Germany, Denmark, Norway,  
Sweden, Finland

Countries visited

5 weeks

Length of trip

24

Number of hotels stayed in

13

Number of ferries travelled on

510 miles

Longest day's driving

Too scary to calculate

Cost of coffees drunk

“Norway is a problem for a journalist.  
Its coastline is just so utterly beautiful that  
you quickly run out of superlatives  
to describe it”



**LEFT** Norway's roads may be largely free of traffic, but you'll still want to take your time: the scenery is stunning and besides, there can be other obstacles in the road far more unpredictable than another driver...

**RIGHT** Norway's roads chew through a good set of tyres, and with the locals more used to tractor than 911-spec rubber, replacement tyres are hard to come by. Luckily, Total 911 reader Ole was on hand to assist



The owner of the local tyre shop said with a shake of his head that he had never even seen tyres with this profile before, and certainly didn't have any in stock. His customers mainly drove tractors and pick-up trucks, he explained. An internet search didn't help much, particularly as the Norwegian pages, even with the help of Google Translate, didn't seem as user friendly as back home. We probably don't appreciate how simple it is to keep a Porsche on the road in Britain, with anything you need just a couple of clicks away, even if the cost might be painful at times. The cost was not the issue now; I simply could not find any. The garage owner had warned me not to drive on the tyres because if the police stopped me with them they would impound the car. That evening I was about to try to arrange shipping tyres out from England, when Iris had a Eureka moment: "Phone Ole."

We'd encountered Flornes Ole Henrik a few days earlier in the historic small town of Lærdal. Ole waved me down and revealed that he was also a 911 owner, which made him pretty rare in that part of the country. He was amazed to hear that I was writing an article for **Total 911**, as he is Norway's number one fan of the title, with back copies stowed around his house. He insisted on taking me home to meet his car and his wife, in that order. Ole owns a very nice Polar silver 1996 993 Targa, and lives in a two-hundred-year-old wooden house converted from his great-grandfather's blacksmith's shop. We shared Porsche histories and stories, took photographs of our cars and I left with his contact details, promising to stay in touch.

I don't think Ole expected to hear from me quite so soon, but he didn't hesitate to come to our rescue. He phoned around his fellow Porsche Club members asking for help, eventually locating a 996-owning service manager at Porsche Centre Trondheim, who would be happy to help a British journalist. He'd managed to track down a pair of tyres, which were now being shipped to him overnight. All I had to do was get the car to Trondheim, which I did the next day, driving with unprecedented caution while Iris kept an eye out for police cars.

While the tyres were being fitted by technician Robert Larsen, I chatted with service manager Idar Hoel about his 911. It was an early first-generation 996 Cabriolet, with a lot of kilometres on the clock, which he had just sold for about £35,000. Tax of over 100 per cent on cars makes their retail prices more than double those in the UK, pulling up used car prices accordingly. For an excited minute I thought I had found a new highly profitable career, shipping out used 911s to Norway, until Idar burst that bubble by explaining that used cars have the tax imposed on them too. Robert returned the car to me with brand new Michelin Pilot Sports on the rear, and with the carcasses of six countries' worth of flies removed by a full valet.

Nobody had mentioned price up to that point, and let's face it, they had me over a barrel. But the bill for £575 was probably only ten per cent more than I would have paid from a discount dealer in the UK, and I have a suspicion a UK Porsche OPC might have charged me even more than their Norwegian counterparts. Nice one, Porsche Trondheim.

It's easy to think that Norway's attractions are all of the mountains and fjords variety, but many of its towns and cities are well worth spending some time exploring. Up until that point my favourite had been Bergen, which was historically a fishing town, and where whale meat is still sold in the harbour. It's now the nearest thing to a laid-back party town that Norway has to offer outside of Oslo. Trondheim, by comparison, is a sophisticated, historic university city, where you can walk around all day, wondering wistfully why your hometown can't be a bit more like this. Yes, it was a sunny day, and Trondheim had just made my 911 legal again, but I'd still argue that it merited 'best city of the trip' status.

We could have stayed far longer, but the Land of the Midnight Sun beckoned. The Arctic Circle, at 66 degrees, 33 minutes north latitude, marks the southernmost point at which the midnight sun shines 24 hours a day on the longest day of the year. Crossing the Circle had been on my bucket list for a long time. A long, straight road through a wind-swept and desolate landscape finally arrives at a simple sign marking the Polarcirkel. It would be easy to be a little underwhelmed by it, even though you can get a nice reindeer steak at the café there. But I felt as excited as the first time I saw the Grand Canyon, or drove Route 66 – you can't quite believe you are actually there.

The 24-hour sunlight doesn't, of course, start suddenly as you cross the line. For the past few days the daylight hours had been increasing steadily, with interesting effects. Long days on the road without bothering to check our watches led to a couple of occasions when we decided to head out to get ➔







dinner only to discover it was past midnight, and restaurants had locked their doors hours earlier. I suspect the real downside is in winter, where 24-hour sunlight is exchanged for 24-hour darkness.

We drove on up to Narvik (which proves that even Norway has towns where heavy industry makes a place seem drab and downbeat), and turned right towards Swedish Lapland. In northern Sweden you get a strong feeling that the lakes greatly outnumber the locals, and although the scenery is less spectacular, it is no less beautiful. A less attractive contrast was the state of the roads, which apparently benefitted from a far lower maintenance budget than those of their neighbours, and were in some cases worse to drive than Norway's gravel roads, which were at least always well maintained.

Forestry is central to the economy of the region, as we discovered at a welcoming wooden hotel we stayed in near Gällivare. Hidden down a dirt track in the middle of the forest, its log dining-room walls have a collection of ancient chain saws for decoration. I can still taste the fabulous reindeer stew it served up for dinner that night. In truth, mile after mile of driving through pine forest that reaches the road edge on both sides can become, dare I admit it, a little tedious. Even with fleeting glances of blue water through the trees, this landscape can seem a bit oppressive after Norway's open vistas. It would probably be easy to find yourself losing concentration too, but for the need to stay alert to elk and reindeer leaping out from the trees without, it seems, too much thought for their own safety. This possibly explains the abundance of reindeer stew on menus here.

The roads carry on like this back over the Arctic Circle and across the border into Finland. I've long been impressed by the number of world-class rally and Formula 1 drivers that a country with such a small population consistently produces. Valtteri Bottas, this year's Russian Grand Prix winner, and Kimi Raikkonen, are current examples of a Finnish Formula 1 tradition stretching back to the sport's early days. Finnish rally drivers have been even more dominant – probably because of all the practice they get dodging trees and elk. Trees and lakes sum up the countryside: 70 per cent of the country is covered in forest, and a further 10 per cent in lakes, an ideal habitat for their estimated 1,500 wild bears. The Finnish sense of humour is as dry as their saunas, which are a national obsession. Our modest hotel room in Oulu even had one in the en suite! Rovaniemi, rebuilt after World War II with a layout in the shape of reindeer antlers, is home to the truly excellent Nordic Museum, and the truly dire Santa Claus Village. Don't bother visiting the latter.

The capital, Helsinki, with its unique mix of Russian and Scandinavian influences, is an exciting

and edgy place to spend a couple of days away from the car. Its port is where the overnight SiljaLine car ferry to Sweden departs. In truth it feels more like a cruise ship that also takes cars, with its restaurants, cabarets, swimming pools, casino and saunas. Many Finns take the trip to Stockholm and don't even leave the ship before a *Groundhog Day* reminiscent return voyage. For me an unforgettable experience was standing on deck at five in the morning as the ship picked its way silently through the thousands of tiny islands along Sweden's coastline.

Where Helsinki is edgy, Stockholm, built on its many islands, is open and elegant. We drove across central Sweden, past the deserted Saab factory at Trollhättan, to Uddevalla on the west coast where we stayed with friends for a couple of days to revive us before the trek back to Calais.

Sweden, Finland, and even Denmark, despite its flatness, are very beautiful countries. However,

I can only apologise to all the really friendly, helpful Swedes, Finns and Danes we met on this trip, because despite loving their countries, Norway is just an incredibly hard act to follow. Perhaps we should have visited Norway last, so that we better appreciated the other countries, but I have to admit, it's Norway that we're already missing.

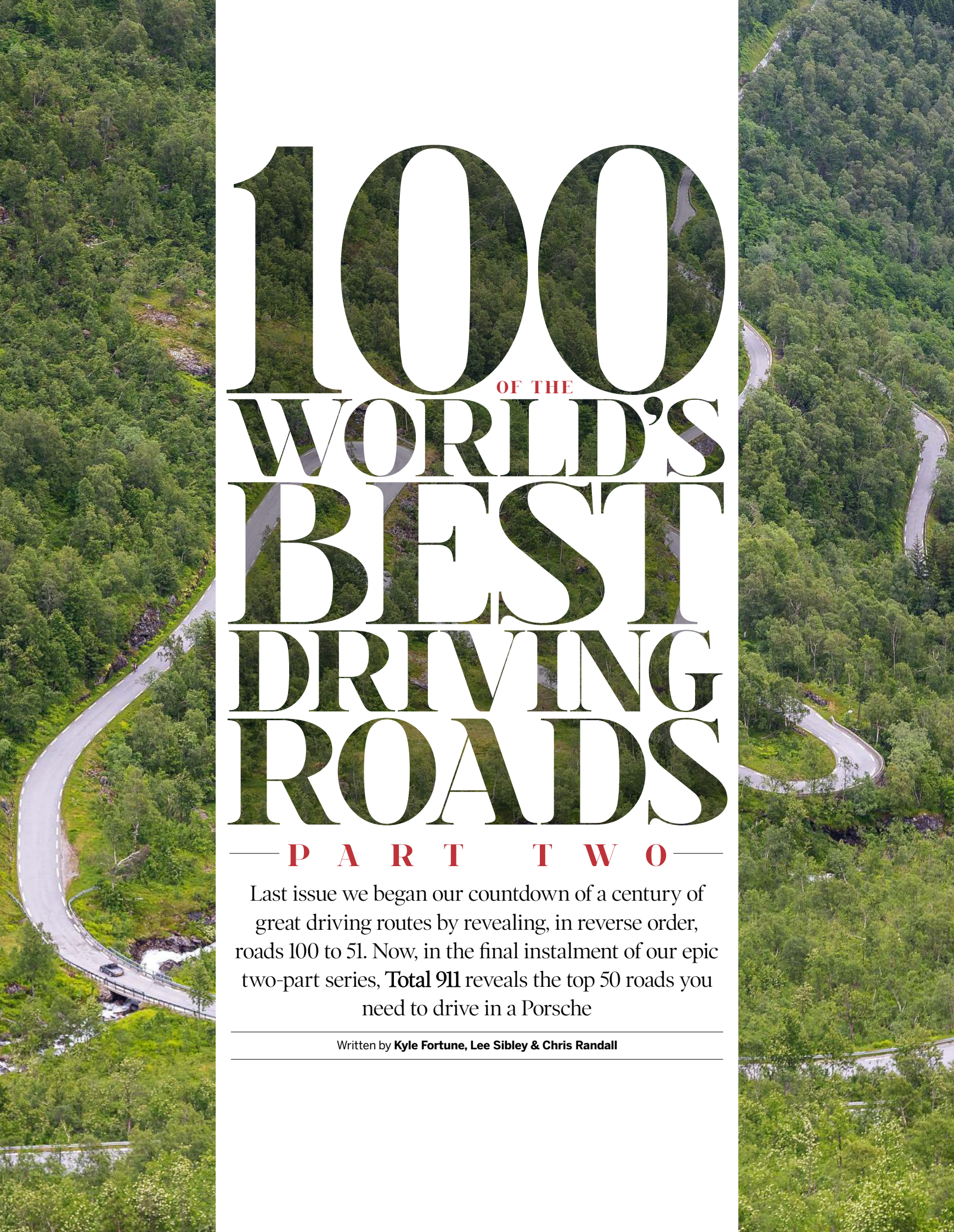
So, if you're finding yourself tempted to plan a Scandinavian road trip of your own, there are some points worth making. The timing of your visit is important, with some roads only open for a narrow summer window. Choose a route to take in Nasjonale Turistvegene, especially Trollstigen, the Atlantic Road, the Lysebotn road and Aurlandsvangen. Avoid the international chain hotels, because the opportunities to stay in historic wooden hotels, grass-roofed cabins and even wooden huts on fjord banks will offer an infinitely more authentic and memorable experience. And although driving the country in a 911 is, of course, a huge buzz, take the time to get out of the car. Get down to the fjords, and up into the mountains. Maybe even schedule a hike up to the world famous Preikestolen 'Pulpit Rock'. In Norway, nature is the star of the show.

The 996 behaved faultlessly for the entire near-6,000 mile trip, and incredibly didn't even pick up any scratches. This trip increased the miles on the clock by nearly 20 per cent, but on a car like this the impact on its value is small. Even if it weren't, a trip like this would be worth every penny. Our best Porsche road trip ever? Absolutely. **911**

## Thanks

Thanks to AFerry, the ferry booking agency, who expertly guided us through the ferry choice and booking process ([aferry.co.uk](http://aferry.co.uk)); DFDS Ferries from Dover to Calais ([dfdsseaways.co.uk](http://dfdsseaways.co.uk)); SiljaLine from Helsinki to Stockholm ([tallinksilja.com](http://tallinksilja.com)); and thanks to Flornes Ole Henrik – our most favourite Viking.

## “Linked hairpin mountain passes make the Swiss Alpine passes look like the Surrey hills”

An aerial photograph of a winding asphalt road through a dense, green forest. The road curves through the trees, and a small car is visible on the road. The overall scene is vibrant and scenic.

# 1000 OF THE WORLD'S BEST DRIVING ROADS

## — P A R T T W O —

Last issue we began our countdown of a century of great driving routes by revealing, in reverse order, roads 100 to 51. Now, in the final instalment of our epic two-part series, **Total 911** reveals the top 50 roads you need to drive in a Porsche

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Written by **Kyle Fortune, Lee Sibley & Chris Randall**

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50

### North Cascades Highway, WA

This 75-mile long route offers a drive through one of the most jaw-dropping landscapes in America's northwest. Otherwise known as State Route 20, the road isn't really challenging to drive but takes in glaciated peaks that climb nearly 9,000 feet, interrupted by nothing but smooth road.



49

### Ma Pi Leng Pass, Vietnam

Prone to motorcycles and with an occasionally questionable surface, in terms of sheer involvement among absurdly breathtaking views, the Ma Pi Leng Pass deserves its place on our list. This is 200 kilometres of stellar canyon views, though your full concentration is needed, as it is potentially perilous.



48

### Tail of the Dragon, TN/NC

With 318 corners in just 11 miles this road deserves its reputation as one of the best in America. It's technically challenging and demands concentration, but the rewards are worth it. The downside is that it's often thronged with tourist traffic, so you may have to settle for admiring the beautiful scenery instead.



47

### Chapman's Peak Drive, South Africa

Tackle it early or just before sunset and you'll discover it's much quieter. The perfect road for a 911, mixing rolling topography with temptingly twisty sections.



46

### Buttertubs Pass, Yorkshire

Head away from the village of Hawes and weave across the scenic moorlands of the Yorkshire Dales. Meaningful straights are almost absent on this steep, mountain-hugging road, which means concentration is needed as you tackle its intoxicating mix of cambered corners and changes in elevation.



45

### Wild Atlantic Way, Ireland

The finest driving road in Ireland, this is a superb way to discover the picturesque charms of the Emerald Isle's west coast. From craggy, rural scenery to majestic views of the Atlantic, it has it all, and it's also lightly trafficked enough to allow you to push a bit harder if you're in the mood.



44

### Sirdal to Lysebotn, Norway

Described as all of Norway in one road, this west-coast route stretches for some 82 kilometres and offers a mixture of rocky terrain and wild flower meadows for scenery. Becoming more dramatic the further north you head, its

pinnacle is some 39 hairpin bends down a descent to the Lysefjord ferry.



43

### North Coast 500, Scotland

Styled as Scotland's Route 66, this 516-mile route through the Scottish Highlands should be on any list of must-drive roads. From rugged mountains to sweeping vistas, the scenery is awe-inspiring. Whether you choose to tackle it clockwise or anti-clockwise from Inverness Castle, it's a drive you'll never forget.



PanzaRayada

42

### Espinazo del Diablo, Mexico

Known as 'The Devil's Backbone' for good reason, this journey from Mazatlán on the west coast of Mexico to Durango sits mostly 2,000 metres above sea level. Stunning views and ravines are mixed with hazardous hairpin bends.



Sadat Syed

41

### Death Valley, CA

Even a Porsche's appeal is dwarfed by this challenging landscape, with its extremes of temperature and dryness. So, forget about testing your car's abilities, and simply marvel at one of the most amazing places on earth.



© Getty Images

40

### San Juan Skyway, USA

Headlined as one of America's most scenic routes, the San Juan Skyway is a 233-mile loop that takes in the San Juan National Forest, as well as 14 of Colorado's 4,260-metre plus peaks. Beautiful and challenging, the 25-mile 'Million Dollar Highway' stretch is exposed and unprotected, with huge drops.



39

### Chamonix, France

The bridge section of the Autoroute Blanche in the Mont Blanc valley is a hugely impressive sight, while the drive back takes the old mountain road, it being equally impressive.

Once in Chamonix use the beautiful town as a base to explore, we'd recommend the Col du Petit Saint Bernard for starters...

38

### Gran Sasso d'Italia, Italy

Right in the middle of Italy's boot, the Great Rock of Italy lies some 82 miles from Rome. The road is surrounded by some amazing peaks, the drive over from Pescara towards L'Aquila well worth doing more than once. Seek out the six-mile tunnel underneath it, too, if you like the sound of your exhaust.

37

### Sibillini Mountains, Italy

The Sibillini Mountains in Italy are relatively unknown and usually quiet, thanks to tunnels below taking the bulk of traffic through rather than over the landscape. The SP477 over Piano Grande is worth the trip alone, with the climb up on testing, winding tarmac something to be savoured.



36

### Evo triangle, Wales

Around 20 miles long, the triangle includes a section on the A5 before getting interesting, joining the A543 and back down the B4501. A fine driving route, sadly it is increasingly being ruined by inconsiderate drivers, so drive carefully.



35

### Old Military Road, Scotland

An absolute favourite, the Old Military Road follows the A93 and A939 towards Granttown-on-Spey, taking in the Cairngorms National Park, and scenery that's the measure of any other drive on this list. It's on your doorstep (if you're in the UK) so there's no excuses not to go and drive it.



34

### Angeles Crest Highway, USA

The roads up, between, over and through California's mountains can be pretty sensational. The Angeles Crest Highway is one of the best: scenic, fast and fun, it's got everything as it climbs over the San Gabriel Mountains.

33

### A4069, Wales

The A4069 in the Black Mountains has it all: a fine surface, plenty of corners and it's usually relatively traffic free. The scenic route starts at Llangadog and steadily climbs. You'll recognise a lot of it, not least because it's used so often in car magazine shoots – for good reason, too.





32

### Route 1, Iceland

One of the world's best circular roads, drive its entire 828 miles and you'll cross not only the longest bridge in the country, passing many of its biggest tourist attractions, but also witness breathtaking scenery.



schwarzwertnaturfotografie

31

### A5, Unrestricted autobahn, Germany

Praise Germany's enlightened approach to speed with a run on the A5 autobahn. Unrestricted, the A5 is one of many to allow you to drive as fast as you like.



30

### Route 130, CA

Route 130 climbs and descends Mount Hamilton off the 680 Highway from San Jose, California. It's got a great balance of wide sweeping corners and tighter, more technical stuff over its sensational 22.5-mile length. Entrhralling to drive.



29

### Mont Ventoux, France

It's a famous hill stage on Le Tour but all that makes it a good cycle makes it a good drive. Open, wide and clear, the D974 climbs until its famous summit, the descent down just as enjoyable. Just get up early to avoid those plentiful cyclists.



28

### The Furious Road, Oman

We couldn't not include this one for its name alone, the locals calling Highway 47 the 'Furious Road'. Just six miles inland from the coast, the Furious Road climbs 400 metres in three miles, the plentiful hairpin bends made more interesting thanks to the light dust that covers it. Slippery.



27

### TF-21 Pico del Teide, Tenerife

Better known for its cheap package holidays, Tenerife has Mount Teide in the middle of the island and some truly sensational driving roads through it. Porsche launched the 991.2 Carrera here over the TF-21, a stunning, challenging road that's as eye-widening to drive as it is to view.



pukomuko



**25** **Tuktoyaktuk Winter Road, Canada**

The Tuktoyaktuk winter road was officially closed in 2017, though that's just the final portion, with large parts of it still being open North of Inuvik. You'll need winter tyres to move on raked ice, which can be glass smooth, packed snow and a mix of all.



Anthony Stanley

**24** **Transfagarasan Highway, Romania**

Little known until a certain BBC car programme popularised it, the highway climbs 2,042 metres across the Carpathian Mountains. Over its 60 miles it twists up the climb, though it's relatively wide and sighted, making it less daunting than many mountain passes. Still beautiful, though, and there's the bonus of a near-900 metre tunnel.



**23** **Karakoram Highway, China/Pakistan**

The highest paved road on the planet, the N35 (Pakistan) becomes the 314 in China. Over its 830 miles it climbs as high as a dizzying 4,714 metres. Frequently closed due to weather or landslides, it's the most difficult, demanding drive on this list.

**26** **B4391, Wales**

Get off the main arterial routes in Wales and you often find driving heaven. The B4391 is one such route, quiet, stunning scenery and some flowing, wide roads that are quick and challenging. It's got just about everything, though just watch out for stray sheep, and don't tell anyone else about it, either. A T911 favourite.



22

### D27 Reims, France

Not a thrilling drive really, but if you appreciate motorsport history then the D27 in Reims is a must-go destination. The old pit garages remain, it possible to drive around most of the old circuit, which hosted its last GP in 1966. A homage then, but always worth the diversion if you're in the area.



### 21 Franschhoek Pass, South Africa

South Africa's first properly engineered road, the R45, it's a beautiful drive through wine country. There's the bonus of a Motor Museum at Franschhoek, where the exhibits are regularly driven on the pass itself.



### 20 Stelvio Pass, Italy

Situated in the Italian Tyrol, the pass is officially the third highest in the alps at 2,757 metres, that altitude achieved via 48 hairpin bends laddering up the mountain. It's beautiful, though busy, so best tackled outside mid-summer and as early as you can get there. Start from the northwest side and enjoy.



### 19 Tizi n'Tichka pass, Morocco

Quiet, testing and difficult to get to, the Tizi n'Tichka pass in Morocco is the highest major mountain pass in Africa. South of Marrakech, the pass follows the N9 over the high Atlas, reaching 2,260 metres. That means snow is possible, even though it's near the Sahara Desert. It'll need some planning to do it, but you'll be rewarded with landscape that changes with every mile.



18

### Mount Panorama, Australia

Australia's most famous race – if you ignore the F1 – is held here, Mount Panorama Scenic Road being the location for the Bathurst 1000 in October. A public road, it's often closed for car clubs and races, but pick your time right and you can drive it, albeit speed is limited to 37mph.



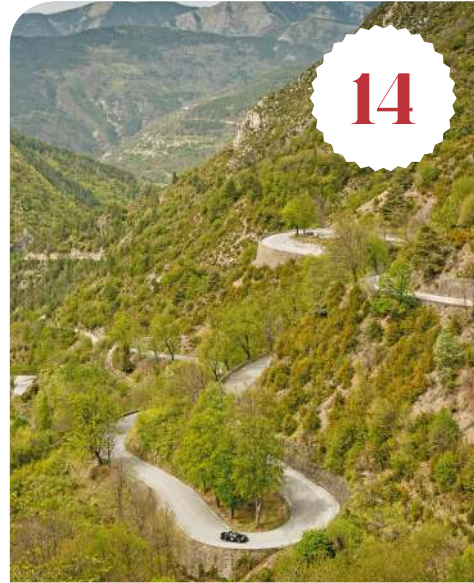
**17** **Col De Vence, France**  
 An intense, quick drive. If you've time to look, it has some sensational views back out towards the Mediterranean. Leave that to your passenger, and concentrate on the road instead. You could spend days exploring the wonderful roads here.



**16** **Bealach na Ba, Scotland**  
 In Gaelic it's the 'Pass of the Cattle', and is one of the most challenging roads in Scotland, often referred to as the road to Applecross (it being on the Applecross peninsula). Rising 626 metres, sometimes as steep as 20 per cent, to give views over Skye at its peak, this is an epic single-track road.



**15** **Grossglockner Pass, Austria**  
 Austria's 'High Alpine Road' is worth setting your alarm clock early for to avoid the often-heavy tourist traffic. A toll road, you'll pay €34 to drive up it, the scenery breathtaking, as is the summit at 2,504 metres. Thirty-six hairpins entertain on the way up, it's wide and nicely sighted, and not too steep.



**14**

**Col De Turini, France**

Narrow, testing and high, to reach the Col De Turini follow the D2566 from Sospel. A challenging drive, and famously part of the Monte Carlo rally, its tight – and often blind – hairpins climb to its highest point of 1,607 metres. A relatively short drive from Monaco or Nice, it's a must-drive if you're in the area.



**13** **Targa Tasmania, Australia**  
 Borrowing its name from Targa Florio, the Targa Tasmania is a road rally that runs on the island of Tasmania, Australia. Tasmania isn't short of epic driving roads, and the Targa takes in most of them over 1,200 miles of mountain, valley and coastal roads. Sensational doesn't do it justice.



**12** **St Gotthard Pass, Switzerland**  
 The Stelvio gets the praise (it's at 20 here) but St Gotthard is the better drive. Like all these mountain passes it's beautiful and terrifying in equal measure. Typically switchback in its nature, the Gotthard climbs to 2,106 metres as it connects north and south Switzerland. There's a museum at the top where it flattens out a bit where you should stop and enjoy the views before the run back down.



11

### Sa Calobra, Majorca

Timing is crucial here, as like a lot of challenging climbs the Sa Calobra road in Majorca has been adopted by cyclists. Go very early then, or late afternoon, to experience one of Europe's most beautiful roads.

8

### Nürburgring, Germany

So popular it's something of a cliché, but the Nürburgring really is that good. There's a reason why virtually every sports and performance car is trialled there – it's so testing. Climbing, falling, leaping, the track climbs and descends over 300 metres as it hugs the topography for nearly 13 miles.



10

### Trollstigen, Norway

Literally translated as 'troll's ladder' or troll's road, it's little surprise that this switchback climb in Norway has more than a little bit of mystical wonder about it. Narrow, tight and steep, it's often busy, but the spectacular views are worth the drive alone. The 10 per cent incline and the proximity of the cliff faces and waterfalls tumbling down them make this a drive you'll never forget.

7

### Mille Miglia, Italy

Italy's most famous race, the Mille Miglia route takes in some truly spectacular roads. Starting from Brescia, the route has changed over the years, but by and large it takes in Verona, Padova, San Marino, Rome, Modena, Parma and back to Brescia. Go when the classic race is running and it's mayhem, though the variety of cars (and the standard of driving) on display is something to behold.



9

### Route Napoleon, France

The Route Napoleon climbs steadily, it not as testing as many alpine passes initially on the way up, but the sweeping roads and fine views thereafter more than make up for that.

6

### Pikes Peak, USA

*Climb Dance*. Ari Vatanen, a Peugeot 405 T16 and Pikes Peak. If you've never seen it, Google it: dodgy piano intro aside, it's arguably the best driving film ever. That was 1988, today Pikes Peak is still a competitive hill climb, only now the winding route to the 4,302 metre peak has Tarmac covering it to the top. You can drive it, for a fee, the toll costing up to \$50 a vehicle, or \$15 per person. It's well worth it, with 162 turns – many hairpins – up the 19.5-mile route.







5

### Interstate 80 (I80), USA

We're not suggesting you drive its length, spanning the width of the USA. The scenery here is unending, but we're more interested in Bonneville, and its salt flats. Worth a visit any time, you can drive on it, but August means Speed Week, and the opportunity to watch record attempts on the famous salt plain.



4

### Targa Florio, Sicily

Responsible for the Targa in Porsche's model name, the drive itself can take a number of routes: the original 92-mile, 2,000-corner route, the 67-mile route with its 1,300 corners or Piccolo with just under 1,000 bends. Set off from Cerda, taking in the SSI20, SP14 and SP9 for the Piccolo, working up to the others.

1

### TT course, Isle of Man

Everything that makes the Isle of Man TT course an epic, unforgettable riding road also makes it a sensational driving one. Over its near-38 miles it's got absolutely everything, including, out of the villages at least, no speed limits. We're not suggesting you disengage your imagination and try and replicate Mark Higgins' 17 min 35 seconds car lap record – that a 127.8mph average speed – but if you've never driven it you must. A challenge, rich in history and beautiful too, just think as you drive around it that Michael Dunlop's ridden round it in 16 min 53 seconds (133mph average). Wow.



3

### Tour de Corse, Corsica

Virtually all the roads are tight, twisty and demanding, but head inland and they cling onto the stunning, heart-stopping mountainous topography, the 30 miles between La Porta and Valle di Rostino being an absolute must. Indeed, get your hands on the rally Special Stages maps, or just go and get lost in the middle.

2

### Spa-Francorchamps, Belgium

Another circuit, and another that, in part, you can drive on. The old circuit that is, unless you've booked some track time, of course. That old track is relatively short, but it's a glorious stretch of road that while not technically demanding, more than makes up for it with its historical significance and the scenery. You'll glimpse the current F1 and Spa 24-hours track occasionally through the woods, that alone worth the drive.



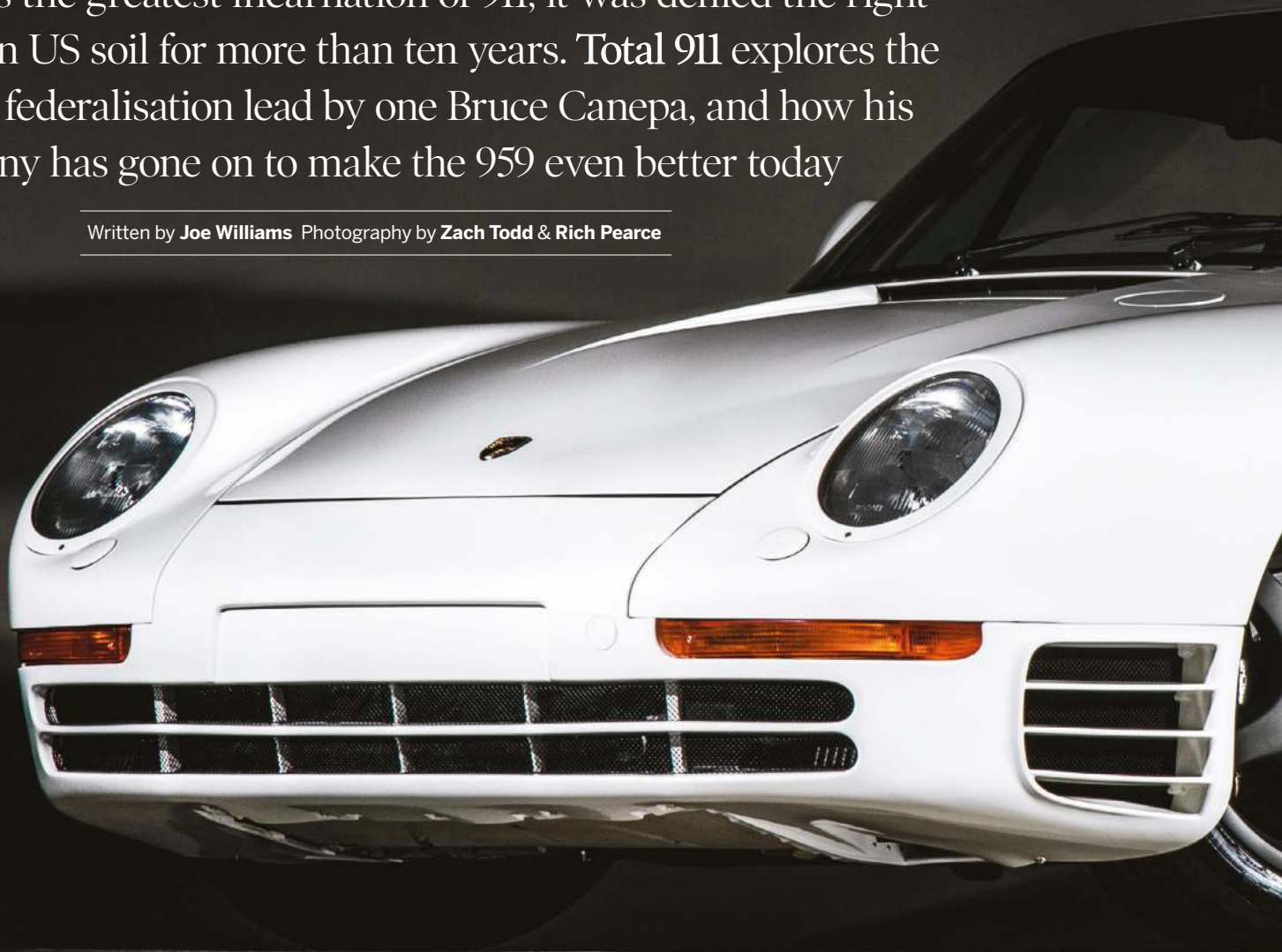
# NINE FIVE NEIN

Perhaps the greatest incarnation of 911, it was denied the right to roll on US soil for more than ten years. Total 911 explores the fight for federalisation lead by one Bruce Canepa, and how his company has gone on to make the 959 even better today

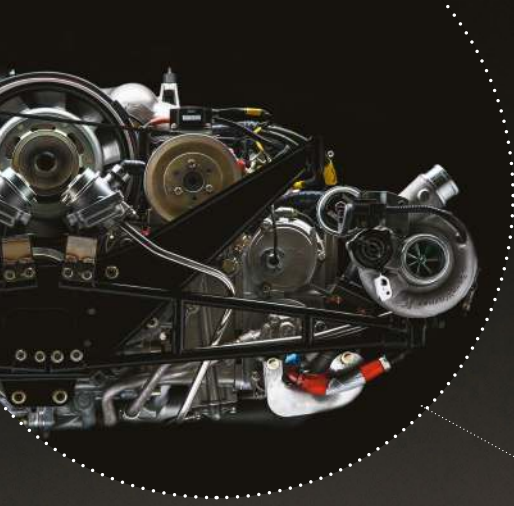
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Written by **Joe Williams** Photography by **Zach Todd & Rich Pearce**

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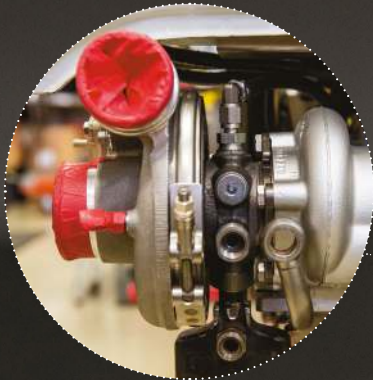




The 959's reworked flat six engine is good for 763hp in GenIII form



Canepa's GenIII does away with the car's rear seats, replacing them with two luggage bins over the rear bench



Integral to the power upgrade is the switch to two Borg Warner parallel turbochargers



Lighter titanium exhaust reduces weight of 959 and gives it a more coarse note



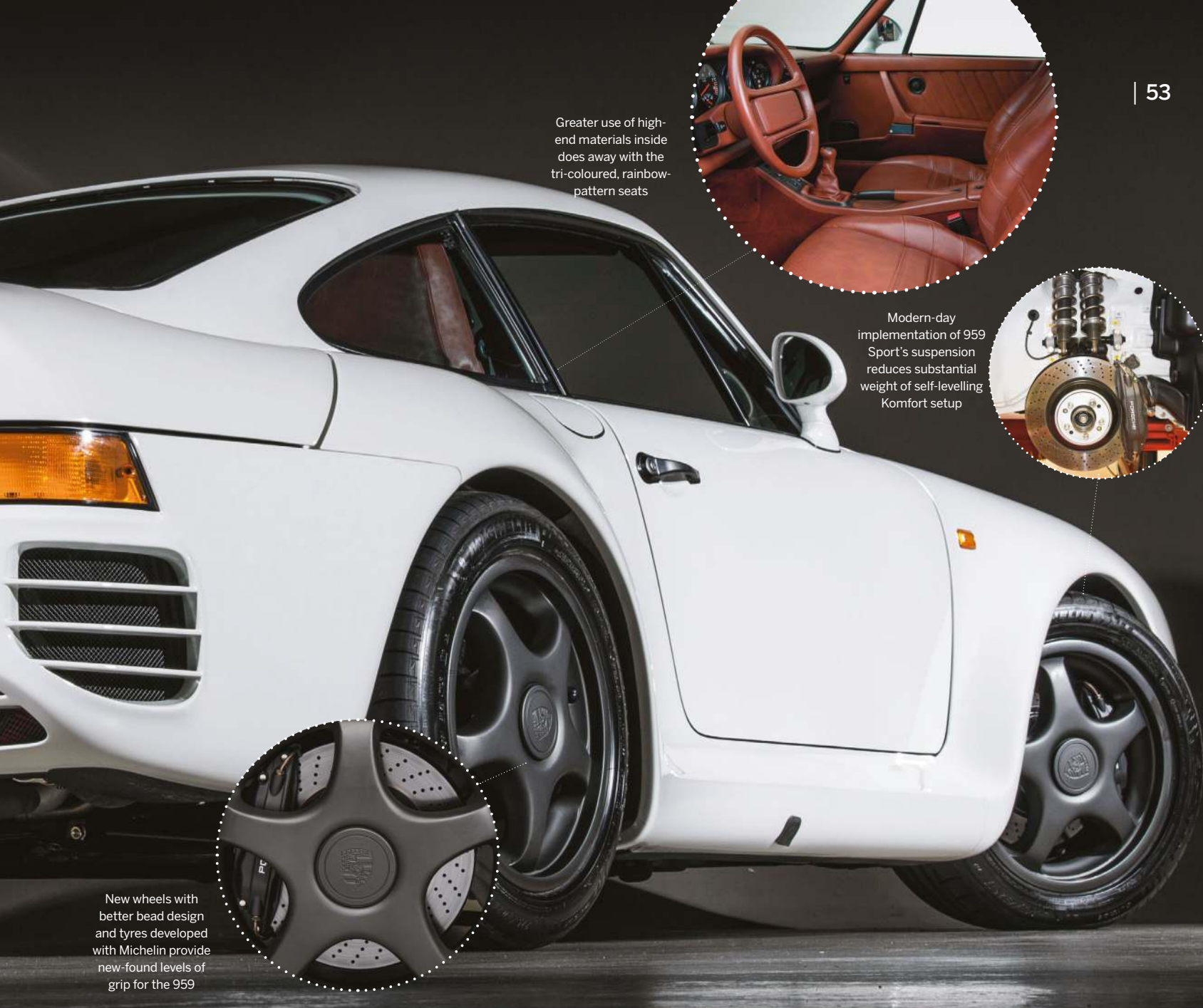
**N**ever has there been a Porsche-oriented story with such fortitude, extravagance and exaltation all in the same breath such as this. Unique for its success in the senate as much as its dynamism on the dyno, Bruce Canepa's goal to simply drive the ultimate expression of Zuffenhausen engineering in the United States lay at the end of a long, torturous road. Watching the car rumble through the streets of Scotts Valley, CA and into Canepa HQ on a sunny summer's day shows the journey was worth it. The 959's quest to have its wheels turned on American soil is perhaps the ultimate triumph over adversity – for the simple reason it should never have happened.

The tale of the 959's production itself is well known, a detailed history appearing in **Total 911's** '30 years of 959' issue 142. Nonetheless, we shall briefly recap, the story starting right back in 1981 with Porsche's rethink of the 911's future. As Peter Schutz gave the green light for the 911's story to continue into the mid-1980s and beyond,

the FIA introduced its now fabled Group B category for 'sports grand touring cars' to come into effect from 1984, and Porsche wanted to be a part of it. Schutz insisted the company still had much to learn in motorsport from the 911 platform, though Porsche could not ignore the considerable success enjoyed by Audi with the all-wheel-drive Quattro. Alas, Helmuth Bott and Manfred Bantle set about their plans for an AWD Neunelfer, modifying the central tunnel from the transaxle 944 and 928 cars for use on the 911, and presenting their concept car at the 1983 Frankfurt motor show.

Needing to build just 200 cars to satisfy the FIA's homologation requirements, Porsche confidently promised potential suitors the car would start a limited production run from early 1984, and considerable interest was garnered worldwide. The company found it could sell more than that base quota of 200, with 30 serious clients coming from America alone. Customers who put down a deposit for the car included Microsoft founders Bill Gates and Paul Allen.

As history tells us, development of the 959 was prolonged, Porsche seeking to keep its initial promise of delivering a car capable of a 0-62mph time of 3.7 seconds and a top speed of 195mph – these were figures that led many people to open their chequebooks in the first place. In any case, the 959 had morphed into a behemoth project: the flat six engine with water-cooled heads, dual overhead cams and four valves per cylinder was technology taken from Porsche's famous 935 'Moby Dick', the turbochargers added to the 959's 2,849cc engine working sequentially rather than in parallel to reduce lag. Thus the 959 developed a mighty 450bhp, nearly double that of the 3.2 Carrera 911 gracing showrooms at the time. Dick Söderberg was responsible for the 959's timeless aesthetics, making use of exotic materials such as carbon kevlar for body panels. The cunning all-wheel-drive technology – piloted in desert competition by the Type 953 – was complemented in Komfort spec by double-dampers in each of the 959's four corners with adjustable ride height to boot. Make no mistake, this was far more than a



Greater use of high-end materials inside does away with the tri-coloured, rainbow-pattern seats

Modern-day implementation of 959 Sport's suspension reduces substantial weight of self-levelling Komfort setup

New wheels with better bead design and tyres developed with Michelin provide new-found levels of grip for the 959

mere supercar: the 959 was a technological tour de force.

A production version of the car was revealed at the 1985 Frankfurt Motor Show, though the first production prototypes didn't roll out of Zuffenhausen until late 1986, with 113 of the eventual 292 cars being delivered in 1987. The US cars were not ready until 1988, the first eight to be sent to dealer Al Holbert who had signed a contract to import 30 US cars via the newly formed Porsche Cars North America. Though those eight cars reached American soil – turning up at Holbert's garage, no less – they were promptly rejected by US federals and sent back to Europe without ever turning a wheel or clocking a single mile in the United States of America.

Believe it or not, Porsche knew all along it would have trouble getting its 911-derived supercar into the States: accepting it would fail the country's bumper and ride height regulations, Zuffenhausen also refused to give up the four models required for US crash testing (a fair cop, considering the cost of each car), and so the

car could never be certified by the US Department of Transport. Instead, the company attempted to circumnavigate around this by declaring the 959 to be a race car, rather than a supercar for the streets. What the company didn't bank on were the US Marshalls becoming suspicious with an apparent race car that came with a luxurious interior boasting an abundance of leather – even its roll cage was wrapped in cow hide and exquisitely stitched. Those eight cars were sent back to Europe, and so began a long, painstaking mission to get Porsche's greatest car to date into its most important market.

Some did get in, of course, though there were stiffing caveats. A prominent Californian collector got his car through after agreeing to it being a 'display car only' in his museum, the car never permitted to drive on the road. This was no way to really enjoy the majesty of the 959, and Holbert was a prominent campaigner in attempting to bring the 959 Stateside, right up until his death in September 1988.

What Holbert started, Bruce Canepa would finish. A purchaser of the 959 himself, Canepa was, like the 30 other supposed Stateside recipients of ➔

**ABOVE**  
The beauty of Canepa's GenIII 959 is that it looks very much stock to the untrained eye, yet look a little closer and you'll find plenty of detail differences...

## Canepa's GenII 959



**ABOVE** The red GenII iteration of Canepa's 959 boasts 640hp thanks largely to a reworking of the intake and exhaust systems, which includes new turbos. Canepa's customary gunmetal wheel shade is also present, along with an all-black interior

**FAR RIGHT** Unthinkable back in 1988, today Canepa regularly boasts the world's largest collection of Porsche 959s to grace a single room at any time





**Model** **Factory 959**  
**Year** **1986**  
**Engine**  
**Capacity** 2,849cc  
**Compression** 8.3:1  
**ratio**  
**Maximum power** 450bhp @ 6,500rpm  
**Maximum torque** 500Nm @ 5,000rpm  
**Transmission** Six-speed gearbox; AWD

**Suspension**  
**Front** Independent; McPherson strut  
**Rear** Independent; torsion bars

**Wheels & tyres**  
**Front** 8x17-inch; 235/45 ZR17  
**Rear** 9x17-inch; 255/40 ZR17

**Dimensions**  
**Length** 4,260mm  
**Width** 1,840mm  
**Weight** 1,450kg

**Performance**  
**0-62mph** 3.7 secs  
**Top speed** 195mph

Porsche's greatest car, incensed at not being able to take delivery of his car. Canepa met with Gates and Allen to discuss their options. Several ideas were mooted: Canepa thought of declaring himself a manufacturer to better aid the process of federalisation, but this was no ordinary car to foster, and with the publicity its refusal into the country garnered, officials would be sure to ensure no corner was cut. Gates' idea was rather more pragmatic, if decidedly costly: his suggestion for the three to buy those four additional cars which were needed for US crash testing was declined by Canepa.

The alternative was the courtroom, though even Gates' best attorney struggled to make any headway with US lawmakers. Instead it was the work of Warren Dean who, over a period of years, and backed extensively by this trio of men most determined to get their 959 home, negotiated a clause which satisfied all the relevant authorities. The American senate eventually passed a bill stipulating such supercars of 'historical or technological significance' had to be of fewer than 500 in number worldwide, no longer produced and never granted US DOT certification to get a rider, though subject to EPA standards they couldn't drive more than 2,500 miles a year. The subsequent 'show or display' legislation was

eventually passed in 1999, the decree signed by President Bill Clinton himself.

There was one final hitch before the 959 was permitted in America, however, as the car had to meet federal emissions standards for model year 1988, and the 959 in standard form did not. Relying on more familiar weaponry such as spanners and sockets over attorney generals and law suits, Canepa was able to modify the 959's intake and exhaust. However, the resultant dyno test showing a reduced power output from 450 to 400bhp left something of a bad taste. Bruce Canepa had not waited more than a decade to drive his 959 home under the duress of a 10 per cent power diminution.

Hearing of the secret Exclusive Powerkit fitted to some RoW 959's which boosted the flat six's bhp up to 500, Bruce set about tweaking his beloved Porsche supercar. He would ensure it passed emissions tests, but also surpassed the capabilities of those 959s that had been busy wracking up miles elsewhere around the globe while Bruce's car sat patiently at the portside. The decade-long wait, he decided, would be worth it.

Later dubbed the 'Porsche 959 with Canepa GenI Performance Upgrade,' the car would be exactly as Bruce intended: satisfactory to emissions regulators and boasting increased ➔

▼

**Think you know all about Porsche's first luxury supercar? Here's five little-known facts about the 959:**

- 1** Porsche made a loss on every 959 they sold: though they carried a sticker price of DM420,000, the company said it cost around \$1 million to produce each car.
- 2** Eight additional 959s were built and then sold in 1992 from the spare parts bin in a bid to prop up the coffers at Porsche amid a worldwide economic downturn.
- 3** Several 959s were put through the Sonderwunsch programme, the more notable requests including a Sheikh who ordered no less than seven examples and asked for the crest on the bonnet and steering wheel to be replaced with his gold family badge.
- 4** A performance Powerkit was available for the 959, though never officially so. Available from the Sonderwunsch programme, this boosted power to 500hp from the factory.
- 5** Ground clearance of the 959 Komfort, with its adjustable ride height at its lowest position, is the same as that of the Porsche 928.



**RIGHT**

The GenII and GenIII 959s sit side by side at Canepa HQ, Scotts Valley, CA. Both cars improve significantly on the 450hp of the original factory examples and, crucially, are permitted to drive in the United States

“Canepa’s 959 now matches the handling and ride quality of any modern-day supercar”

power to the tune of 576hp through the use of updated technology. The project was completed in 2001.

At an output of 640hp, the Gen2 upgrade would deliver even more performance, with all R&D carried out in-house on Bruce’s own car. However the latest GenIII incarnation of 959 is Canepa’s best yet, delivering a supercar that’s faster, smoother and with better handling.

Its engine has had a comprehensive overhaul, ditching the 959’s unique sequential twin-turbocharger system in favour of a parallel setup featuring new Borg Warner turbos, integrated waste gates and titanium heat shields. All intake and exhaust valves have been blueprinted, with optimised cam timing to complement, while an upgraded fuel system, engine management and FI-spec wiring harnesses are further evidence of cutting-edge, contemporary engineering being

applied to this 1980s supercar. A completely new and unique stainless steel exhaust with bypass system was developed at Canepa, which is switchable and gives an even gruffer note to the 959’s distinct race car acoustics. Bruce’s engineers have also swapped out the factory clutch assembly, pressure plate and disc in favour of a modified system that it says improves pedal feel.

The 959’s engine isn’t the only part of this supercar to be modernised. The cars complicated, Komfort-Spec suspension with adjustable ride height and damping setting has been swapped out for the lighter Sport-spec dampers, incorporating Canepa’s new gas strut design and titanium coilovers.

The wheels have been redesigned too, with a new bead design to accommodate modern-day Z-rated high performance tyres, Canepa working with Michelin here to perfect a new tyre spec





that allows for wider rear shoes, giving this 763hp monster exceptional grip on the road. Even the car's headlights have been improved, thanks to a collaboration with the original manufacturer to provide modern-day illumination in a design that remains quintessential to the 959. The result is nothing short of exquisite, Bruce proudly proclaiming the 959 matches the handling and ride quality of any modern-day supercar.

There's much majesty to Canepa's creation because whether in GenII form, such as the red example, or Bruce's own white GenIII car, to look at it hardly deviates from those original cars released around the world back in 1986. And so it hides its performance upgrades as well as it hides the torment and anguish of its owner in getting the car Stateside in the first place. Canepa's performance upgrades clearly find favour with those suitably flush to own a 959,

for there are many examples in the workshop undergoing various works. Of course, not all are in for fettling, Canepa also adept at servicing and maintaining these iconic supercars for America's west coast, but it is glorious to count seven of the cars dotted about the room.

And then it hits us: we've never seen so many Porsche 959s in one place, the sight witnessed in a territory that for years had these cars banned in the first instance! It's the greatest irony and a fitting end to a fascinating tale of magnificence. 32 years after Bruce Canepa first set eyes on that production 959 at the 1985 Frankfurt Motor Show, the wait to drive Porsche's ultimate expression of Porsche's flat six supercar has been well and truly worth it. **911**

### Thanks

For more information on Canepa's 959 projects, visit [canepa.com](http://canepa.com) or call +1 831-430-9940.

# THE FORGOTTEN RENNSPORT

It paved the way for 959 development, yet the SC RS is often overlooked.  
Total 911 gets up close to an example owned by the Porsche Museum

Written by **Glen Smale** Photography by **Glen Smale & Porsche Archive**



It has long been Porsche's philosophy to produce lightweight, high-performance sports cars that are forerunners in competition. This approach stood the company in very good stead right from the 1950s and 1960s.

The 356s, 550s and later the 911s often beat more powerful opposition, earning them the nickname of 'giant killers'. This was a hard-earned title, as Porsche frequently embarrassed manufacturers who boasted much larger budgets in support of their sophisticated racing machinery.

In 1967, Porsche once again set about creating a lightweight racer using the 2.0-litre engine from the Carrera 6 race car, and so the 911 R was born. Only 21 examples of this racer were produced, but it paved the way for development of the 1973 Carrera RS 2.7, the 1974 Carrera RS 3.0-litre and the RSR race car. In turn, these models were all instrumental in the extraordinary success of the 911 pre-Turbo era cars that raced and rallied across the globe. As we know, Porsche then switched to turbocharging, dominating

long-distance racing for the next decade or so. The company's lightweight RS moniker was put on hiatus, not returning for a whole ten years after the original Rennsport's production, with the advent of the 911 SC RS.

Taking a step back for a moment, it might be helpful to know just how the 911 SC RS (internally designated Type 954) came about. After participating in the 1983 Monte Carlo Rally, where Jurgen Barth and Roland Kussmaul finished ninth overall, they returned to the factory whereupon it was proposed that a short run of 20 vehicles be made that could be used for the road, but would be used primarily for rallying endeavours. Putting their experience to work, 20 cars were built to satisfy Group B evolution homologation requirements where the new car was an evolution of a discontinued model, namely the 911 SC (this was later replaced by the 3.2 Carrera).

If one was needed, a further prompt for the creation of the 911 SC RS came from Rothmans, who wanted to expand their sponsorship of the



highly successful Porsche 962 programme to include rallying. The end of the 1983 season saw Rothmans terminate its relationship with Opel in rallying, as they saw the potential to broaden an already fruitful partnership with Porsche. The SC RS then was a relatively easy car for Porsche to develop at short notice for rallying at the request of Rothmans, which in its familiar blue and white livery, would be seen ➔





**ABOVE** One-piece bumpers save weight over traditional G-series cars. Total weight saving of the SC RS was more than 300kg from identically-bodied 930 Turbo



in a number of international markets. The four-wheel drive 959 project, which had been intended for this role, was running well behind schedule and would only be ready for the 1985 season, and so the SC RS was there to fill this gap.

There is no date recorded for the official launch of the 911 SC RS, as it was not unusual for the race department to simply notify prospective clients that Porsche had a new model that might suit their motorsport needs. Authoritative books on the subject today show that 21 cars were made, the extra SC RS being the example that can be seen in the Porsche Museum. Of the 20 cars available for street or rally use, five were sponsored by Rothmans and retained by the factory for works competition. These five were entrusted to the newly created Prodrive company in England, under the eye of Dave Richards, for further preparation. The race department sold the remaining SC RS cars to selected customers, as this special model was not distributed through the dealer network. These, of course, were all offered with white body shells. The SC RS was available to customer teams at DM188,100 (approximately £49,600).

Much of the SC RS's technology was based on the 3.0-litre SC engine (Type 930/18). The reason Porsche

opted for the 3.0-litre engine and not the new bigger-capacity 3.2-litre unit was because it allowed the SC RS to slot into the Group B up to 3,000cc class, which carried a lower weight limit of 960kg. Using the bigger 3.2-litre engine would have pushed Porsche into a higher category with a minimum weight limit of 1,100kg.

The normally aspirated engine was given a comprehensive makeover, with power being

**“The SC RS would have out-accelerated just about any other road-legal sports car in its day, including the 911 Turbo”**

increased from 204bhp in the outgoing 911 SC to an impressive 255bhp at 7,000rpm. This was achieved by raising the compression ratio from 9.8:1 to 10.3:1, while the SC RS also received forged pistons (instead of cast) and 935 cylinder heads with increased valve lift. The competition cams provided 12.1mm of lift on the inlet valves and 10.5mm on the exhaust valves. The full-spec race engine actually developed 280bhp at 7,000rpm, with an 7,600rpm red line.

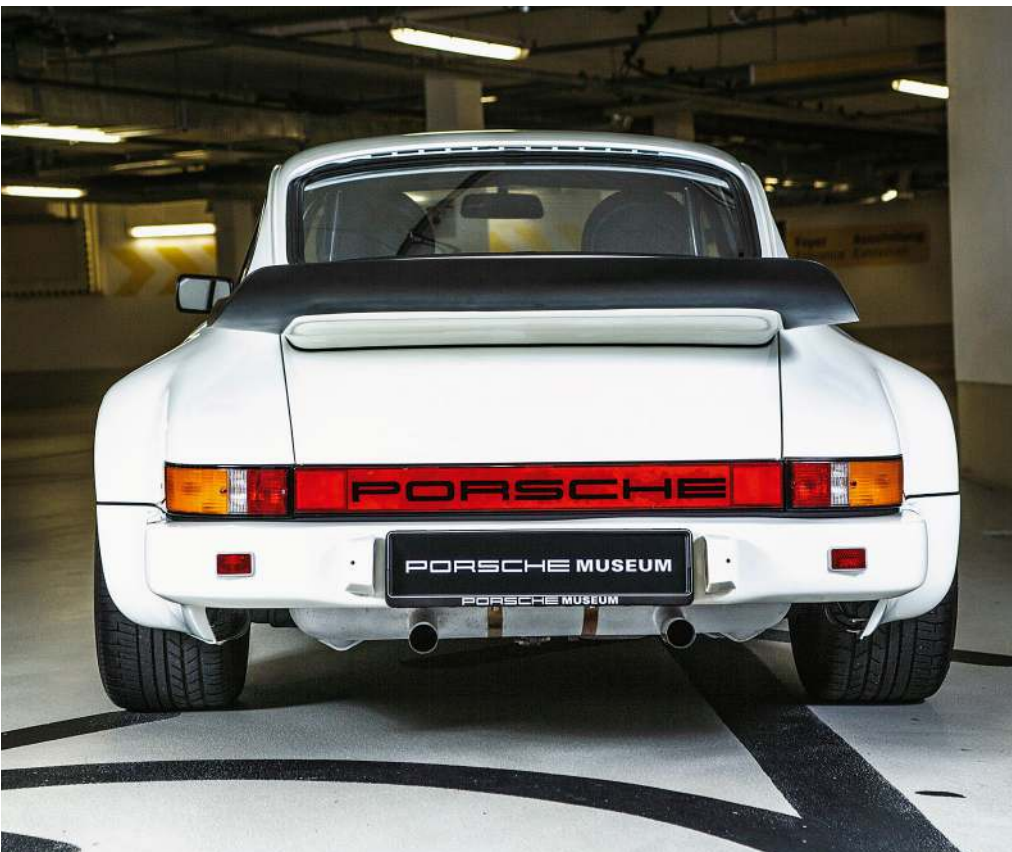
The K-Jetronic system was replaced with a Bosch-Kugelfischer plunger fuel injection pump. Acceleration from 0-100mph was achieved in just 11.7 seconds – in its day the SC RS would have out-accelerated just about any other road-legal sports car, including the 911 Turbo. The oil radiator, which would normally be located in the right-front fender, was replaced by a larger one under the air intake in the rear spoiler. The five-speed 915/71 gearbox featured an integrated oil cooler.

Two sets of gears were available, the first was aimed at street use with a power curve peak of 7,000rpm, and the second, a rally competition set, gave that engine peak of 7,600rpm. A 40 per cent ZF limited-slip differential was also fitted, and for rallying, a sintered metal clutch disc was recommended to replace the normal spring-damped disc used on the road version. Indeed road-test reports carried out by magazines in its period all noted that the SC RS was not a quiet car. Being road legal, the SC RS could be fitted with a road exhaust or the optional sports exhaust, which most of these cars would have had, but which wouldn't have worked to suppress noise.

Looking at the 911 SC RS today, it looks like a 930 Turbo on steroids rather than the naturally aspirated Rennsport it succeeded. Using the wider Turbo ➔



**LEFT** Note spartan interior with radio and electric window winders deleted. 915 'box is present, as is 7600rpm redline for this rally-spec SC RS



**Model SC RS**

**Year** 1984

**Engine**

**Capacity** 2,994cc

**Compression** 10.3:1 ratio

**Maximum power** 259hp @ 7,000rpm

**Maximum torque** 250Nm @ 6,500rpm

**Transmission** 5-speed manual (Type 915/71)

**Suspension**

**Front** Independent suspension with wishbones; McPherson struts; one torsion bar per wheel; dual-tube gas-filled shocks; anti-roll bar

**Rear** Independent suspension with light-alloy semi-trailing arms; one torsion bar per wheel; dual-tube gas-filled shocks; anti-roll bar

**Wheels & tyres**

**Front** 7x16-inch Fuchs; 205/55/VR16

**Rear** 8x16-inch Fuchs; 225/50/VR16

**Dimensions**

**Length** 4,235mm

**Width** 1,775mm

**Weight** 940kg

**Performance**

**0-62mph** 4.9 secs

**Top speed** 153mph

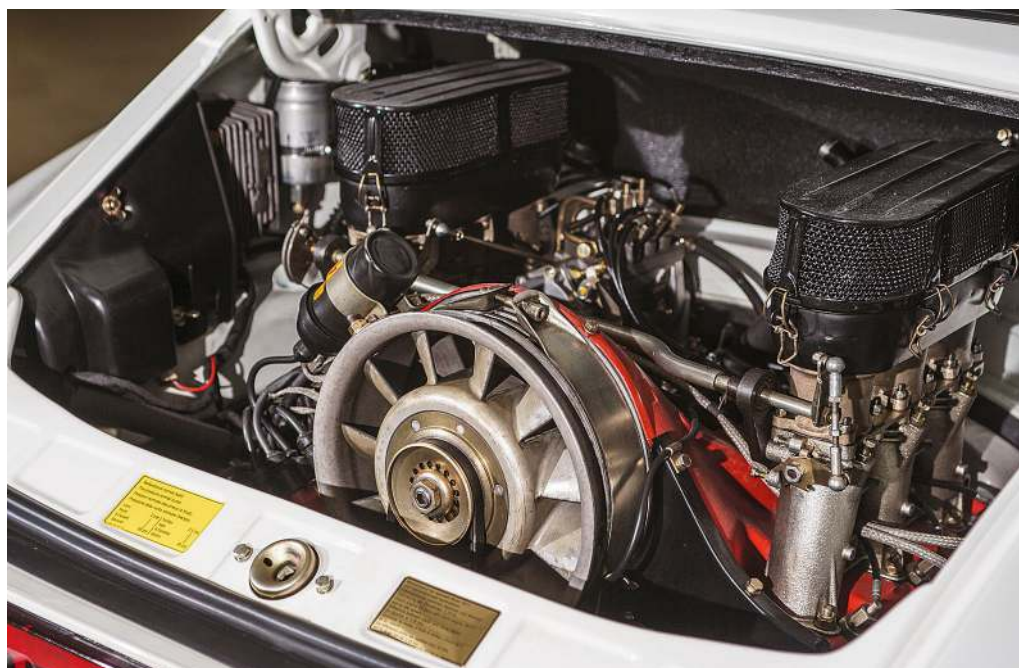
## The SC RS in competition

It was decided that the SC RS would not be entered into the World Rally Championships, where a full-works commitment required a small army of technicians and support staff, if any level of achievement was to be expected. Instead, the SC RS was aimed at the European Rally Championships, where competition came in the form of the Lancia 037, which, by the way, was ripping up the World Rally Championships in 1984.

Dave Richards had been in charge of Opel's rally team, and following the withdrawal of the Rothman's sponsorship from that team, he set up shop in Banbury, England. Prodrive, Richards' newly created motorsport company, was given the task of prepping the SC RS cars for competition. With respect to the Prodrive of today, back in late 1983 this was a brand-new company, and so it must have been with some trepidation that Porsche handed over five of its rally cars to be prepared for its gold-plated sponsor.

In January 1984, Prodrive entered two Rothmans 911 SC RS rally cars in the Qatar International Rally, the first round on the inaugural FIA Middle East Rally Championship. This was Prodrive's first event, and in the hands of Saeed Al-Hajri, the SC RS came home in first place. In fact, Al-Hajri won the first two events of the Middle East Rally Championship that year, and would go on to win no less than 18 international rallies.

Henri Toivonen, who had driven for Opel in 1983, signed with Porsche for the 1984 season. One of the finest rally drivers of his era, Toivonen scored six podium finishes in eight starts in the 1984 European Rally Championships driving the SC RS. Rothmans Porsches went on to win five rallies in 1985 to take both the Middle Eastern and Irish crowns, scoring a second place on the Tour de France and a third place on the Tour de Corse. In clinching two consecutive Middle Eastern titles, 17th place on the 1984 RAC and fourth and fifth overall on the 1985 and 1986 Acropolis rally, it is Al-Hajri who has been by far the most successful SC RS driver.





**BELOW** This period factory photo shows all 21 SC RS's were finished in Carrara white, though five were quickly adorned with the famous Rothmans livery



body meant more weight, but other weight-saving measures were so successful that the SC RS was around 300kg lighter than the standard 911 Turbo. Aluminium was used for the front bonnet and rear-engine covers, as well as the fenders and doors. Thin-gauge glass was fitted at the front and rear bumpers, as well as the integrated spoilers being fabricated from fibreglass.

The prominent rear engine lid spoiler was similar to that seen on the back of the Turbo model, although the spoiler on the SC RS had that characteristic lip on its trailing edge, it was tapered on the sides. Clearly the SC RS fell squarely into the G-Series era, but it was not fitted with the concertina bumpers of its siblings for the reason that it was intended as a racing machine where weight saving was a priority.

Out of sight, but very important to the success of the SC RS, was its suspension. While many basic 911 components were used, the SC RS was given additional helper coil springs to aid its standard torsion bars – these had to remain unchanged, and so the SC RS was fitted with 22mm front and 27.5mm rear torsion bars. Adjustable Bilstein dampers were used, and adjustable pick-up points made it easy to raise or lower the ride height. Prodrive tried to persuade Porsche to install a dog 'box which featured a better gear change mechanism, but Stuttgart steadfastly refused, preferring to stick with the traditional Porsche 915 'box.

The brakes were borrowed from the potent 917, with a large front/rear knurled wheel-brake balance adjuster, located on the floor under the dashboard just in front of the gear lever. The rally version of the SC RS also includes some additional features to sustain it through the rough and tumble of rallying. These include a shorter final-drive ratio, fly-off handbrake, drivetrain protection plate, reinforced gearbox and suspension mounting points, fire extinguisher and a roll cage.

The interior is befitting of any sports car intended for racing. The SC RS is devoid of any rear seats, and the front seats were lightweight sporting units with five-point racing seat belts. The car was fitted

with the bare necessities such as thinner carpeting, and the clock and the glove box lid were removed. One journalist commented that the cabin, which is trimmed in black felt, more closely resembled the unfinished cockpit of an aircraft. Simplified door panels were fitted and manual window winders replaced the electric units. The normal 911 heating unit was removed and in its place was fitted a gas heater for the interior. While the SC RS featured reduced instrumentation, the driver was confronted with a speedometer marked up to 300km/h and a rev counter marked to 10,000rpm.

The appearance of the 911 SC RS is unquestionably understated, but therein lies the car's attraction, as is the case with so many of Porsche's best creations. With just a small nod to its street-legal requirement, this racer for the rally stage was aimed squarely at the motorsport market. It is for this reason that many forget the SC RS altogether, though its Rennsport credentials are unchallenged.

The SC RS enjoyed a largely successful stint on rally stages around the globe, paving the way for the 959, itself intended to take on the newly-formed Gruppe B. Proving as ever the 911 was a sports car that could attain success away from the race circuit, the SC RS is no longer the forgotten Rennsport, but a pillar of Porsche's motorsporting history. **911**

## “I’VE NEVER SEEN PORSCHE GO BACKWARDS, EVERY GT3 THEY BRING OUT IS AN EVOLUTION”

*The GT3 market has changed like no other in recent years. Total 911 attempts to make sense of it all by talking to JZM’s Steve McHale, a man who knows his GT3s...*

Written by **Kyle Fortune** Photography by **Ali Cusick**

When the Gen1 996 GT3 was £40,000 to £45,000 people used to do lots of modifications on them, spending large amounts of money to use them on track. Steve McHale, technical director at JZM, used to go to track days at Spa with over 50 GT-badged cars, 30 or more of which would be customers of his. That’s changed – not McHale’s expertise or enthusiasm for the GT3 models and their GT3 RS counterparts – but the reasons customers are buying them.

“They appeal to a certain type of person, somebody who wants an asset, someone who wants a car that will not go down in value. Initially they were bought by people who want to use them on track, but it seems not so much now. If you go to track days you don’t see the GTs you used to see,” says McHale. With early cars being modifiable, people did so, McHale pointing at failings like brake design on the 996, the differing aerodynamics of the first GT3 making it difficult to cool the brakes effectively.

The gearbox also needed work. Both of those improved with the Gen2 model, though the differential remained an area for improvement. For the sort of track use buyers then focused on, McHale developed new brakes and set the cars up for track. Though if you wanted to go further there was the opportunity to fit KW suspension, rose joint suspension, lighten the exhaust, wheels and bodywork, right through to 3.9-litre engine conversions. As the production cars evolved McHale admits the factory started doing what JZM were doing to maximise their potential.

“Those Gen1 GT3s have now become collector’s cars: a Clubsport is a rare car and



people don’t dare use them,” explains McHale. There are still hardcore buyers who use their GT3s, and JZM still builds cars for customers – those for whom the enjoyment, and the value, is in the driving, rather than the security of investment. “There are people out there who really don’t care, they can afford it. They’ll buy a 991 GT3 RS, we’ll set it up and they take it out on track. A lot of buyers are getting into the GT4, which is a fantastic little car and highly modifiable,” says McHale.

With the factory already taking the engines to extremes there are less gains to be made with modifications. “Forget the engine: lighter wheels, lighter brakes, lightweight exhaust and better suspension and the car can be incredibly quick.”

The new cars, admits McHale, are undoubtedly quicker and technically superior, but he does concede that the driver aids make them much less demanding to drive.

Different cars, albeit with a commonality of purpose and appealing to a wider, more diverse audience, then. The Gen2 991 GT3 in manual, and now officially offered in Touring guise, will undoubtedly see some adjustment in the values of the R, suggests McHale. “There were stupid prices being fetched with the R; people got greedy. They’re now working around £300,000, or probably more like £250,000,” says McHale. “I like manual, I’m old school.”

“I’ve never seen Porsche go backwards, every model they bring out is an evolution and they ➔







**CLOCKWISE FROM TOP LEFT**  
Steve says on the whole GT cars aren't being used as they once were, though there are still buyers who are more concerned with driving rather than protecting an investment. For those that do, there are many tuning options available to make Porsche's GT cars even better



## Steve McHale: Six flat questions

### Best value GT3 right now?

McHale singles out the 997 Gen1 GT3 here, and we're not about to argue.

### Best GT car with investment potential?

Laughing, McHale says: "Anything they didn't make a lot of, but I cannot think of anything that's not already expensive, can you?"

### Favourite GT 911?

The 997 GT3 RS is McHale's favourite. Being old school he prefers a manual over PDK, and singles out the 997 GT3 RS as the last of the cars that does without driver aids – traction control withstanding – adding that the chassis responds well to some modification, turning it into an unbelievably well-handling car.

### Favoured modifications?

With the early cars it's more 'necessary' modifications, centred around things like improved brakes, though with all McHale suggests power increases aren't necessarily the answer, instead focussing on improving the dynamics via suspension revisions, lighter, more powerful brakes and aerodynamic changes.

### Favourite track for a GT3?

McHale admits to being a fan of Spa.

### Tell us something we didn't know about GT3/GT3 RSs...

To buy the vanes for the front of a GT3 RS 4.0 you need to prove to Porsche you own one, as they don't like people creating lookalike cars.

## “If you go to track days now you don't see the GTs you used to see”

learn by their mistakes, though we all know Germans don't make mistakes," he laughs. "They just improve and evolve, they'll bring a car out and the failings become apparent in time, and then they'll sort them out," says McHale. "There's less you can do with them now, though."

The market has shifted before, of course. While interest rates sit as low as they do, McHale doesn't see any sizeable adjustment, many customers preferring cars to money sitting in their bank accounts. GT2s are making the headlines presently with prices, McHale saying they're different buyers and the GT2 RS is always going to be a good investment. "People look at how many were made, how many are on the market, but I don't see many people using them on track."

He's cautious not to predict the market over some relatively poor auction results, saying: "it's just time of year, people are coming back from holidays, kids going back to school, people have

other things to do. Come spring everyone cheers up and starts spending money. It's always been the way." That they've become investments is, undeniably, disappointing, even if some hardcore buyers don't care, and still drive them as intended.

For them JZM will always find ways to improve their chosen car. Whether it be the extensive revisions and upgrades possible with the earlier cars, or focus on set-up on the later ones. Certainly, the GT buyer remains one who is very knowledgeable and appreciative of the GT badge and what it means, only now the value is more often monetary rather than sensory and emotive.

That's unlikely to change in the current marketplace either, which for some might seem regrettable, but the very fact there's an audience out there for these most extreme, driver-focused 911s can only be a good thing, even if less and less of them are actually being driven, at least as intended. **911**



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# T I S F O R T O U R I N G

Total 911 tells the remarkable tale of a stateside 2.0-litre ‘T’ that’s created many happy memories with one owner in its 48 years of existence, including an epic tour of Europe...

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Written and Photographed by **Rich Pearce**

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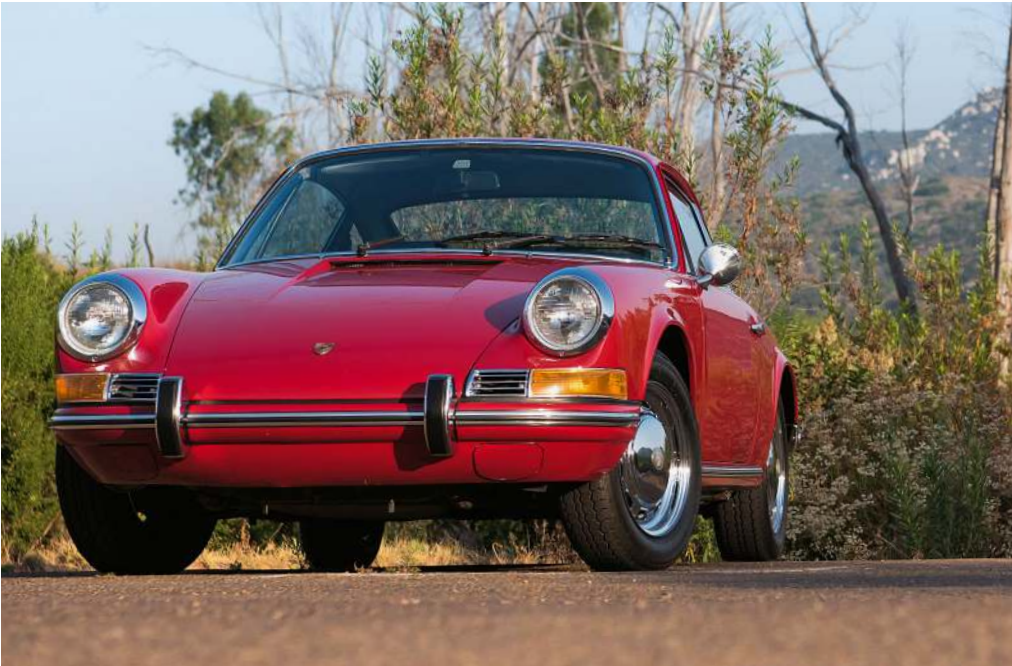
**Y**ou always remember your first. Be it love, a car or simply a day in a new job, that earliest milestone is one that stays in your mind long past its practical relevance. It is special. The same rings true of your first 911: often the start of a prolonged association with Porsche’s most esteemed sports car, many of us have gone on to own more than one Neunelfer in our lifetime, our thirst for more flat-six finery triggered by the romance of that original purchase. Some lucky owners even have a whole collection of Neunelfers inspired by their first.

As a case in point, Tony Foster fondly remembers his first Porsche 911, a Polo red ‘T’ model bought way back

in 1969. It’s an early example of those long-wheelbase, long-bonnet models, but what’s truly unique about Tony’s first 911 is the fact that nearly half a century later, incredibly, he still owns it. The story begins when Tony was in high school in the mid 1960s, his morning commute on foot punctuated by the flowing hips of Stuttgart’s finest flat six sports car. Tony elaborates further, “On my way to high school I would always walk by this beautiful red Porsche and dreamt of having my own one day. Of course I never thought I’d actually be able to afford it, but little did I know I’d have a 911 of my







own just a few years after my daily walk past the car that really captured my youthful imagination.”

After leaving high school, Tony began a long and successful career as an aeronautical engineer, pilot and aircraft mechanic, which took off, you might say, after a very special college project. “I was working on the Apollo Spacecraft during my last year in college, and due to a lot of overtime I ended up earning more money than I expected, so I found I was able to get that Porsche I’d been dreaming of,” Tony recalls. “I also married my wife during this time but the project was so busy I couldn’t take a break for a honeymoon, so we mutually decided on a delayed honeymoon later down the line,” he says.

As it turns out, the couple chose Germany for their first getaway as a married couple, which worked out rather nicely for Tony and his 911 story: “In those days, if you drove the car 1,000 miles you could bring it back to the US as a ‘used car,’ which saved a lot of taxes. So, my wife and I decided that when I graduated we would pick up the car in Germany and tour the country in our new 911, before exporting it back to the United States.”

And so, after Tony’s Apollo project was complete, the newlywed couple set off for Deutschland, flying into Frankfurt and travelling down to Stuttgart before embarking on a Porsche factory tour and collecting their 911T. Costing \$5,674, the T was finished in a striking Polo red in testimony to that original car from Tony’s high school walk, and came with an optional luggage wrack over the rear decklid, a clear nod to the touring intentions of Tony and his wife. In fact, the picture you see of Tony about to jump into his new ride, complete with a full-frontal protection bra, documents the moment he drove his 911 away from its Zuffenhausen birthplace on 31 March 1969.

The Foster’s subsequent six-week tour was vast: the T stacked up some 770 miles in its first ten days on the trip after heading down into neighbouring Switzerland and east into Austria, before travelling up

to Stuttgart, where it underwent its first documented inspection with Porsche on 9 April 1969. Ready for the road once more, the couple headed north via Germany’s Eifel region and even to England, the Porsche eventually dropped off in Rotterdam five weeks later ready for transportation by sea to its new home in Long Beach, California. The Fosters, meanwhile, travelled back to Frankfurt for a flight home to wait for their 911 to roll onto Stateside soil.

Thousands of miles were added to the 911T’s odometer during these opening weeks, which would be the most it’d ever see in its life over such a short period. Indeed, after wracking up 10,000 miles in its first year of ownership alone, Tony’s 911T would only accumulate a further 8,500 miles in its subsequent 16 years of existence, its owner keen to reserve any

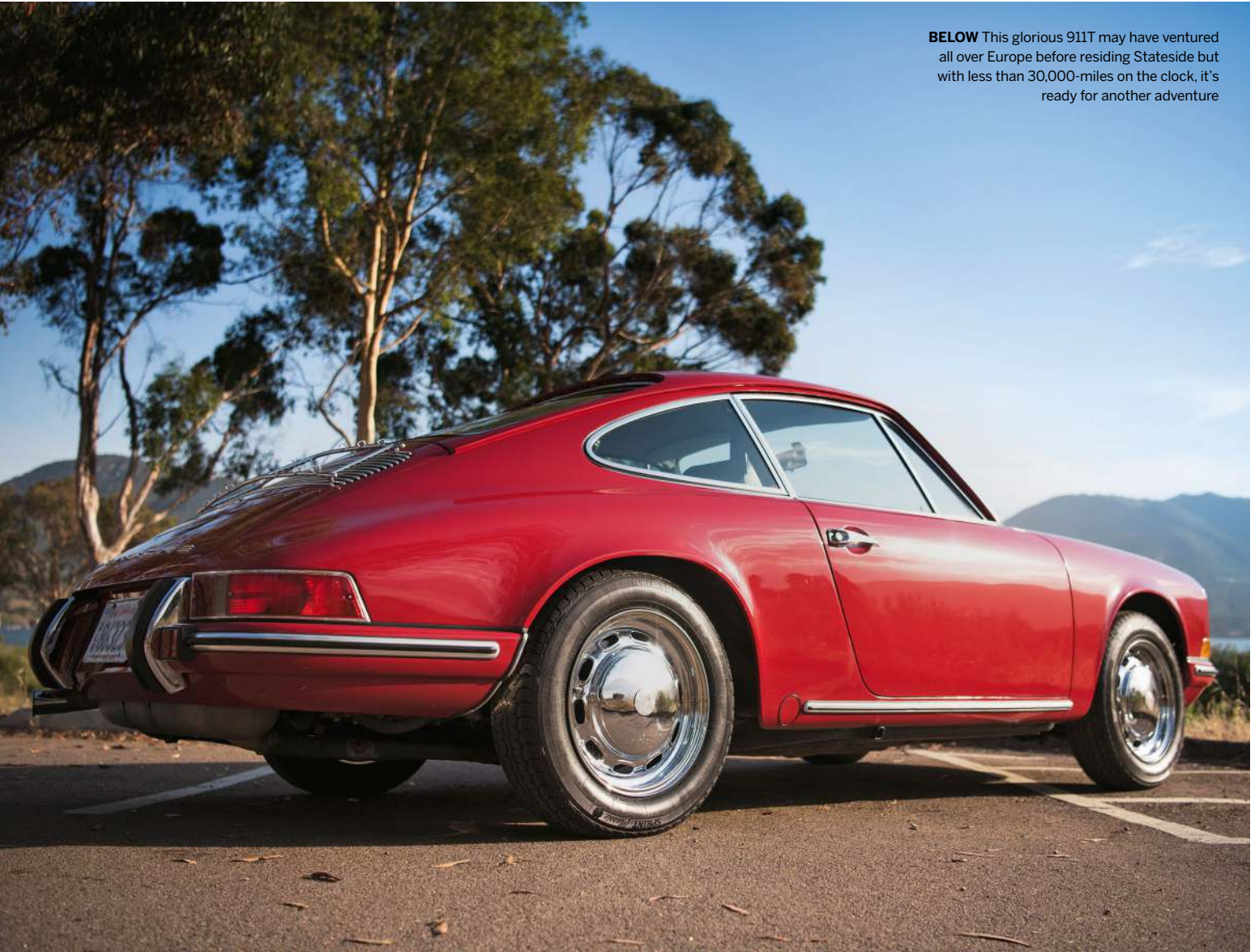
drive of his pride and joy for special occasions only. That brings the car to 1986, though in the 21 years since then, Tony’s 911 only covered another 11,500 miles, meaning the car has only accumulated a total of 29,900 miles as it sits today – incredible for a car approaching its half century milestone.

Nevertheless, this Polo red 911T has shared many unique occasions with the Foster family over the years, as Tony explains: “I distinctly remember I took my wife in the Porsche to the hospital when my first son was born, and then 24-years later we drove it to his graduation from US Naval Flight Training. I may not have not driven it much all these years, but I have loved it and taken great care of it,” he says.

Now retired, Tony has decided the time has come to sell his beloved Porsche, handing the car ➔



**ABOVE** 911T’s interior is a time warp, featuring original Blaupunkt stereo. 901 dog-leg gearbox is a world away from today’s 7-speed manuals



**BELOW** This glorious 911T may have ventured all over Europe before residing Stateside but with less than 30,000-miles on the clock, it's ready for another adventure



**Model** 911T

**Year** 1969

**Engine**

**Capacity** 2,195cc

**Compression** 8.6:1  
ratio

**Maximum power** 123bhp @ 5,800rpm

**Maximum torque** 169Nm @ 4,200rpm

**Transmission** Five-speed 901 manual gearbox

**Suspension**

**Front** Independent; McPherson strut

**Rear** Independent; torsion bars

**Wheels & tyres**

**Front** 5.5x15-inch; 165H

**Rear** 5.5x15-inch; 165HR

**Dimensions**

**Length** 4,163mm

**Width** 1,610mm

**Weight** 1,020kg

**Performance**

**0-62mph** 8.8 secs

**Top speed** 127mph



“The car has only covered a total of 29,900 miles as it sits today – incredible for a car approaching its half century milestone”

over to Matt Kenyon, proprietor at Makellos Classics. Matt’s San Diego-based outfit carries a stellar reputation in the SoCal specialist Porsche industry, yet the company has never quite come across a story like that of Tony’s Polo red T. “Its story is fascinating,” Matt tells **Total 911**. “Not only is it extremely low mileage, but its history file is so extensive – the photos Tony has passed over have really helped to illuminate its past. The car and its owner really have been on some journey together, and it’d be great to see that journey continue with somebody else.”

Since taking the car on, Matt and his team have treated the front and rear bumpers to a new lick of paint and brought the rest of the Polo red coachwork back to life, also replacing numerous bushes, seals, all four tyres and rebuilding the car’s brakes so the car can once again be fit for purpose. Today the car looks as fresh as it did on 31 March 1969 when Tony first drove it away from Zuffenhausen, its 15-inch steel wheels now resplendent in 2017’s Californian sunshine. Inside, it’s a time warp of a car, and as we make our way along a deserted Elfin Forest road as dusk draws in, we can be forgiven for thinking

we’ve been transported back in time. The five-speed gearbox remains delightful to use, that flat six engine still singing the same song it sang under Tony’s tutelage over the last 48 years.

And what of the future of the car? Well, its low mileage and single ownership means this 911T will undoubtedly appeal to collectors, though **Total 911** believes the legacy of that bond the car has had with its original owner should be continued with another like-minded petrolhead. It’d be fitting, then, if this Polo red 911T became the first Porsche purchase for another discerning individual with a striking Zuffenhausen persuasion. The car could – and perhaps should – fulfil a dream for somebody in the way it did for Tony nearly half a century ago, then going on to create many more memorable moments in motoring with its new owner. After all, you always remember your first, right? **911**

### Thanks

The car in our pictures is for sale via Makellos Classics. For more information call +1 760-300-4037 or visit [makellosclassics.com](http://makellosclassics.com).

## 911T on tour

In its early years, the entry-level ‘T’ within the 911 nomenclature stood for Touring, ever an apt name considering the Foster’s model choice and then subsequent European adventure. Below are a selection of period shots from the Foster’s trip around Europe in spring 1969:



Engine assembly room at Zuffenhausen, 1969



Production line at Zuffenhausen



15th-century German castle



Outside a former Nazi barracks



April snow in Europe



Boarding the ferry to England





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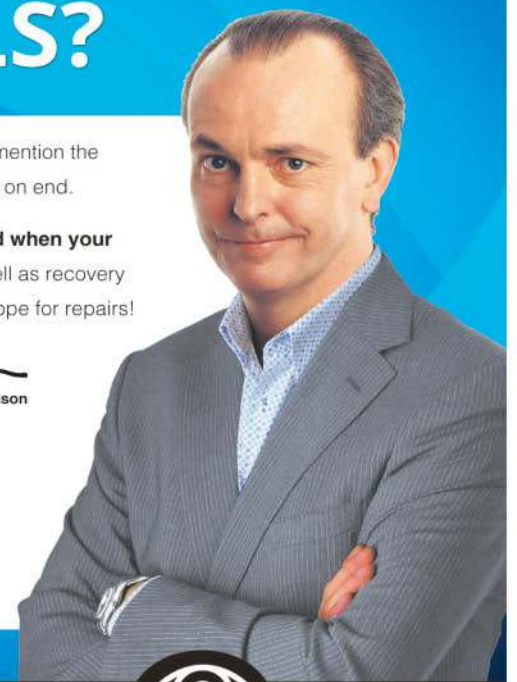
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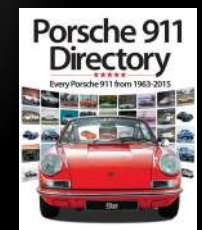
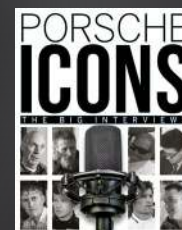
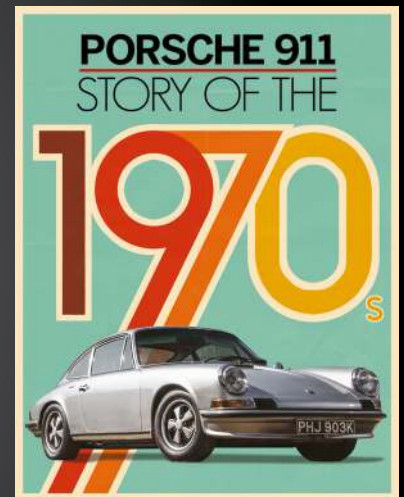
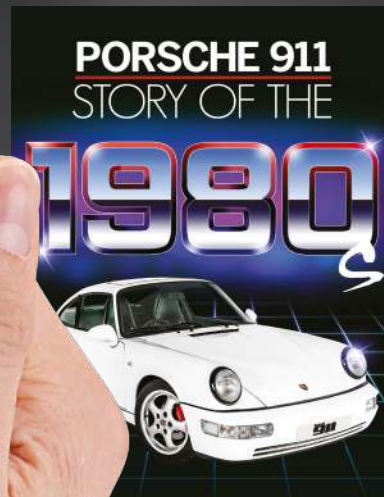
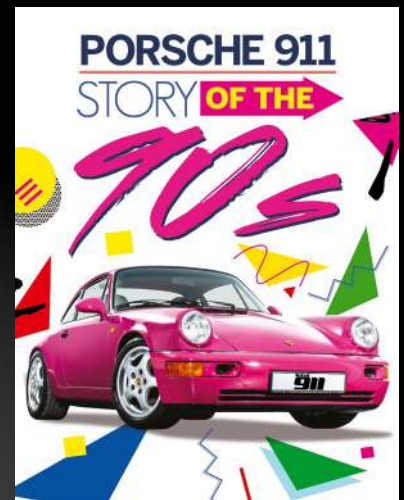
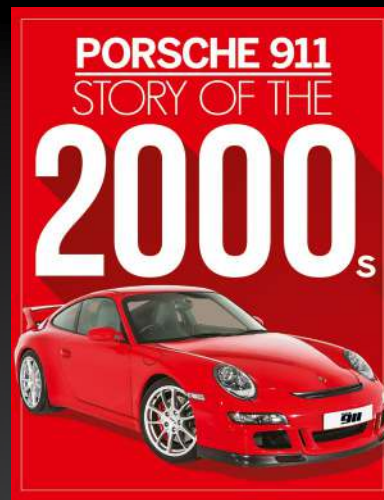
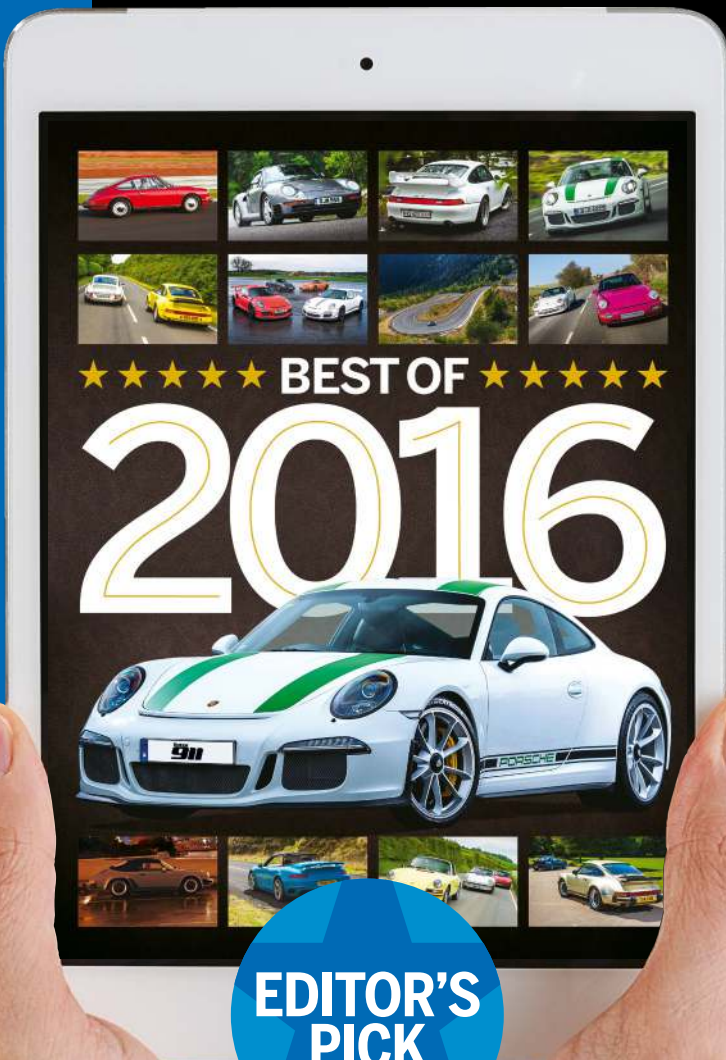


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# Living the Legend

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



**Lee Sibley**  
Bournemouth, UK

 @lee\_sibs

**Model 996 Carrera 4S**  
**Year 2002**  
**Acquired April 2017**



It's been a busy time for my C4S, as after five months of ownership I've finally needed to spend out on something other than fuel for it. I've

previously mentioned the car needed new brakes and tyres all round, and they've now been replenished, after a trip to Porsche Centre Bournemouth. For the brakes I was happy to stick with an OEM-spec setup, as in my view if those Big Reds are good enough for a 996 Turbo, they're good enough for a 996 C4S. I bought the brake discs and pads separately from Heritage Parts Centre last month. They arrived promptly, and had been sitting at my house waiting for a gap in my diary for a visit to Porsche.

That day arrived in early September, and I whisked the car over to OPC Bournemouth where it'd be under the stewardship of one Scott Gardner, whom you'll recognise in the pictures as our very own 'ask the expert' from the front of the magazine. Scott had the discs, pads, wear sensors and anti-squeal shims (I had to buy the latter separately) swapped over in three hours without a hitch. You do always assume with a 996 that there is going to be a hiccup along the line – happily though, all was well, and the brakes were on in no time.

Heritage Parts Centre are new to the Porsche industry, but I am very pleased with the quality of the brakes, which all married up absolutely fine into my calipers and onto my hubs. Again it sounds obvious, but I've had wrong parts

turn up from other such suppliers in the past, and this only leads to a frustrating scenario when work has to be stopped because the part doesn't quite match up with your 911. This wasn't the case here though, and Heritage Parts Centre come highly recommended from me for a quick and precise service. The brakes will take a bit of time to bed in, but already I'm noticing much sharper response to brake pedal applications, with better feel, which has already inspired me to push the car a little harder for fast road driving.

I also addressed the worn rear Continental tyres by replacing them with a set of Michelin Pilot Sport tyres all round. N3 rated (a higher 'N' rating means more recent tyre technology has been used), I was recommended them by a Michelin representative when I told him



**Sean Parr**  
Harpenden, UK

 @inveloveritas

**Model 912**  
**Year 1967**  
**Acquired November 2014**

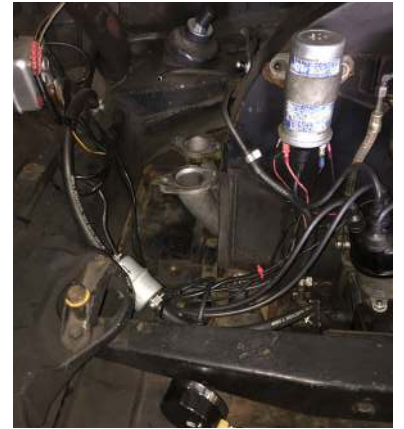


In July I mentioned an article from *Australian Sports Car World* from years ago, about an Aussie guy

taking his 912 camping, and cooking a 'billy' in the engine bay. Well, thanks to the power of **Total 911**, I have found it! Incredibly kindly, David Anderson from New South Wales got in touch with our Editor and mentioned that it was likely written by a well-known journalist and photographer, Jeff Carter.

That was it! Of course, Jeff Carter, I remembered reading other stuff of his from years ago. Anyway, off I went to the old interweb and found a copy of the original article that had gone on the missing list years ago from my quiver of magazines. The problem was that the photos weren't great. Well I dropped a line to the author of the article, and Michael McCabe, an architect from Melbourne, told him my story. Not only did he send me a copy of the original article, but he sent me tons of other stuff that Jeff wrote on various Porsches that he had.

Carter was a Porsche nut, he bought the 912 and camped in it all round Australia. In the mid-1970s he decided he wanted to buy a Carrera 3.0, but they cost over \$30,000 in Australia (in the mid-1970's this was a ton of money). This was mainly because Australia in the 1970's was desperately trying to keep its own car



manufacturing going, so huge tariffs were added to all imported cars. Carter discovered a loophole. If he went to Germany and bought his 3.0 and lived in Europe for 14 months he could bring it in tax-free, and the total cost of the car was \$15,000. He wrote articles in Australian car mags as well as English ones; Michael sent me all of them. What a wonderful guy, thanks to you and David, I honestly can't thank you enough!

Onto my 912, the exhaust still wasn't right despite Max's fettling. I thought I'd take it to Fenn Lane (who fixed the red 911 SC I used to have and are first rate). They make their own exhausts, so if they couldn't fix it, no one could. Two hours drive up and I arrived at 8.00am, and Jeff got stuck into it as soon as he arrived. It didn't go smoothly initially, and eventually we had to drag the wretched exhaust off. It was so hard to get off, but the reason for the fluffing noise was instantly clear: the join between the head and the upper-left section of the exhaust was leaking, just slightly, but it was due to the flange at the end of the pipe being warped. On closer inspection, it was decided that the flange was really too thin at 5mm and needed to be cut off, and a 10mm flange put on in its place. We also discovered when Jeff and Chris put the exhaust on their jig that the whole exhaust was out of whack, and the flange was about 6mm completely off-centre. No wonder it never fitted properly and always leaked. I have now spent several hundred pounds getting it sorted. It is fixed, but it's all left a pretty sour taste in my mouth. Chris, Jeff and Vince at Fenn Lane did an amazing job. I also dragged Chris out to drive me to go look at a 3.2 I was interested in, and then when he couldn't get my car ready, he drove me two hours home! Excellent service!



the C4S is used for shopping runs, plenty of fast-road driving and the occasional track day. I've never actually ran Michelin tyres on any of my own cars before, but have always enjoyed them on other 911s. A definitive verdict on their performance will be found in an upcoming issue.

It's standard procedure for Porsche to health check your car while it's on the ramps too, so Scott and I had a good look around underneath the C4S once all the planned work was done. I was very happy with Scott's exemplary comments as regards to its overall health and condition – he was shocked when he found out I'm the 11th owner – and his remarks have only further endorsed my decision to purchase this cracking 911. Thanks to the guys at OPC Bournemouth for stellar service as always – now, I can't wait to wrack up some miles with my new toys!





**Gina Purcell**  
Oxford, UK

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



I'm still piling the miles onto Steffi the SC, and she's now about 1,000 miles into her long-term reliability trial. So far, so good, but for me

the acid test comes later this year: can my 35-year-old SC get us back home from a tour of the finest Alpine passes? I don't feel my confidence is misplaced, but put it this way – if she breaks down again, it shouldn't be anything to do with the electrical system (all fingers are crossed as I write this).

During some recent work, BS Motorsport's Rob Nugent alerted me to something amiss with Steffi's gearbox, namely that the reverse-gear lockout pawl was broken. My initial reaction was 'What the hell is that?' I take great pride in the fact that I can whizz up, down and around the 'box without any gear crunching whatsoever. I thought I knew every wrinkle and idiosyncrasy. A Swedish friend and passionate fellow SC owner, Felix Pettersson, self-identifies as a 'keen 915 operator' and his words



resonate with me. I love my 915 and will fight its corner with any G50 pub bore! I think the only reason I was unaware of the problem is that I am acutely aware of exactly where I physically place the gearshift at all times. It's part of the pleasure of SC driving – another layer of interaction on top of mastering the 911's constant balancing act. Busy minds have more fun, and all that. Imagine my horror

when Rob showed me the gearshift going from fifth, straight into reverse! It must have been broken for years.

The new part was duly ordered from Porsche. After all, £40 for a part that can prevent a bill 100-times the size for a full gearbox rebuild seems like good value, and there's a welcome little bit of spring guidance across the gate now. Maybe it's become as easy as a G50!



**Joe Croser**  
Northamptonshire, UK

@jcx911

**Model 997.2 Turbo**  
**Year 2010**  
**Acquired December 2015**



After living in the USA for five fun-filled years I am well aware of the language differences that separate our two nations. I could be

talking about colour vs. color or honour vs. honor but in this case, it is tyres vs. tires. That's rubber to the multilingual among us.

It was while living in Pennsylvania that I learned to appreciate the magic of winter rubber. I thought having an Audi Quattro would serve me well when the snow fell, how wrong was I? While I could get going in my S4 clad in Michelin summer tyres, I could neither turn nor

stop on demand when driving over packed snow. But, with a set of 'winter wellies,' the car was transformed into a go-almost-anywhere sled.

Over the years I have learned that it's not just the rubber compound or tread pattern that transform the way the car feels; pressures also play a huge part. Some tyre manufactures design their products with a very stiff sidewall to lessen deflection when under lateral force – but road noise and comfort are two necessary compromises. Other manufactures prefer a softer wall for quieter, more comfortable progress while perhaps sacrificing a little directness in the steering. As I have come to know the attributes of different tyres I have adjusted tyre pressures to tune the feel to my own liking. For example, when running relatively soft-walled Dunlop or Michelin tyres I tend to add one or two psi to the standard spec, to firm up the sidewall for better bite in the turns.

When I bought my 997.2 Turbo 18 months ago it came with Bridgestone tyres. I quickly decided that I didn't like their stiff walls, and I mentally wrote them off without much further thought. But with lots and lots of tread I wasn't about to throw them away. I planned to swap them for Michelin's finest, but herein lay my problem: the PS2 is aging fast, and yet it's the only Michelin

road tyre with an N-rating for my sizes. Rumour also has it that Michelin will stop making these, so then what? Changing one or two may be impossible if I pick up a nail. The Michelin Pilot Sport Cup 2 is my second choice, but as a road-legal track tyre I am not so sure it is the right option for me – even though I do not use my car as a daily driver.

So, while recently looking at the Michelin website (to see if the much-vaunted new Pilot Sport 4S is available yet in my size with an N-rating – alas it is not) I noticed that the PS2 tyre pressures recommend 33psi up front and 37psi at the rear. That's quite a change from the Porsche spec of 40psi rear and 34psi front. So, I thought I'd try the same with my stiffer-walled Bridgestones, and what a difference! The car feels smoother, less harsh, grippier and less easily affected by tramlines or camber.

On a quick blast down to Heathrow to drop a friend at Terminal 3, I was able to cruise down the motorway and carve up my favourite twisties, making faster and smoother progress with less tension in my hands. Of course, as I pressed on and the heat rose in the tyres the pressures rose to 37 up front and 40 at the rear.

I dare say my Bridgestones have just been taken off life support and will get to enjoy a longer stint on my car. It's never felt better!





**Chris Wallbank**  
Leeds, UK

chris\_wallbank

@chrisjwallbank

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



It was best man wedding duties for me and the Porsche at my brother's wedding this month in picturesque North Yorkshire. This gave

me the opportunity to give the new KW springs a good test on the Yorkshire B roads, whilst also learning a new skill of how to attach a ribbon to a Porsche 911 – which is actually a lot trickier than it looks! We found this out when the ribbon became detached from the A pillar whilst travelling at around 70mph down the motorway!

So, I've had the new KW ST springs on the 997 a few weeks now, and I've got to say I do love how my 997 C2S looks and sits on its new springs and spacers. From every angle the wheels just seem to fit perfectly between the arch. Now that it's fully aligned and balanced I can certainly feel an improvement when cornering on twisty country roads; the car just feels more stable on tight bends, as well as handling faster sweeping bends with



noticeably less body roll than it had before with the PASM turned off.

With the PASM turned on it's too firm for day-to-day driving, but I did always feel that PASM was a bit too firm for day-to-day use on UK roads even in the factory setup with standard springs, so I

can't really knock the springs for that. I only ever used PASM on the smoothest of UK roads, which is definitely a rarity in Northern England! All in all I feel the springs have given a great balance of firmness and drivability whilst also improving the aesthetic of the car.



**Rob Clarke**  
Bristol, UK

@rob911\_tlt

@Rob996LTL

**Model 996.1 Carrera 4**  
**Year 1999**  
**Acquired February 2014**



As I have mentioned before, the headlights are poor on the 996. I have tried supposedly more powerful bulbs, which didn't last long, and

didn't seem to make a big difference. Seeing as my work has changed again and I am back to a longer commute and driving at night on a regular basis, I decided to book my car in for some headlight TLC. So, I sent the car off to Rich at UK Detailing in the glorious Cotswold countryside to see what magic he could do.

He inspected the general condition and noted that some bright spark had attempted some restoration work on the lenses in the past (which wasn't me).



The lights were removed from the car and thoroughly cleaned with an alcohol and then a solvent-based cleaner to ensure no contamination was present. The manufacturer's clearcoat had failed and begun to yellow which was causing most of the distortion, so it was out with the toys. An initial stage of wet sanding was carried out using 1,000 grit wet and dry paper on a 12mm orbit Dual Action Rupes Duetto machine polisher. After a few careful passes, with detailed inspection in between, the discolouration was removed, and so a further stage of sanding at 2,000 grit was carried out with the same machine to further the refinement process.

Rich carried out two stages of machine polishing using the same

Rupes Duetto to bring back the clarity, the first using a Rupes green pad with Scholl Concepts S3 Gold to remove the remaining sanding marks. This was followed by a softer Rupes yellow pad and Koch Chemie Anti-Hologram polish to finish the job.

With the lights now back to their clear former selves, the only task remaining was to re-apply a protective coating before refitting. UK Detailing use a coating called Opti-Lens, which is specifically designed for headlights and forms a permanent bond with the surface, replacing the manufacturer's protective coating. First impressions are good. They have lost that yellow hue, so now I need to do some night-time driving to test them out properly!





**Greg James**  
Mercer Island, Washington

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



As I write this, we're experiencing one of the sunniest summers ever in the NW USA. We've had 60+ days of sun (OK, so we had an hour

of showers a week ago), and nearly ideal weather for blasts into the mountain passes all through June, July and August. The total eclipse is tomorrow and can be seen 200-miles south in Oregon (Seattle will get a 95 per cent eclipse). A couple of issues ago I wrote that I'd finally had enough of the light flywheel on the 993 Turbo, and decided to replace it. Decision made, I took it to a local Porsche specialty shop called Squire's Autowerke. Head engine wizard Jason then got to work. A few days later, I had the car back, along with a bill for about \$4,000. As much as the \$4,000 hurt, I was absolutely delighted in how much smoother and predictable the clutch



was. Simply put, it was a 'night and day' difference, and I no longer have to worry about looking like a dipstick when the car stalls as the clutch is released. Incidentally, when I added up the costs of the previous owner buying the flywheel kit (\$2,200), installing it (\$3,500), and then having it removed and replaced with a stock clutch (\$4,000), the total is about \$10,000! I asked Jason if there was any value to the light flywheel, and suggested he list it on eBay and split the money with me. He commented that it was worthless, and that he had three or four light flywheels lying around the shop from other Porsche owners who, like me, had them removed after discovering they didn't like how they felt under daily driving conditions. Oh well, it was a thought...

On another note, the local Porsche scene has been as hot as the summer.

'The Shop', a local car club/storage garage/social hang out for owners of high-end cars recently opened in the SODO district of Seattle. Owner Matt Bell and his investors put on a great party and opened the place up for customers and would-be customers to take a look. It was nearly standing room only as people walked through the immaculately clean main garage/warehouse to view a wide variety of collector cars and motorcycles. The facility also includes a Porsche restoration specialist, driving simulator, great restaurant and lots of lounge space. The Porsche marquee was well represented, and my favourite car there was a beautiful 1979 Ice green Turbo (my first 911 SC was Ice green, and it remains one of my favourite colours from that era). Plans call for other facilities in select US cities, and you can visit them online at [theshopclubs.com](http://theshopclubs.com).



**Joel Newman**  
London, UK

**Model** 996 Turbo  
**Year** 2003  
**Acquired** April 2014



This month I've had a bit of an issue: when I start the car there is a really loud electrical whine, akin to the Batmobile. This whine, or scream,

seems to go away if you turn the car off and on again, though it won't go away if you simply leave the car alone. On closer inspection the noise was emanating from the engine compartment, or, more accurately, somewhere around the cap for the hydraulic oil. Searching forums, I came to the conclusion it was an issue with the clutch pressure accumulator, or the relief valve in the reservoir.

Well a bit like those self-diagnosis books, I was wrong. The noise, identified in a few seconds by a well-versed mechanic, is linked to the Turbo's version of the Exhaust Gas Recirculation valve, known as the secondary air pump.



Its job is to do something clever in order to reduce emissions while the car warms up. Thankfully even when it's not working it's not a huge issue. While I do want it fixed, the £960 bill is one I am not planning on tackling immediately.

On another note, I have also purchased myself a rotary polisher from eBay! I understand that these are more effective

in comparison to dual-action polishers, but they also have the potential to burn paint and cause serious damage, perfect for me I think you'll agree!

I have a bag of various compounds and the second the weather picks up I'm going to be getting stuck in. Join me next month for either a very shiny 996, or a respray. Taking bets now...





**Dana Pawlicki**  
Maplewood, New Jersey

- Model **993 Carrera**  
Year **1995**  
Acquired **May 2007**
- Model **991 Carrera S**  
Year **2013**  
Acquired **March 2013**
- Model **930 3.3**  
Year **1986**  
Acquired **April 2014**
- Model **964 Carrera**  
Year **1994**  
Acquired **June 2014**
- Model **930 Targa**  
Year **1988**  
Acquired **April 2015**



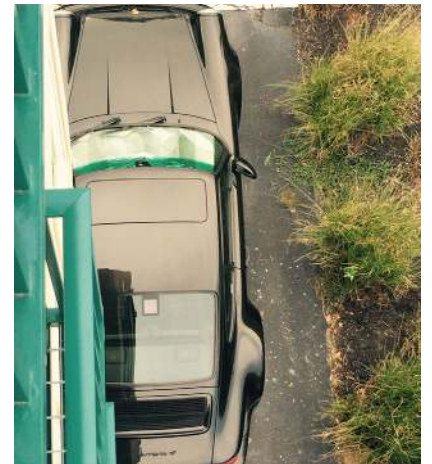
Before getting into this month's 911 adventures, I wanted to briefly share the amazing reach of the Porsche 911 community and in particular, **Total 911's** reach in the United States. I heard from two different past acquaintances this last month who I had seen a combined once in the last two decades. Both were now living in different parts of the country, and unbeknownst to me, had both become 911 owners and are avid readers of **Total 911!** After reading my LTL articles, one had gotten my number from a mutual friend, and one had reached out on Facebook.

The first of these lost friends was Chris Mobily, who I used to ski with in Ohio at Boston Mills, the local ski resort (the word 'resort' is stretching it a bit). Chris had since moved to Chicago, Illinois and I had only seen him briefly one time in the last 20 years. Chris used

to hang out with a hardcore group of Volkswagen guys growing up, the 'Coffee Boys' (picture/hear 16 VW Sciroccos with straight pipes 1k past the redline), but had recently purchased a 2014 991 Cabriolet base model in a stunning shade of blue. He had recently drove the car from Chicago back to Cleveland and took the attached picture at a historical gas station in the Cuyahoga Valley National Park next to Boston Mills.

The second reach out was from Rich Cusick, who I had gone to business school with decades ago. After a brief stint on Wall Street, Rich had moved out to the San Francisco area. The last time I had seen Rich was on a home renovation show on HGTV, which I just happened to turn on one Saturday. In any event, Rich is on his third 911, also a Cabriolet, but with the 'S' package, and in black. I hope you both enjoy your rides!

Now back to my 911s – the red 930 is still at Protosport getting its top-end rebuild, and I also checked in on my Venetian blue 930 Targa (at a different specialist by the shore) when I was down this past weekend. You may recall the starter would turn, but it seemed to have a fuel problem of some sort preventing it from starting. After a long list of part replacements, the gremlin problem persists. Ironically, it started every time for the owner of the shop (of course I had the exact opposite luck of that coin). As a result, he wanted it to sit for some time and have one technician monitor the fuel pumps while he tried to start it



in hopes of recreating/diagnosing once and for all.

While down at the shore, I took out the 964 C4, which is running beautifully after its restoration completed late last autumn. There is a fabulous suspension bridge that connects the Delaware seashore with Bethany Beach with concrete barriers on each side. It is the perfect place to hear the Danske exhaust resonate off the walls as its 3.6 approaches the redline. I recalled reading so much about Magnus Walker's love of the 6th Street Bridge in Los Angeles – this is definitely my version of it! When returning, I also got to shoot a great overhead shot of the car from our balcony which really shows its awesome flares... to quote the Greg Kihn Band's 1980's hit *The Breakup Song*; "They just don't write like that anymore..."



**Richard Klevenhusen**  
Rio de Janeiro, Brazil

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

[@richardkle](#)



I have read more and more articles about cars with electric power. Porsche itself has started this evolution with the 918 Spyder and soon with 'Mission E'. This will be the future of our cars. We will no longer hear the sound of the engine. In addition, we will soon have cars that will be autonomous, that is, we will not have the emotions of driving either. I sincerely believe that in the future it will be forbidden to even drive a car. Nature will thank us, but we lose the thrill of running a wonderful machine. Future generations will find it strange that man has driven cars in the past, since technology will replace man in this activity. It's probable car crashes will no longer occur, and lives will be saved. I wonder how a brand like Porsche could be different from other more popular brands in these advances.





**Tony McGuinness**  
San Diego, USA

[@tonygt3rs](#)

[@tonymcguinnessgt3rs](#)

**Model 997.2 GT3 RS**  
**Year 2011**  
**Acquired February 2011**

**Model 991 GT3**  
**Year 2015**  
**Acquired December 2014**



It is always fun having friends visit here in sunny San Diego. The city has an unbelievable climate, great roads and truly is

a fantastic place to drive 911s. So I was particularly excited when our very own **Total 911** Editor Lee and photographer and contributor Rich Pearce said they would be travelling to San Diego to hang out with me.

With the guys coming so far, I insisted they had to attend the weekly Secret Car Club meeting. Actually, I didn't need to insist... they were more than willing to come along! Lee and Rich arrived early at my house on the Saturday morning. Like all proud 911 owners, I eagerly showed

the guys my 997 Gen2 GT3 RS and my 991 Gen1 GT3 on display in the garage.

Before we headed to the Secret Car Club, I took them for a tour of my mini Porsche Museum in my office. Regular readers of my column will recall I am a collector of Porsche models and collectibles, and have turned my office into a Porsche Shrine! I was quick to mention to Lee that with so many Porsche collectibles on display, staying focused on my work can be a challenge.

With great anticipation, we headed off to the Secret Car Club. I was hoping we would get a great turnout since Lee and Rich had flown all the way across the pond to see it! Luckily, Lee and Rich weren't disappointed, as some amazing 911s and a 959 rolled into the Secret Car Club.

We all had a tremendous time, and after three hours at the Secret Car Club, we headed back. This time we had three other 911s join us on the drive. We decided to take the Elfin Forest 'Great Road', which I covered in **Total 911** issue 139. It was perfect timing as hardly any other cars were on the road, allowing all four 911s to enjoy the twists and undulating tarmac of Elfin Forest Road.

After rehydrating from an extremely warm day and enjoying a lovely lunch at nearby San Marcos Brewery, it was time for Lee, Rich and myself to cap off the day and take the GT3 RS and GT3 down to Carlsbad Beach and along Pacific Coast Highway. Lee and I swapped cars as we drove down some very scenic coastal roads. This allowed me to see and hear my GT3 RS and the GT3 in ways I hadn't seen before. Watching Lee drive one GT car as I was driving the other and Rich was photographing was fantastic, and great fun! It truly gave me a new appreciation and perspective of how amazing these GT cars look and sound.

The entire day was perfect – it was great hanging out with Lee and Rich. We are looking forward to the guys returning to San Diego! However, next time we will take the GT cars out on a much longer trip. I envision the epic 'Pines to Palms' Highway for the next **Total 911** Southern California Porsche adventure.



**David Grover**  
Harpenden, UK

[@propertypetrolheads](#)

**Model 991 Carrera S**  
**Year 2014**  
**Acquired March 2016**

**Model 997 Cup**  
**Year 2014**  
**Acquired December 2016**



Last month was the build up to a full weekend at Snetterton, and one much anticipated after such a sporadic season in 2017.

I had booked a full test day on the Friday as I had never driven the 300 circuit in the cupcar: 2.97 miles of twisty tarmac. The weather was perfect and we set about settling the car and getting used to the circuit, which I hadn't been on for over two years. Initially all was very cautious, but as the day progressed the lap times were dropping significantly. The only niggle was that on corner exit the car felt a little wobbly under load, which after it had been driven by a pro driver on my behalf, was put down to the non-adjustable standard Cup suspension. If it were running adjustable suspension this could have been improved. With that fact now clearly established it was easier as a driver to focus on the best traits all our 911s possess: slow in and fast out of a corner, and not load it up too quickly with ambitious entry speeds.

First track time on the Saturday was 30 minutes of untimed warm up before qualification, so out I went. Before I was halfway around the track the car suffered fuel starvation, and I managed to just coast in over the entry line to the pit lane before conking out.

When it came to quali one my mind was in the wrong place, and I failed to get close to the previous day's lap times. As a result I was one from the back on the grid. In race one I was determined to improve on that position, so began trying harder to get past some of the cars in front of me. I was successful until lap three, when I contacted a McLaren 570S, taking myself off the track and out of the race with the tracking knocked out. Fortunately nothing else was hit, and the car was cleaned up and realigned for race two looking as perfect as race one.

Race two I was in a better grid position with the McLaren now behind me, keen to press on and complete the next race. Sadly this was far from the actual outcome. On turn one, the fast right-hander, I was on the outside of the track when two Ginettas in front span,

leaving me with a momentary choice as to which way to go to avoid hitting one of them. I opted for the wrong choice in hindsight, and ended up on the grass at high speed. While the tyre barrier seemed a long way away, it didn't take long before I hit it head on, taking me out of the race. Disappointed and feeling very unlucky, I was out. The damage wasn't repairable at the circuit for the racing on the Sunday and I had to leave the track despondent and without a result, or any points.

The desire to quit this sport was high that evening but after just a few days, the positive feelings have returned.





**Kyle Fortune**  
Warwickshire, UK

Instagram @kylefortune205

Twitter @Kyle\_Fortune

**Model 993 Carrera 2**  
**Year 1994**  
**Acquired December 2014**



Seemed like as good an excuse for a drive as any: a Thursday. I wasn't too busy and I'd heard some Porsche-owning friends would be at

a Goldtrack event at Silverstone. It's only about 45 minutes for me, on a road I love, so I chucked my lid in the passenger seat and got the 993 out of the garage.

Not that I was booked to do any driving. I've tracked the 993 briefly once, and while I enjoyed it, I prefer driving my own car on the road. The stuff in the garages up and down the pitlane at Silverstone underlined that my 993 would be seriously outgunned. I lost count of the GT3s and GT3 RSs, including a 4.0 RS. It's always good to see them being used as intended, rather than stuck away in some quiet garage as an investment.

I went out for a passenger ride in my friend Adam's 997 GT3 RS, a car which is my usual answer when asked which is my favourite. It was clearly good fun around the full Silverstone circuit, a track that I'd been driving the week before on a work thing – another German brand I'm afraid. Even with some recent laps under my



belt I found passengering in the RS very interesting. I could take some time to spot some lines, Silverstone among the trickiest of circuits I've ever driven due to the scale of it, and the lack of landmarks to define things like turn-in and braking points.

A lot of Porsche chatter around the garages before heading home. Yes, the 993 would have been monstered out on the circuit, but on the drive home it never felt anything less than quick enough. If only I had the money and garage space I'd buy something for the occasional track day. Any chance you'll do me a line of infinite credit, Adam?



**Richard Higgins**  
Salisbury, UK

**Model 996.1 Carrera 2**  
**Year 1999**  
**Acquired November 2015**



After a hectic few weeks going up and down the country my new engine was finally back in the car. But, due to its late return, we had to run

in the engine just two days before racing! Luckily, because I had only driven Croft once before, I had booked two

days before the race to learn the circuit and run in the engine. This extra time on circuit clearly paid off, as whilst I only qualified 8th and 6th, the 3rd to 9th places were covered by 0.4 of a second.

Race one started well and I was into 7th at the first corner, which became 6th as I made another place under braking into Tower. Two laps later I picked off my teammate, Mike, and I was up to 5th.

However, Mike was not happy with 6th, and wanted 5th back. For the next three laps we raced bumper to bumper and side by side. While it was great fun, it allowed the leaders to extend their lead. Then the inevitable happened: Mike and I touched, resulting in us both spinning onto the grass. And just for good measure, as we sat as passengers in our cars they collided again, and this time the collision broke my front wheel hub.

The great thing about club racing is how helpful everyone is in the paddock, and very soon a replacement hub was found. The car was fixed, and we were ready for race two.

Another good start and I was into 5th at the first corner, only to be pushed onto the grass two corners later. I finished the first lap in 9th!

Red mist engaged, over the next few laps I managed to claw my way back to 5th. By this time the lead pack had too much of a gap on me, but that did not stop me trying. As luck would have it with five minutes to go we had a safety car, so I was back with the leaders.

However, on the restart I could not get my tyres working as well as before and was unable to keep with the leader's pace over the last few laps, so 5th it was.





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## Everything you need for your 911

# Data file

Full specs, ratings and market values of every 911, including the 997 GTS and GT3, can be found beginning on page 86

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# Data file

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



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



## General valuations

This reflects the general market trend for a model's used value compared to the previous financial quarter. The review for 2018 Q1 will be January. The review for 2017 Q3 was September.



## Ratings

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



▲ (O series) ★★★★★  
**911 2.0-litre**  
 1964-67

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

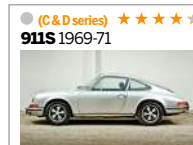
Production numbers	9,250
Issue featured	123
Engine capacity	1,991cc
Compression ratio	9.0:1
Maximum power	132hp @ 6,100rpm
Maximum torque	149Nm @ 5,200rpm
0-62mph	8.3sec
Top speed	131mph
Length	4,163mm
Width	1,610mm
Weight	1,075kg
Wheels & tyres	F 4.5x15-inch: 165/80/R15 R 4.5x15-inch: 165/80/R15



● (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	148
Engine capacity	1,991cc
Compression ratio	8.8:1
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
Wheels & tyres	F 4.5x15-inch: 165/80/R15 R 4.5x15-inch: 165/80/R15



● (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
Wheels & tyres	F 6x15-inch: 185HR R 6x15-inch: 185HR



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

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

Production numbers	15,082
Issue featured	107
Engine capacity	2,195cc
Compression ratio	8.6:1
Maximum power	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
Wheels & tyres	F 5.5x15-inch: 165HR R 5.5x15-inch: 165HR



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

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

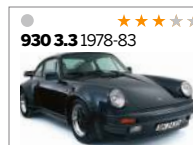
Production numbers	16,933
Issue featured	127
Engine capacity	2,341cc
Compression ratio	7.5:1
Maximum power	132hp @ 5,600rpm
Maximum torque	197Nm @ 4,000rpm
0-62mph	7.6sec
Top speed	128mph
Length	4,163mm
Width	1,610mm
Weight	1,077kg
Wheels & tyres	F 5.5x15-inch: 165HR R 5.5x15-inch: 166HR



● (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 wing. Steel arches added by hand at the factory, with 917 brakes.

Production numbers	109
Issue featured	145
Engine capacity	2,994cc
Compression ratio	8.5:1
Maximum power	233hp @ 6,200rpm
Maximum torque	275Nm @ 5,000rpm
0-62mph	5.3sec
Top speed	152mph
Length	4,135mm
Width	1,680mm
Weight	900kg
Wheels & tyres	F 8x15-inch: 215/60/VR15 R 9x15-inch: 235/60/VR15



● (C & D series) ★★★★★  
**930 3.3 1978-83**

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

Production numbers	5,807 (plus 78-79 Cali cars)
Issue featured	116
Engine capacity	3,299cc
Compression ratio	7.0:1
Maximum power	304hp @ 5,500rpm
Maximum torque	412Nm @ 4,000rpm
0-62mph	5.4sec
Top speed	160mph
Length	4,291mm
Width	1,775mm
Weight	1,300kg
Wheels & tyres	F 7x16-inch: 205/55/VR16 R 8x16-inch: 225/50/VR16



▲ (C & D series) ★★★★★  
**911 SC 1978-83**

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

Production numbers	60,740
Issue featured	156
Engine capacity	2,994cc
Compression ratio	8.5:1/8.6:1/9.8:1
Maximum power	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)
Wheels & tyres	F 6x15-inch: 185/70/VR15 R 7x15-inch: 215/60/VR15



● (C & D series) ★★★★★  
**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
Wheels & tyres	F 7x16-inch: 205/55/VR16 R 8x16-inch: 225/50/VR16

● (A series) ★★★★★

**911L 1967-68**



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

Production numbers	1,603
Issue featured	138
Engine capacity	1,991cc
Compression ratio	9.0:1
Maximum power	132hp @ 6,200rpm
Maximum torque	173Nm @ 4,600rpm
0-62mph	8.4sec
Top speed	132mph
Length	4,163mm
Width	1,610mm
Weight	1,080kg
Wheels & tyres	F 5.5x15-inch; 185HR R 5.5x15-inch; 185HR

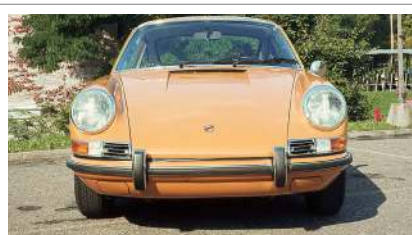
● (A & B series) ★★★★★

**911T 1967-69**



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

Production numbers	6,318
Issue featured	127
Engine capacity	1,991cc
Compression ratio	8.6:1
Maximum power	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
Wheels & tyres	F 5.5x15-inch; 185HR R 5.5x15-inch; 185HR



● (B series) ★★★★★

**911E 1968-69**

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

Production numbers	2,826
Issue featured	n/a
Engine capacity	1,991cc
Compression ratio	9.1:1
Maximum power	142hp @ 6,500rpm
Maximum torque	175Nm @ 4,500rpm
0-62mph	7.6sec
Top speed	130mph
Length	4,163mm
Width	1,610mm
Weight	1,020kg
Wheels & tyres	F 5.5x15-inch; 185HR R 5.5x15-inch; 185HR

● (B series) ★★★★★

**911S 1968-69**



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

Production numbers	2,106
Issue featured	n/a
Engine capacity	1,991cc
Compression ratio	9.1:1
Maximum power	172hp @ 6,800rpm
Maximum torque	183Nm @ 5,500rpm
0-62mph	7.0sec (est)
Top speed	140mph
Length	4,163mm
Width	1,610mm
Weight	995kg
Wheels & tyres	F 6x15-inch; 185/70/R15 R 6x15-inch; 185/70/R15



▲ (C & D series) ★★★★★

**911E 1969-71**

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

Production numbers	4,927
Issue featured	107
Engine capacity	2,185cc
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
Wheels & tyres	F 6x15-inch; 185HR R 6x15-inch; 185HR

▲ (E series) ★★★★★

**911E 1972**



2.341cc was achieved by increasing the stroke from 66mm to 70.4mm while at the same time leaving the bore unchanged. The new 915 transmission was stronger.

Production numbers	4,406
Issue featured	117
Engine capacity	2,341cc
Compression ratio	8.0:1
Maximum power	167hp @ 6,200rpm
Maximum torque	206Nm @ 4,000rpm
0-62mph	7.5sec
Top speed	137mph
Length	4,163mm
Width	1,610mm
Weight	1,077kg
Wheels & tyres	F 5.5x15-inch; 185HR R 6x15-inch; 185HR

● (E series) ★★★★★

**911T 1972**



A lower compression ratio and the inclusion of Zenith 40 T1N triple-choke carburetors led to the relatively lower power output of 130bhp despite the new 2.341cc engine size.

Production numbers	16,933
Issue featured	107
Engine capacity	2,341cc
Compression ratio	7.5:1
Maximum power	132hp @ 5,600rpm
Maximum torque	197Nm @ 4,000rpm
0-62mph	7.6sec
Top speed	128mph
Length	4,163mm
Width	1,610mm
Weight	1,077kg
Wheels & tyres	F 5.5x15-inch; 165HR R 5.5x15-inch; 165HR

● (E series) ★★★★★

**911S 1972**



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

Production numbers	5,054
Issue featured	120
Engine capacity	2,341cc
Compression ratio	8.5:1
Maximum power	193hp @ 6,500rpm
Maximum torque	211Nm @ 5,200rpm
0-62mph	6.6sec
Top speed	140mph
Length	4,163mm
Width	1,610mm
Weight	1,077kg
Wheels & tyres	F 6x15-inch; 185/70/R15 R 6x15-inch; 185/70/R15



● (F series) ★★★★★  
**Carrera 2.7 RS 1973**

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

Production numbers	1,590
Issue featured	145
Engine capacity	2,687cc
Compression ratio	8.5:1
Maximum power	213hp @ 6,300rpm
Maximum torque	255Nm @ 5,100rpm
0-62mph	5.8sec
Top speed	152mph
Length	4,163mm
Width	1,610mm
Weight	975kg (Sport)
Wheels & tyres	F 6x15-inch; 185/70/R15 R 7x15-inch; 215/60/R15

● (F series) ★★★★★

**911E 1973**



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

Production numbers	4,406
Issue featured	144
Engine capacity	2,341cc
Compression ratio	8.0:1
Maximum power	167hp @ 6,200rpm
Maximum torque	206Nm @ 4,500rpm
0-62mph	7.5sec
Top speed	137mph
Length	4,163mm
Width	1,610mm
Weight	1,077kg
Wheels & tyres	F 6x15-inch; 185HR R 6x15-inch; 185HR

● (F series) ★★★★★

**911S 1973**



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

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

▲ (G, H, I, J series) ★★★★★

**911 1974-77**



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

Production numbers	9,320
Issue featured	121
Engine capacity	2,687cc
Compression ratio	8.0:1
Maximum power	150hp @ 5,700rpm (165bhp from '76)
Maximum torque	235Nm @ 3,800rpm (4,000 from '76)
0-62mph	8.5sec
Top speed	130mph
Length	4,291mm
Width	1,610mm
Weight	1,075kg
Wheels & tyres	F 6x15-inch; 185VR Wheels & tyres F&R 6x15-inch; 185VR

● (G, H, I, J series) ★★★★★

**911S 1974-77**



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

Production numbers	17,124
Issue featured	n/a
Engine capacity	2,687cc
Compression ratio	8.5:1
Maximum power	175hp @ 5,800rpm
Maximum torque	235Nm @ 4,000rpm
0-62mph	7.0sec
Top speed	142mph
Length	4,291mm
Width	1,610mm
Weight	1,080kg
Wheels & tyres	F 6x15-inch; 185VR R 6x15-inch; 185VR



● (G & H series) ★★★★★  
**911 Carrera 2.7 1974-76**

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

Production numbers	1,667
Issue featured	134
Engine capacity	2,687cc
Compression ratio	8.5:1
Maximum power	213hp @ 6,300rpm
Maximum torque	255Nm @ 5,100rpm
0-62mph	6.3sec
Top speed	148mph
Length	4,291mm
Width	1,610mm
Weight	1,075kg
Wheels & tyres	F 6x15-inch; 185/R15 R 7x15-inch; 205VR

● (I & J series) ★★★★★

**911 Carrera 3.0 1976-77**



Not sold in the US, the Carrera 3.0 was basically the same model as the previous Carrera, only fitted with a new 2.994cc engine, essentially from the 911 Turbo.

Production numbers	3,687
Issue featured	148
Engine capacity	2,994cc
Compression ratio	8.5:1
Maximum power	200hp @ 6,000rpm
Maximum torque	255Nm @ 4,200rpm
0-62mph	6.3sec
Top speed	145mph
Length	4,291mm
Width	1,610mm
Weight	1,093kg
Wheels & tyres	F 6x15-inch; 185/70/R15 R 7x15-inch; 215/60/R15



▲ ★★★★★  
**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
Wheels & tyres	F 7x15-inch; 185/70/R15 R 8x15-inch; 215/60/R15



● ★★★★★  
**930 3.3 1984-89**

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

Production numbers	11,135
Issue featured	144
Engine capacity	3,299cc
Compression ratio	7.0:1
Maximum power	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)
Wheels & tyres	F 7x16-inch; 205/55/VR16 R 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	148
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
Wheels & tyres	F 7x15-inch; 195/65/VR15 R 8x15-inch; 215/60/VR15 (16" for '89)

● ★★★★★

**930 SE 1986-89**



Slant-nosed 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	146
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
Wheels & tyres	F 7x16-inch; 205/55/VR16 R 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
Wheels & tyres	F 8x17-inch; 235/45/2R17 R 9x17-inch; 255/40/2R17

● ★★★★★

**Speedster 1989**



Carrera 3.2 with a steeply raked windscreen and hood and stripped interior. Porsche claim the hood was not designed to be 100 per cent 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
Wheels & tyres	F 6x16-inch; 205/45/VR16 R 8x16-inch; 245/60/VR16



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### 930 LE 1989

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

Production numbers	50
Issue featured	110
Engine capacity	3,299cc
Compression ratio	7.0:1
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
Wheels & tyres	
F	7x16-inch; 205/55/VR16
R	9x16-inch; 245/45/VR16



### 3.2 Clubsport 1987-89

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

Production numbers	340
Issue featured	126
Engine capacity	3,164cc
Compression ratio	10.3:1
Maximum power	234hp @ 5,900rpm
Maximum torque	284Nm @ 4,800rpm
0-62mph	5.3sec
Top speed	152mph
Length	4,291mm
Width	1,650mm
Weight	1,160kg
Wheels & tyres	
F	6x16-inch; 205/55/VR16
R	7x16-inch; 225/55/VR16



### 964 Turbo S 1992-93

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

Production numbers	81
Issue featured	108
Engine capacity	3,299cc
Compression ratio	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
Wheels & tyres	
F	8x18-inch; 225/40/ZR18
R	10x18-inch; 265/35/ZR18



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

Production numbers	55
Issue featured	12
Engine capacity	3,746cc
Compression ratio	11.6:1
Maximum power	304hp @ 6,500rpm
Maximum torque	359Nm @ 5,250rpm
0-62mph	4.9sec
Top speed	169mph
Length	4,250mm
Width	1,775mm
Weight	1,210kg
Wheels & tyres	
F	8x18-inch; 235/40/ZR18
R	11x18-inch; 285/35/ZR18

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### 993 Carrera 4S 1995-96

The 4S was effectively a Carrera 4 with a Turbo wide bodysell, 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
Wheels & tyres	
F	8x18-inch; 225/40/ZR18
R	10x18-inch; 285/30/ZR18



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	359Nm @ 5,400rpm
0-62mph	5.0sec
Top speed	172mph
Length	4,245mm
Width	1,735mm
Weight	1,279kg
Wheels & tyres	
F	8x18-inch; 225/40/ZR18
R	10x18-inch; 285/35/ZR18



### 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
Wheels & tyres	
F	7x17-inch; 205/50/R17
R	9x17-inch; 255/40/R17



### 996 GT3 1998-2000

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

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



### 996 Turbo 2001-05

Distinguished by wide rear arches, air intakes and deep front wing, plus part-fixed, part-retractable rear wing. Different engine to 3.6-litre 996 unit.

Production numbers	20,499
Issue featured	152
Engine capacity	3,600cc
Compression ratio	9.4:1
Maximum power	426hp @ 6,000rpm
Maximum torque	560Nm @ 2,700rpm
0-62mph	4.600rpm
Top speed	4.2sec
Length	189mph
Length	4,435mm
Width	1,830mm
Weight	1,540kg
Wheels & tyres	
F	8x18-inch; 225/40/R18
R	11x18-inch; 295/30/R18



★★★★★

### 964 Carrera 4 1989-93



Heavily revised bodywork, deformable bumpers over coil-spring suspension and four-wheel-drive marked this radical overhaul of the '87 per cent new '91.

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

★★★★★

### 964 Carrera 2 1990-93



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

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



### 964 Turbo 1991-92

This used the revised 964 bodysheet, 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	3,290cc
Compression ratio	70:1
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
Wheels & tyres	
F	7x17-inch; 205/50/ZR17
R	9x17-inch; 255/40/ZR17

★★★★★

### 964 C4 Lightweight 1991



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

Production numbers	22
Issue featured	131
Engine capacity	3,600cc
Compression ratio	11.3:1
Maximum power	269hp @ 6,720rpm
Maximum torque	304Nm @ 6,720rpm
0-62mph	4.5sec
Top speed	129mph
Length	4,275mm
Width	1,652mm
Weight	1,100kg
Wheels & tyres	
F	7x16-inch; 205/55/ZR16
R	9x16-inch; 245/55/ZR16



### 964 RS 1991-92

120kg saved by deleting 'luxuries' and fitting magnesium 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)
Wheels & tyres	
F	5x17-inch; 205/50/ZR17
R	9x17-inch; 255/40/ZR17

★★★★★

### 964 C2 Speedster 93-94



Combined the 964 bodysheet 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
Wheels & tyres	
F	7x17-inch; 205/50/ZR17
R	9x17-inch; 255/40/ZR17

★★★★★

### 964 Turbo 3.6 1993-94



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

Production numbers	1,437
Issue featured	120
Engine capacity	3,600cc
Compression ratio	75:1
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
Wheels & tyres	
F	8x18-inch; 225/40/ZR18
R	10x18-inch; 265/35/ZR18

★★★★★

### 964 Anniversary 1993-94



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

Production numbers	911
Issue featured	112
Engine capacity	3,600cc
Compression ratio	11.3:1
Maximum power	254hp @ 6,100rpm
Maximum torque	310Nm @ 4,800rpm
0-62mph	5.7sec
Top speed	162mph
Length	4,250mm
Width	1,775mm
Weight	1,470kg
Wheels & tyres	
F	7x17-inch; 205/50/ZR17
R	9x17-inch; 255/40/ZR17



### 964 RS America 1973

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

Production numbers	701
Issue featured	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
Wheels & tyres	
F	7x17-inch; 205/50/ZR17
R	9x17-inch; 255/40/ZR17

★★★★★

### 993 Carrera 1993-97



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

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

★★★★★

### 993 Carrera 4 1994-97



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

Production numbers	2,884 (Coupe)
Issue featured	111
Engine capacity	3,600cc
Compression ratio	11.3:1
Maximum power	276hp @ 6,000rpm
Maximum torque	330Nm @ 5,000rpm
0-62mph	5.5sec
Top speed	166mph
Length	4,245mm
Width	1,735mm
Weight	1,420kg
Wheels & tyres	
F	7x16-inch; 205/55/ZR16
R	9x16-inch; 245/45/ZR16

★★★★★

### 993 GT2 1995-96



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

Production numbers	173
Issue featured	131
Engine capacity	3,600cc
Compression ratio	80:1
Maximum power	436hp @ 5,750rpm
Maximum torque	540Nm @ 4,500rpm
0-62mph	3.9sec
Top speed	189mph
Length	4,245mm
Width	1,855mm
Weight	1,290kg
Wheels & tyres	
F	9x18-inch; 235/40/ZR18
R	11x18-inch; 285/35/ZR18

★★★★★

### 993 Turbo 1996-98



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

Production numbers	5,937
Issue featured	147
Engine capacity	3,600cc
Compression ratio	80:1
Maximum power	414hp @ 5,750rpm
Maximum torque	540Nm @ 4,500rpm
0-62mph	4.3sec
Top speed	180mph
Length	4,245mm
Width	1,795mm
Weight	1,500kg
Wheels & tyres	
F	8x18-inch; 225/40/ZR18
R	10x18-inch; 285/30/ZR18



### 993 Carrera S 1997-98

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

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

★★★★★

### 993 Turbo S 1998



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

Production numbers	345
Issue featured	115
Engine capacity	3,600cc
Compression ratio	80:1
Maximum power	456hp @ 5,750rpm
Maximum torque	585Nm @ 4,500rpm
0-62mph	4.1sec
Top speed	186mph
Length	4,245mm
Width	1,795mm
Weight	1,583kg
Wheels & tyres	
F	7x17-inch; 205/50/ZR17
R	10x18-inch; 285/30/ZR18



### 996 Carrera 1998-2001

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

Production numbers	56,733
Issue featured	117
Engine capacity	3,387cc
Compression ratio	11.3:1
Maximum power	304hp @ 6,800rpm
Maximum torque	350Nm @ 4,600rpm
0-62mph	5.2sec
Top speed	174mph
Length	4,430mm
Width	1,765mm
Weight	1,320kg
Wheels & tyres	
F	7x16-inch; 205/55/ZR16
R	9x17-inch; 255/40/ZR17



### 996 Carrera 4S 2001-05

Basically a C4 featuring a Turbo bodysheet, without rear air intakes, but with a full-width rear reflector panel. Suspension and brakes were similar to the Turbo spec.

Production numbers	23,055
Issue featured	155
Engine capacity	3,596cc
Compression ratio	11.3:1
Maximum power	324hp @ 6,800rpm
Maximum torque	370Nm @ 4,250rpm
0-62mph	5.1sec
Top speed	177mph
Length	4,435mm
Width	1,830mm
Weight	1,495kg
Wheels & tyres	
F	8x18-inch; 225/40/R18
R	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	94:1
Maximum power	468hp @ 5,700rpm
Maximum torque	620Nm @ 3,500-4,500rpm
0-62mph	4.1sec
Top speed	196mph
Length	4,450mm
Width	1,770mm
Weight	1,440kg
Wheels & tyres	
F	8x18-inch; 235/40/R18
R	12x18-inch; 315/30/R18

★★★★★

### Gen2 996 C2 2002-04



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

Production numbers	29,389
Issue featured	136
Engine capacity	3,596cc
Compression ratio	11.3:1
Maximum power	324hp @ 6,800rpm
Maximum torque	370Nm @ 4,250rpm
0-62mph	5.0sec
Top speed	177mph
Length	4,430mm
Width	1,770mm
Weight	1,370kg
Wheels & tyres	
F	7x17-inch; 205/50/R17
R	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-drive brethren. Cabin received minor updates over Gen1.

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

★★★★★

### 996 Anniversary 03-04



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 @ 4,250rpm
0-62mph	4.9sec
Top speed	175mph
Length	4,430mm
Width	1,770mm
Weight	1,370kg
Wheels & tyres	
F	8x18-inch; 225/40/R18
R	10x18-inch; 285/30/R18

# Sales debate

## Should you buy a high mileage classic 911?



The Porsche 911 has for some time now been described as the everyday sports car or supercar. Far more usable than any of its rivals in the sector throughout the past five decades, this means owners of a Porsche 911 are able to happily wrack up the miles in their prized Neunelfer.

While this means there are many 911s around with a healthy amount of miles on the clock, the upshot is there are plenty of air-cooled classics with 'high mileage' (Total 911 defines a high-mileage classic as having more than 150,000 miles on the odometer). These cars are undoubtedly at the more affordable end of their particular model's market, but as an air-cooled car they're still not cheap by any means. So is a high-mileage car a good classic 911 purchase?

Jamie Tyler, head of sales at independent specialists Paragon Porsche, firmly believes there's no need to be put off by a car approaching 200,000 miles or beyond. He says: "Buying a high-mileage classic Porsche can be a bit daunting, but if you buy the right car with the right history that shows it's clearly been cherished, then it's no bad thing. Over the course of time a large number of components should have been replaced, and regular usage is of course good for them. Personally speaking, I would have no problem buying one. In actual fact I have two Porsches myself with high mileage – a 964 Carrera 2 Coupe with 102,000 miles, and a 987 Boxster with 148,000 miles. Both are absolutely super."

Jamie's sentiments are echoed by Autofarm's Josh Sadler, his Oxfordshire-based company having long specialised in long-bonnet and air-cooled Porsche 911s. "History and provenance are more important than what the clock says," he tells us. "Plus with a high-mileage car you're more encouraged to drive and enjoy it, as you don't have the issue of putting miles on a low-mileage car and therefore adversely affecting the value. Low-mileage 911s can

suffer from a lack of use too: fuel systems corrode, tyres deform, seals dry out and mice like living in the engine bay!"

Both specialists then are clearly in favour of purchasing a high-mileage car, so long as it's been maintained throughout its life. Their verdict will come as resoundingly good news to those whose only financially viable foray into classic 911 ownership may have to be with a high-mileage example.



### 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
Wheels & tyres	
F	8.5x18-inch; 235/40/R18
R	11x18-inch; 295/30/R18



### 996 GT3 RS 2004-05

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

Production numbers	682
Issue featured	156
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
Wheels & tyres	
F	8.5x18-inch; 235/40/R18
R	11x18-inch; 295/30/R18

### 996 Turbo S 2004-2005



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

Production numbers	1,563
Issue featured	132
Engine capacity	3,600cc
Compression ratio	9.4:1
Maximum power	456hp @ 5,700rpm
Maximum torque	620Nm @ 3,500rpm
0-60mph	4.500rpm
Top speed	4.2sec
Length	191mph
Length	4,291mm
Width	1,830mm
Weight	1,590kg
Wheels & tyres	
F	8x18-inch; 225/40/R18
R	11x18-inch; 295/30/R18

### 997 Carrera 4 2005-08



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

Production numbers	8,533
Issue featured	3
Engine capacity	3,996cc
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
Wheels & tyres	
F	8x18-inch; 235/40/R18
R	11x18-inch; 295/35/R18

### 997 Carrera 4S 2005-08



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

Production numbers	30,973
Issue featured	111
Engine capacity	3,824cc
Compression ratio	11.8:1
Maximum power	360hp @ 6,600rpm
Maximum torque	400Nm @ 4,600rpm
0-62mph	4.8sec
Top speed	179mph
Length	4,427mm
Width	1,852mm
Weight	1,475kg
Wheels & tyres	
F	8x18-inch; 235/35/R19
R	11x19-inch; 305/30/R19



### 997 Turbo 2005-08

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

Production numbers	19,201
Issue featured	107
Engine capacity	3,600cc
Compression ratio	9.8:1
Maximum power	487hp @ 6,000rpm
Maximum torque	620Nm @ 1,950rpm
0-62mph	5.000rpm
Top speed	3.9sec
Length	193mph
Length	4,450mm
Width	1,852mm
Weight	1,585kg
Wheels & tyres	
F	8x19-inch; 235/35/R19
R	11x19-inch; 305/30/R19

### 997 GT2 2007-09



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

Production numbers	1,242
Issue featured	127
Engine capacity	3,600cc
Compression ratio	9.8:1
Maximum power	537hp @ 6,500rpm
Maximum torque	680Nm @ 2,200rpm
0-62mph	4.500rpm
Top speed	3.7sec
Length	204mph
Length	4,469mm
Width	1,852mm
Weight	1,440kg
Wheels & tyres	
F	8.5x19-inch; 235/35/ZR19
R	11x19-inch; 325/30/ZR19



### Gen2 997 C2 2008-12

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

Production numbers	10,500
Issue featured	144
Engine capacity	3,614cc
Compression ratio	12.5:1
Maximum power	345hp @ 6,500rpm
Maximum torque	390Nm @ 4,400rpm
0-62mph	4.9sec
Top speed	179mph
Length	4,435mm
Width	1,808mm
Weight	1,415kg
Wheels & tyres	
F	8x18-inch; 235/40/ZR18
R	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
Wheels & tyres	
F	8x19-inch; 235/35/ZR19
R	11x19-inch; 295/30/ZR19

### Gen2 997 Turbo 2009-13



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

Production numbers	3,800
Issue featured	152
Engine capacity	3,800cc
Compression ratio	9.8:1
Maximum power	500hp @ 6,000rpm
Maximum torque	650Nm @ 1,950rpm
0-62mph	3.4sec
Top speed	194mph
Length	4,450mm
Width	1,852mm
Weight	1,570kg
Wheels & tyres	
F	8.5x19-inch; 235/35/ZR19
R	11x19-inch; 305/30/ZR19

### Gen2 997 GT3 RS 09-12



Wider front arches and a larger wing. Dynamic engine mounts and PASM are standard. Air-con is optional, with no door handles, wheel brace or sound proofing.

Production numbers	1,500
Issue featured	125
Engine capacity	3,800cc
Compression ratio	12.2:1
Maximum power	450hp @ 7,900rpm
Maximum torque	430Nm @ 6,750rpm
0-62mph	4.0sec
Top speed	192mph
Length	4,460mm
Width	1,852mm
Weight	1,370kg
Wheels & tyres	
F	9x19-inch; 245/35/ZR19
R	12x19-inch; 325/30/ZR19



### 997 Speedster 2010

Built to mark Porsche Exclusive's 25th year. Shorter windscreen, but rake angle same as 997 Carrera. Wide body with 19-inch Fuchs wheels. Rear-wheel drive.

Production numbers	356
Issue featured	128
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	408hp @ 7,300rpm
Maximum torque	420Nm @ 4,400rpm
0-62mph	5.600rpm
Top speed	4.4sec
Length	190mph
Length	4,440mm
Width	1,852mm
Weight	1,540kg
Wheels & tyres	
F	8.5x19-inch; 235/35/ZR19
R	11x19-inch; 305/30/ZR19



★ ★ ★ ★ ★  
**997 Carrera**  
**2004-08**  
 Fully revised Porsche 911 with 993-influenced bodywork and a new interior. Engine was like 996, but refined for more power. Six-speed Tiptronic option available.

Production numbers	25,788
Issue featured	112
Engine capacity	3,596cc
Compression ratio	11.3:1
Maximum power	330hp @ 6,800rpm
Maximum torque	370Nm @ 4,250rpm
0-62mph	5.0sec
Top speed	177mph
Length	4,427mm
Width	1,808mm
Weight	1,395kg
Wheels & tyres	
F	8x18-inch; 235/40/R18
R	10x18-inch; 265/40/R18



★ ★ ★ ★ ★  
**997 Carrera S**  
**2004-08**  
 As per the 997 Carrera, but with more powerful 3.8-litre engine and PASM, 19-inch wheels as standard, with bigger ventilated brakes. Featured quad exhaust tailpipes.

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



● ★ ★ ★ ★ ★  
**997 GT3**  
**2006-07**  
 Track-focused, but based on narrow-bodied Carrera with reworked 996 GT3 engine. PASM standard, revs to 8,400rpm, 200 higher than the Gen2 996 GT3.

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



● ★ ★ ★ ★ ★  
**997 GT3 RS**  
**2006-07**  
 Similar to GT3, with wider rear bodyshell of the Carrera S. 20kg of weight saved from GT3 thanks to carbon engine cover and rear wing, and plastic rear window.

Production numbers	1,106
Issue featured	156
Engine capacity	3,600cc
Compression ratio	12.0:1
Maximum power	421hp @ 7,600rpm
Maximum torque	405Nm @ 5,500rpm
0-62mph	4.2sec
Top speed	194mph
Length	4,460mm
Width	1,808mm
Weight	1,375kg
Wheels & tyres	
F	8.5x19-inch; 235/35/R19
R	12x19-inch; 305/30/R19



● ★ ★ ★ ★ ★  
**Gen2 997 C4S**  
**2008-12**  
 Body as per C4 but with larger engine. Utilised 997 Turbo's 4WD and PTM. Viscous coupling gives way to electromagnetically controlled multi-plate clutch.

Production numbers	7,910 (Coupe)
Issue featured	111
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	385hp @ 6,500rpm
Maximum torque	420Nm @ 4,400rpm
0-62mph	4.7sec
Top speed	185mph
Length	4,435mm
Width	1,852mm
Weight	1,480kg
Wheels & tyres	
F	8x19-inch; 235/35/ZR19
R	11x19-inch; 305/30/ZR19



● ★ ★ ★ ★ ★  
**Gen2 997 GT3**  
**2009-12**  
 Updated as per the Carrera, but with a unique front and rear wing, revised PASM, centre-lock wheels and better brakes. 2010 MY GT3s recalled to fix rear hubs.

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



● ★ ★ ★ ★ ★  
**997 Sport Classic**  
**2010**  
 Based on 3.8-litre Powerkit, rear-wheel-drive Carrera S, but with 44mm wider rear arches. Retro styling including iconic ducktail and large Fuchs wheels.

Production numbers	250
Issue featured	146
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	408hp @ 7,300rpm
Maximum torque	420Nm @ 4,200-5,600rpm
0-62mph	4.6sec
Top speed	187mph
Length	4,435mm
Width	1,852mm
Weight	1,425kg
Wheels & tyres	
F	8.5x19-inch; 235/35/ZR19
R	11x19-inch; 305/30/ZR19



● ★ ★ ★ ★ ★  
**997 GT3 RS 4.0**  
**2010**  
 Engine was upgraded and aerodynamically tweaked, with the angle of the rear wing increased and dive planes on either side of the front nose. A future collectors' gem.

Production numbers	600
Issue featured	125
Engine capacity	3,996cc
Compression ratio	12.6:1
Maximum power	500hp @ 8,250rpm
Maximum torque	460Nm @ 5,750rpm
0-62mph	3.9sec
Top speed	193mph
Length	4,460mm
Width	1,852mm
Weight	1,360kg
Wheels & tyres	
F	9x19-inch; 245/35/ZR19
R	12x19-inch; 325/30/ZR19



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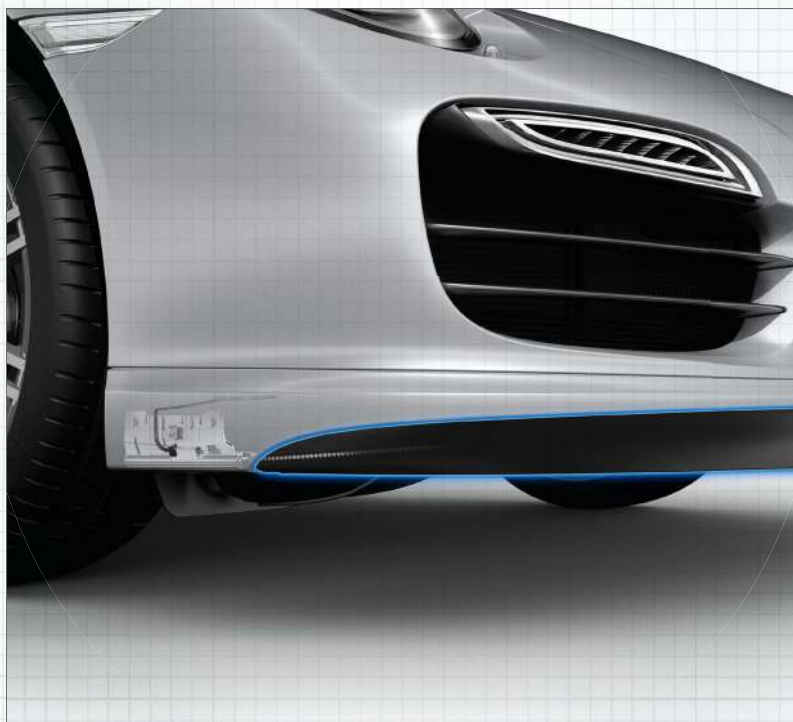
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# Technology explained

## 002 PORSCHE ACTIVE AERODYNAMICS

Downforce without drag is the Holy Grail for an aerodynamic engineer. With Porsche Active Aerodynamics (PAA), the 991 Turbo attempts both...



After amateur racer Michael May mounted an inverted aerofoil onto his Porsche 550 racer in 1956, wings became a common sight in Formula One. Since then, the importance of downforce has played a key role in automotive design.

Downforce is created using an inverted aerofoil to split airflow through two paths (either travelling over the longer bottom side or the shorter top edge of the aerofoil). The air taking the top route travels slower than the air underneath. This creates a high-pressure zone on top of the wing, with a low-pressure area formed on the underside. The difference in pressure pushes the wing towards the ground from above, and sucks the underside down.

Increasing the wing's angle of attack accentuates the difference in airspeed over the two sides of the aerofoil. However, downforce brings with it an increased drag coefficient, reducing fuel efficiency and top speed. In order to counter this, Porsche developed PAA for the 991 Turbo. Below 120kph, the front spoiler and rear wing are fully retracted. However, as the car's speed passes 120kph, the PAA system switches to the 'Speed' position.

This extends the outer two elements of the pneumatically controlled, three-part front spoiler, reducing front-end lift. Furthermore, the rear wing extends by 25 millimetres in order to maintain the aerodynamic balance. This mode is ideal for high-speed cruising.

The PAA system's third setting – 'Performance' – is designed for maximum grip. In this position, the entire front spoiler is fully extended, while the rear wing is raised to 75 millimetres and angled at seven degrees to horizontal. At 300kph, the 991 Turbo can produce 132 kilograms of downforce, allowing it to lap the Nordschleife two seconds faster than in the normal mode.



★★★★★

**997 918 Edition 2010**

These exclusive 997 Turbo S-spec 911s were only available to those who had paid a deposit for a 918 Spyder. Acid green badging and brake calipers.

Production numbers	121
Issue featured	74
Engine capacity	3,800cc
Compression ratio	9.8:1
Maximum power	530hp @ 6,250-6,750rpm
Maximum torque	700Nm @ 2,100-4,250rpm
0-62mph	3.3sec
Top speed	195mph
Length	4,435mm
Width	1,852mm
Weight	1,585kg
Wheels & tyres	F 8.5x19-inch; 235/35/ZR19 R 11x19-inch; 305/30/ZR19



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

Production numbers	500
Issue featured	155
Engine capacity	3,600cc
Compression ratio	9.0:1
Maximum power	620hp @ 6,500rpm
Maximum torque	700Nm @ 2,500-5,500rpm
0-62mph	3.5sec
Top speed	205mph
Length	4,460mm
Width	1,852mm
Weight	1,370kg
Wheels & tyres	F 9x19-inch; 245/35/ZR19 R 12x19-inch; 325/30/ZR19



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

Production numbers	Unknown
Issue featured	98
Engine capacity	3,436cc
Compression ratio	12.5:1
Maximum power	350hp @ 7,400rpm
Maximum torque	390Nm @ 5,600rpm
0-62mph	4.9sec
Top speed	177mph
Length	4,491mm
Width	1,852mm
Weight	1,430kg
Wheels & tyres	F 8.5x19-inch; 235/40/ZR19 R 11x19-inch; 305/35/ZR19



Same wider body styling as C4, coupled to 3.8-litre 400bhp engine. Also features six-piston brake calipers at front. PTV spread torque more evenly.

Production numbers	Unknown
Issue featured	118
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	400hp @ 7,400rpm
Maximum torque	440Nm @ 5,600rpm
0-62mph	4.5sec
Top speed	185mph
Length	4,491mm
Width	1,852mm
Weight	1,445kg
Wheels & tyres	F 8.5x19-inch; 245/35/ZR20 R 11x20-inch; 305/30/ZR20



Unprecedented aero package now delivers 997 RS 4.0's max downforce at just 93mph. Features modified 4.0-litre DFI version of 991.1 GT3 engine; PDK-only.

Production numbers	120 (UK)
Issue featured	136
Engine capacity	3,996cc
Compression ratio	12.9:1
Maximum power	500hp @ 8,250rpm
Maximum torque	460Nm @ 6,250rpm
0-62mph	3.3sec
Top speed	193mph
Length	4,545mm
Width	1,880mm
Weight	1,420kg
Wheels & tyres	F 9.5x20-inch; 265/35/ZR20 R 12.5x21-inch; 325/30/ZR21



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

Production numbers	In production
Issue featured	137
Engine capacity	2,981cc
Compression ratio	10.0:1
Maximum power	370hp @ 6,500rpm
Maximum torque	450Nm @ 1,700-5,000rpm
0-62mph	4.2sec
Top speed	183mph
Length	4,499mm
Width	1,808mm
Weight	1,430kg
Wheels & tyres	F 8.5x19-inch; 245/35/ZR19 R 11x19-inch; 295/35/ZR19



991 GT3 RS engine mated to revised 6-speed manual gearbox. Features Carrera Cabriolet active rear wing with diffuser aiding downforce. Lightweight flywheel optional.

Production numbers	991
Issue featured	153
Engine capacity	3,996cc
Compression ratio	13.2:1
Maximum power	500hp @ 8,250rpm
Maximum torque	460Nm @ 6,250rpm
0-62mph	3.8sec
Top speed	201mph
Length	4,532mm
Width	1,852mm
Weight	1,370kg
Wheels & tyres	F 9x20-inch; 245/35/ZR20 R 12x20-inch; 305/30/ZR20



Similar specification and 'black accent' styling as per 991.1, available in both rear-wheel and all-wheel drive form. C4 GTS quicker than C2 GTS.

Production numbers	In production
Issue featured	150
Engine capacity	2,981cc
Compression ratio	10.0:1
Maximum power	450hp @ 6,500rpm
Maximum torque	550Nm @ 2,150-5,000rpm
0-62mph	4.1sec
Top speed	194mph
Length	4,528mm
Width	1,852mm
Weight	1,450kg
Wheels & tyres	F 9x20-inch; 245/35/ZR20 R 12x20-inch; 305/30/ZR20

### 997 C2 GTS 2010-12



C4's wider rear body, and powered by the 3.8-litre Carrera S engine, with a Powerkit producing extra 25bhp. GTS is laden with Porsche options.

Production numbers	Unknown
Issue featured	157
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	408hp @ 7,300rpm
Maximum torque	420Nm @ 4,200-5,600rpm
0-62mph	4.6sec
Top speed	190mph
Length	4,435mm
Width	1,852mm
Weight	1,420kg
Wheels & tyres	F 8.5x19-inch; 235/35/19
	R 11x19-inch; 305/30/19

### 997 C4 GTS 2011-12



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

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



### 997 Turbo S 2011-13

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

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

### 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 @ 7,400rpm
Maximum torque	390Nm @ 5,500rpm
0-62mph	4.8sec
Top speed	179.6mph
Length	4,491mm
Width	1,808mm
Weight	1,380kg
Wheels & tyres	F 8.5x19-inch; 235/40/19
	R 11x19-inch; 285/35/19



### 991.1 Carrera S 2011-15

Same as Carrera, with seven-speed manual 'box but utilising bigger engine. Slightly larger front brakes than the standard Carrera, PASM as standard equipment.

Production numbers	Unknown
Issue featured	114
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	400hp @ 7,400rpm
Maximum torque	440Nm @ 5,600rpm
0-62mph	4.5sec
Top speed	188.9mph
Length	4,491mm
Width	1,808mm
Weight	1,395kg
Wheels & tyres	F 8.5x20-inch; 245/35/19
	R 11x20-inch; 295/30/19

### 991.1 GT3 2013-2015



Wide body from 991 Carrera 4 was used for the first time. Mezger engine from previous GT3s replaced with revamped DFI version of Carrera S engine. PDK only.

Production numbers	Unknown
Issue featured	143
Engine capacity	3,800cc
Compression ratio	12.9:1
Maximum power	475hp @ 8,250rpm
Maximum torque	440Nm @ 6,250rpm
0-62mph	3.5sec
Top speed	196mph
Length	4,454mm
Width	1,852mm
Weight	1,430kg
Wheels & tyres	F 9x20-inch; 245/35/19
	R 12x20-inch; 305/30/19

### 991.1 Turbo 2013-15



New Turbo marks introduction of rear axle steering, plus PDK-only transmission to forced induction 991 models.

Production numbers	Unknown
Issue featured	109
Engine capacity	3,800cc
Compression ratio	9.8:1
Maximum power	520hp @ 6,000-6,500rpm
Maximum torque	660Nm @ 1,950-5,000rpm
0-62mph	3.4sec
Top speed	195mph
Length	4,506mm
Width	1,880mm
Weight	1,595kg
Wheels & tyres	F 8.5x20-inch; 245/35/19
	R 11x20-inch; 305/30/19

### 991.1 Turbo S 2013-15



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

Production numbers	Unknown
Issue featured	115
Engine capacity	3,800cc
Compression ratio	9.8:1
Maximum power	560hp @ 6,500-6,750rpm
Maximum torque	700Nm @ 2,100-4,250rpm
0-62mph	3.1sec
Top speed	197mph
Length	4,506mm
Width	1,880mm
Weight	1,605kg
Wheels & tyres	F 8.5x20-inch; 245/35/19
	R 11x20-inch; 305/30/19



### 991 Anniversary 2013-14

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

Production numbers	1,963
Issue featured	112
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	400hp @ 7,400rpm
Maximum torque	440Nm @ 5,600rpm
0-62mph	4.5sec
Top speed	188mph
Length	4,491mm
Width	1,852mm
Weight	1,420kg
Wheels & tyres	F 9x20-inch; 245/35/19
	R 11.5x20-inch; 305/30/19

### 991.1 Carrera GTS 14-16



Big-spec GTS utilises wide body and a host of good options including Powerkit, PASM, Sport chrono, Sport exhaust to name a few, all for £7,000 more than Carrera S.

Production numbers	Unknown
Issue featured	157
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	430hp @ 7,500rpm
Maximum torque	440Nm @ 5,750rpm
0-62mph	4.0sec
Top speed	190mph
Length	4,491mm
Width	1,852mm
Weight	1,425kg
Wheels & tyres	F 9x20-inch; 245/35/19
	R 11.5x20-inch; 305/30/19

### 991.1 C4 GTS 2014-2016



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

Production numbers	Unknown
Issue featured	125
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	430hp @ 7,500rpm
Maximum torque	440Nm @ 5,750rpm
0-62mph	4.4sec
Top speed	188mph
Length	4,491mm
Width	1,852mm
Weight	1,470kg
Wheels & tyres	F 9x20-inch; 245/35/19
	R 11.5x20-inch; 305/30/19

### 991.2 Carrera S 2015-



Shares Carrera's 3.0-litre turbocharged 9A2 engine, with revised turbos, exhaust and engine management to produce extra 50hp.

Production numbers	In production
Issue featured	132
Engine capacity	2,981cc
Compression ratio	10.0:1
Maximum power	420hp @ 6,500rpm
Maximum torque	500Nm @ 1,700-5,000rpm
0-62mph	3.9sec
Top speed	191mph
Length	4,499mm
Width	1,808mm
Weight	1,440kg
Wheels & tyres	F 8.5x20-inch; 245/35/19
	R 11.5x20-inch; 305/30/19



### 991.2 Carrera 4 2016-

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

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

### 991.2 Carrera 4S 2016-



As per C4 but using revised turbos, exhaust and engine management from C2S to produce extra 50hp. Faster 0-62mph than C2S for first time.

Production numbers	In production
Issue featured	154
Engine capacity	2,981cc
Compression ratio	10.0:1
Maximum power	420hp @ 6,500rpm
Maximum torque	500Nm @ 1,700-5,000rpm
0-62mph	3.8sec
Top speed	189mph
Length	4,499mm
Width	1,852mm
Weight	1,490kg
Wheels & tyres	F 8.5x20-inch; 245/35/19
	R 11.5x20-inch; 305/30/19

### 991.2 Turbo 2016-



Revised 9A1 engine from 991.1, producing 540hp thanks to modified inlet ports in cylinder head, new injection nozzles and higher fuel pressure.

Production numbers	In production
Issue featured	135
Engine capacity	3,800cc
Compression ratio	9.8:1
Maximum power	540hp @ 6,400rpm
Maximum torque	710Nm @ 2,250-4,000rpm
0-62mph	3.1sec
Top speed	199mph
Length	4,507mm
Width	1,880mm
Weight	1,595kg
Wheels & tyres	F 9x20-inch; 245/35/19
	R 11.5x20-inch; 305/30/19



### 991.2 Turbo S 2016-

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

Production numbers	In production
Issue featured	145
Engine capacity	3,800cc
Compression ratio	9.8:1
Maximum power	580hp @ 6,750rpm
Maximum torque	750Nm @ 2,250-4,000rpm
0-62mph	2.9sec
Top speed	205mph
Length	4,507mm
Width	1,880mm
Weight	1,600kg
Wheels & tyres	F 9x20-inch; 245/35/19
	R 11.5x20-inch; 305/30/19

### 991.2 Carrera 4 GTS 2017-



As 991.2 Carrera GTS but with PTM four-wheel drive electrically controlling drive between both axles (rear always driven). Identifiable from outside by red strip across rump.

Production numbers	In production
Issue featured	151
Engine capacity	4,000cc
Compression ratio	unknown
Maximum power	500hp @ 6,500rpm
Maximum torque	unknown
0-62mph	3.4sec
Top speed	198mph
Length	4,545mm
Width	1,852mm
Weight	1,430kg
Wheels & tyres	F 9x20-inch; 245/35/19
	R 12x20-inch; 305/30/19



### 991.2 GT3 2017-

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

Production numbers	222 (UK, est.)
Issue featured	150
Engine capacity	3,996cc
Compression ratio	13.3:1
Maximum power	500hp @ 8,250rpm
Maximum torque	460Nm @ 6,000rpm
0-62mph	3.9sec (manual)
Top speed	199mph
Length	4,562mm
Width	1,852mm
Weight	1,413kg (manual)
Wheels & tyres	F 9x20-inch; 245/35/19
	R 12x20-inch; 305/30/19



### 991 GT2 RS 2017

The fastest factory Porsche 911 of all time. Highly modified 991 Turbo S engine with sprayed intercoolers. Rear wheel drive, PDK only. New air inlets on front bonnet feeds air to brakes.

Production numbers	Not specified
Issue featured	155
Engine capacity	3,800cc
Compression ratio	Not specified
Maximum power	700hp
Maximum torque	750Nm
0-62mph	2.8sec
Top speed	212mph
Length	Not specified
Width	1,880mm
Weight	1,470kg
Wheels & tyres	F 9.5x20-inch; 265/35/19
	R 12.5x21-inch; 325/30/19



### 991 Turbo S Exclusive Edition

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

Production numbers	500
Issue featured	155
Engine capacity	3,800cc
Compression ratio	9.8:1
Maximum power	607hp
Maximum torque	750Nm @ 2,250-4,000rpm
0-62mph	2.9sec
Top speed	205mph
Length	4,507mm
Width	1,880mm
Weight	Not specified
Wheels & tyres	F 9x20-inch; 245/35/19
	R 11.5x20-inch; 305/30/19



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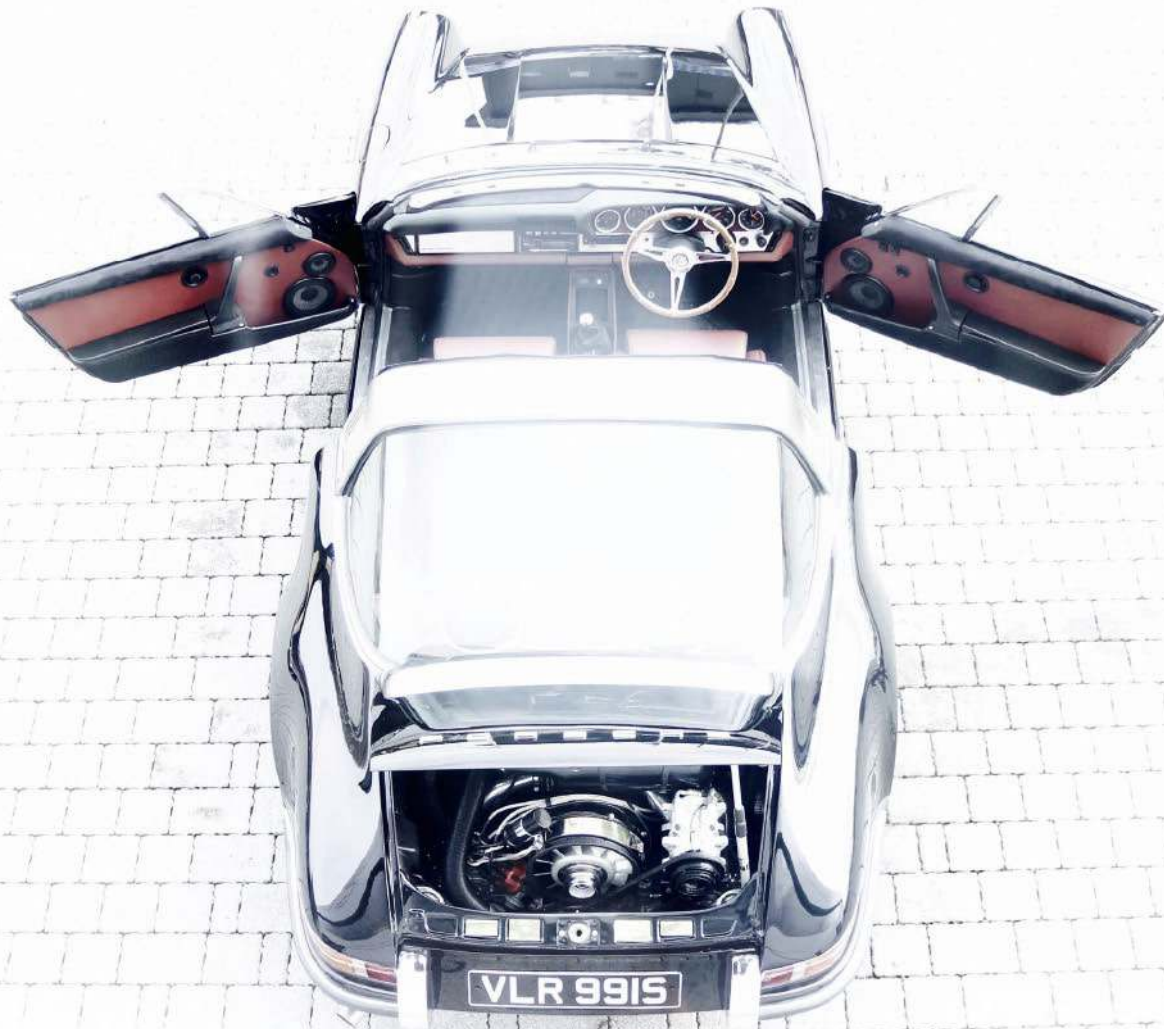
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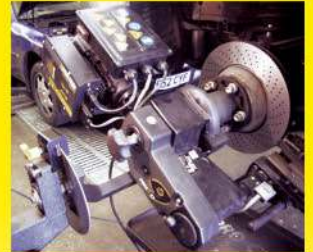
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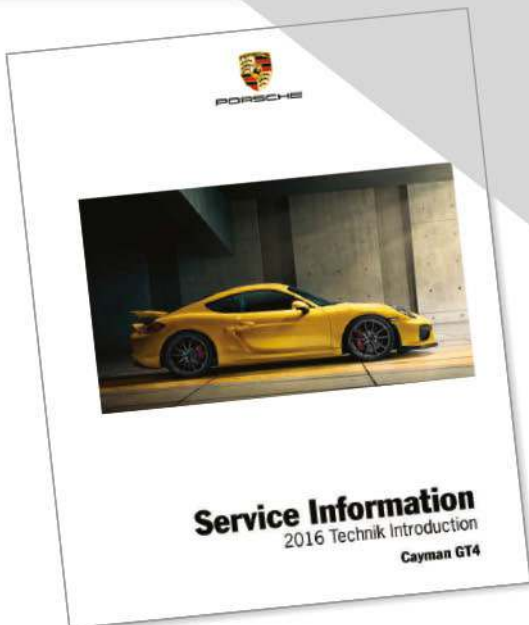
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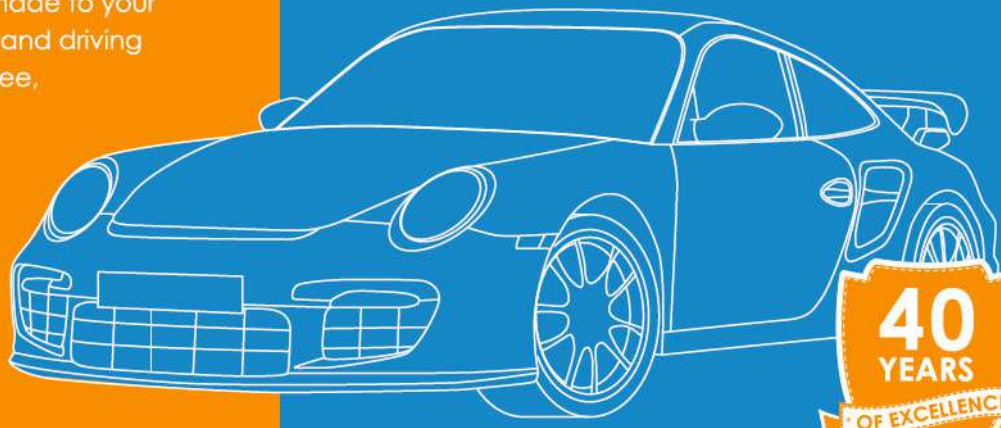
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## 911 DESIGN ICONS

# THE EXTERNAL OIL FILLER

In the second instalment of our new series exploring iconic Porsche designs, **Total 911** investigates a controversial change that lasted just a year

**F**ew would disagree that Ferdinand 'Butzi' Porsche had fashioned a timeless shape for the 911, one that would change little until the advent of impact bumpers. But standing still wasn't the Porsche way, and the evergreen sports car would be subjected to regular developments – one of which resulted in the rather rare item we focus on here.

The decision to install a flat six engine meant a greater oil capacity was required, and taking lessons learned from racing led to the adoption of dry-sump lubrication. The oil tank required as part of the system was located in the engine bay, on the right-hand side aft of the rear wheel, but the arrival of the E-Series cars for the 1972 model year saw a rather unusual development, and one that would attract a degree of controversy. Fitted with the longer-stroke 2.4-litre engine, Porsche's engineers decided that the handling balance could be improved by relocating the oil tank from the engine bay (where it added to the already tail-heavy layout) to a position just behind the right-hand rear body panel. To make topping up easier they proceeded to fit the cars with an external oil filler, sited just below

**“Porsche’s engineers decided that the handling balance could be improved by relocating the oil tank”**

the rear side window. The right-hinged flap that covered it was opened via a cable-operated release located at the top of the right-hand B-pillar, and behind it owners would find a simple metal cap. Despite the filler cap itself featuring the word 'oil' in raised lettering, and the inclusion of a sticker on the inside of the flap with the same word (plus an arrow pointing to the cap), legend has it that

fuel station attendants in America were prone to mistaking the new device for the fuel filler located on the front wing, sloshing petrol into the oil tank by mistake. Some aficionados question

whether such an error is likely, given the size of fuel pump nozzles, and the need to manually release the flap from within the door aperture. It's also been reported that Porsche had become concerned by forthcoming US side impact regulations, making the new positioning of the oil tank somewhat undesirable. But, whatever the truth, the introduction of the F-Series cars for the 1973 model year saw the oil tank relocated to its previous position within the engine compartment, and Porsche's short-lived experiment with external fillers was over. **911**



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**1969 Porsche 911E Karmann Sunroof Coupe-stock-08494**  
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