



4,000 MILES IN A 911T MONTEREY TO MINNEAPOLIS

Total 911 THE PORSCHE MAGAZINE

911R PROTOTYPE

Lost and found: incredible story of the last of the four original R prototypes



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BLOWN MEZGER
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PLUS: How LSDs work • Real-world owner reports • Why aren't more 993s being restored? • New British Legends 991.2 GTS revealed





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EVERYTHING FOR YOUR PORSCHE





Welcome

There's no such thing as a quiet year for Porsche. 2018 is ramping up to be huge as the company looks to shape its showrooms, production line and all-round infrastructure for the apparent great coming of electric-powered cars.

As **Total 911** previously reported (months ahead of the crowd, too), Porsche has already let slip its first all-electric sports car is well ahead of schedule, Mission E's original 2020 deadline now set to arrive by 2019 at the latest. Porsche's electric push is much larger than anticipated, too. Pledging to build 20,000 Mission E cars a year (which will sit just below the Panamera in the Porsche model pyramid), €700 million is being invested at Zuffenhausen to create a new assembly line for electric vehicles, with Porsche expected to offer an electric version of every single of its vehicles within the next ten years.

Where does that leave the 911? Well, in the midst of all this push to electric, Porsche isn't so naive as to cull the very legend that truly put it on the map in the first place. You'll still find internal combustion engines in the beloved 992 generation of 911, but it appears the future of the flat six 911 after that will largely be reserved for highly specialised GT versions of the Neunelfer, with its own production line – I've even heard talk from reliable sources that the 911 will have its own section in OPC showrooms going forward, away from the electric vehicles.

If true, this is sure to please enthusiasts such as you and I no end. Not only will the 911's future be safeguarded as a proper sports car, but its status as Porsche's one true icon, separate from other models, will also be upheld. Of course, there will be a huge caveat if the cars remain as hard to get hold of as the company's current GT lineup, but time, as ever, will tell...

“The future of the flat six 911 will largely be reserved for highly specialised GT versions”



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6 | Holme Moss, Peak District, UK

1911 Opening Shot

Wide, wider and widest: the 991.2 Carrera, C4 GTS and Turbo S show off their contrasting widths at the top of Holme Moss during Total 911's annual supertest roadtrip.

Photograph by Daniel Pullen





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YOUR 911 HOME

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"The 997 feels more exciting, more composed, lighter on its feet"

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Update

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



C4 GTS British Legends 991.2 released

Low numbers special edition to honour Attwood, Bell and Tandy's achievements at Le Mans

Porsche Cars Great Britain has revealed a special 991.2 C4 GTS British Legends Edition to celebrate the achievements of Drivers Richard Attwood, Derek Bell and Nick Tandy. Available in one of three colour combinations evoking the famous Porsche livery of each driver's period winning car, this bespoke GTS has been developed with the Porsche Exclusive Manufaktur department for the UK market only.

Attwood, Bell and Tandy have all had a direct hand in choosing the spec of the car too, with the C4 version of the current 991.2 GTS chosen in honour of the all-wheel-drive layout of the current 919 e-hybrid piloted by Tandy in the

World Endurance Championship. It is also the fastest 911 in the current Carrera range.

Though the spec of each British Legends car is identical from a technical aspect, the three variants are all distinguishable by their liveries. The Attwood car is finished in Guards red with black centre-lock wheels to mimic the Salzburg livery of his 1970 Le Mans-winning 917, the Bell GTS is Sapphire blue metallic to echo his 956's Rothmans livery, while the Tandy car is finished in Carrera white metallic, which pays homage to the appearance of his 919 from its 2015 triumph. All versions carry small side decals featuring the iconic number of each driver's Le

Mans-conquering car, with the driver's signature printed on a plaque mounted aft of the B-pillar.

Generously specced and unique in their appearance, these cars offer a rare opportunity for motorsporting aficionados to suitably hail their most admired British racing driver from Porsche's hallowed works roster. However, there's a high price for such admiration, as the GTS British Legends editions are available from £122,376, putting them in the same bracket as a 911 Turbo. The cars aren't part of a numbered production run but Porsche GB says the number available will be small, **Total 911** estimating this to be around one example per Porsche Centre.

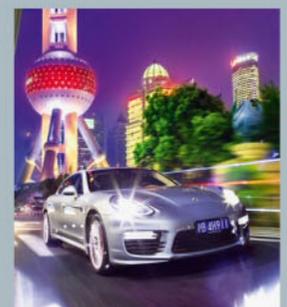
15 per cent off at Porsche Parts UK

Total 911 has teamed up with Porsche Parts UK to provide readers with 15 per cent off their bill for all Porsche parts and products ordered online. Simply go to the website porsche.partsuk.com and enter the promotion code **Total911** to claim your discount, which shall be in place until 1 December 2017.



Porsche global deliveries up by four per cent

Porsche announced it has delivered 185,898 new cars to customers around the planet in the first three quarters of 2017: a year-on-year rise of more than four per cent. China remains the company's best-selling market, delivering 54,000 vehicles. The Chinese market grew ten per cent itself in the period. Porsche also highlighting more SUV customers in the region are migrating to the two-door sports car market, which includes the 911.





What's on in 2017

- **Daytona 24 Hours 27 January**
Porsche's RSRs begin their assault on 2018 titles at Daytona, Florida
- **1-10 December**
Porsche's last auto show of the year heads to the City of Angels
- **Driven by German Design, Qatar Until 14 January**
Porsche contributes 8 models to this special exhibition at the Qatar Museum
- **Ice-Force Master 18-22 January**
Learn racing techniques on an ice-covered circuit
- **RM Sotheby's Arizona Auction 18-19 January**
The Canadian auction house heads to warmer climes

911 Tequipment updates for 2018 revealed

Porsche unveils comprehensive list of new personalisation options evoking GT2 RS

New Exclusive Manufaktur and Tequipment updates for the 911 have been revealed for MY2018 cars. Standout among the new options list is a carbon exterior package featuring an extensive use of the lightweight, strong material present on Porsche's new 991 GT2 RS. Available from November 2017, option code EXC features Sport Design exterior

mirror upper trim, mirror attachment point finisher, side air intakes plus a central intake in the rear lid as part of the Carbon Package.

A similar exterior styling option, this time with a high-gloss black finish, is also available. Front spoiler, rear apron, door handles and Sport Design mirror lower trim is optional for rear-wheel-drive

Carrera variants (EXZ), while all-wheel drive cars can additionally feature side skirts in black (EXY).

Inside, the 991's front centre tunnel can now be covered in leather (XZM), while seat belts in Miami blue are also available (XHY). Interested parties should contact their nearest main dealer for more information.



Rennsport Reunion returns for 2018

PCNA extravaganza set for Laguna Seca on west coast once more

Porsche Cars North America has announced its popular Rennsport Reunion motorsports show will return to the famed Laguna Seca racetrack next year as part of an extended four-day weekend. The event, taking place every four years in recent history, was last held on the Monterey peninsula in autumn 2015, but will return for 2018 from 27-30 September.

Promising to be bigger and better, Rennsport Reunion has become the go-to event for Porsche fans who can witness superstar sports cars from throughout the company's rich history turning back the clock to race side-by-side around the Laguna Seca track. Ticket information will be published on the PCNA and Laguna Seca websites as soon as it's available.



Porsche Classic Register announced

New initiative launched to bring customers back to main dealers

Porsche GB has launched its Classic Porsche Register, designed to offer exclusive discounts and encourage more owners of classic 911s 'back into the Porsche family'. Itself an acknowledgement of the business it's lost to the network of excellent independent specialists gracing the UK, to join the register owners simply need to have a minimum of an oil

change service at their nearest Porsche Centre. Porsche GB says the benefits of joining its register include a 15 per cent discount on Porsche Classic Genuine Parts, complimentary Porsche Classic numberplate surrounds, and four complimentary wash and vacuums at their nearest Porsche Centre. For further information visit the website porsche.co.uk/classicregister.

Motorsport

The latest news and results from racing series around the globe



First two titles secured for 911 RSR

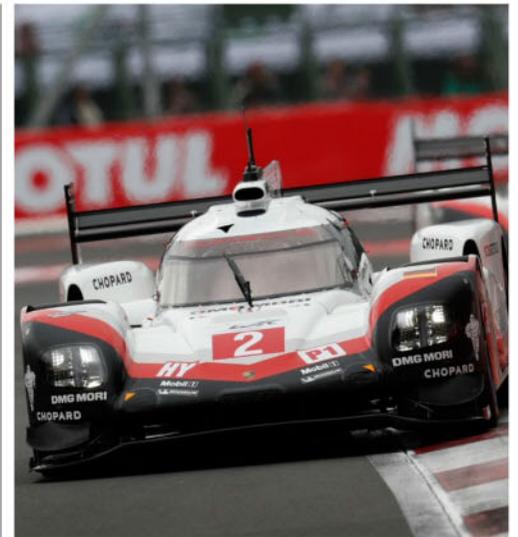
Notable first season success for mid-engined 911 racer in United States

The fruits of Porsche's ground-up rebuild of its 911 race car are already beginning to appear after the 911 RSR secured the prestigious North American Endurance Cup for Weissach.

Incorporating the long-distance classics of Daytona, Sebring, Watkins Glen and Petit Le Mans, the North American Endurance Cup sees manufacturers' GT cars put to the test, with over 52-hours of racing across the United States. Porsche's 510hp mid-engined RSR emerged victorious in the GTLM class of the competition,

with Patrick Pilet and Dirk Werner also taking the drivers' titles for Porsche.

The RSR's two titles were secured at the ten-hour Petit Le Mans race at road Atlanta, which saw LMP1 drivers Nick Tandy and Earl Bamber join the GT roster for this special race that also brought an end to the 2017 IMSA Sports Car Championship. Tandy joined the #911 car of Werner and Pilet, which finished sixth in the race, while the #912 sister car of Bamber, Laurens Vanthoor and Gianmaria Bruni placed fifth.



New schedule for LMP1 drivers

Factory drivers' roles for next year all but confirmed at Weissach

The future of the majority of Porsche LMP1 drivers has been concluded, after Weissach internally communicated plans to its roster of works drivers for next year. Porsche's exit from top-line WEC competition in favour of a switch to Formula E has effectively put four of its six-strong LMP1 driver lineup out of a job, as current Formula E rules permit only one driver per car, whereas LMP1 permits three. Though the company is yet to publicly reveal which drivers will be doing what, Nick Tandy looks set for more GT racing, telling **Total 911** plans for next season are all but in place for each driver. "It's pretty much confirmed where I'll be racing for Porsche next season," Tandy told **Total 911**. "I can't say just yet where that will be, but given my previous experiences it shouldn't be too hard to work out."



Carrera Cup GB championship decided on race wins after two tied on points

Charlie Eastwood crowned Carrera Cup GB champion in final laps of last race

The 2017 Carrera Cup GB championship was decided on the final race of the season at Brands Hatch, with Porsche GB scholar Charlie Eastwood piping Dino Zamparelli to the crown by manner of race wins. Both drivers went into the final race of the season with a chance to become champion, though by lap ten Zamparelli was in command of

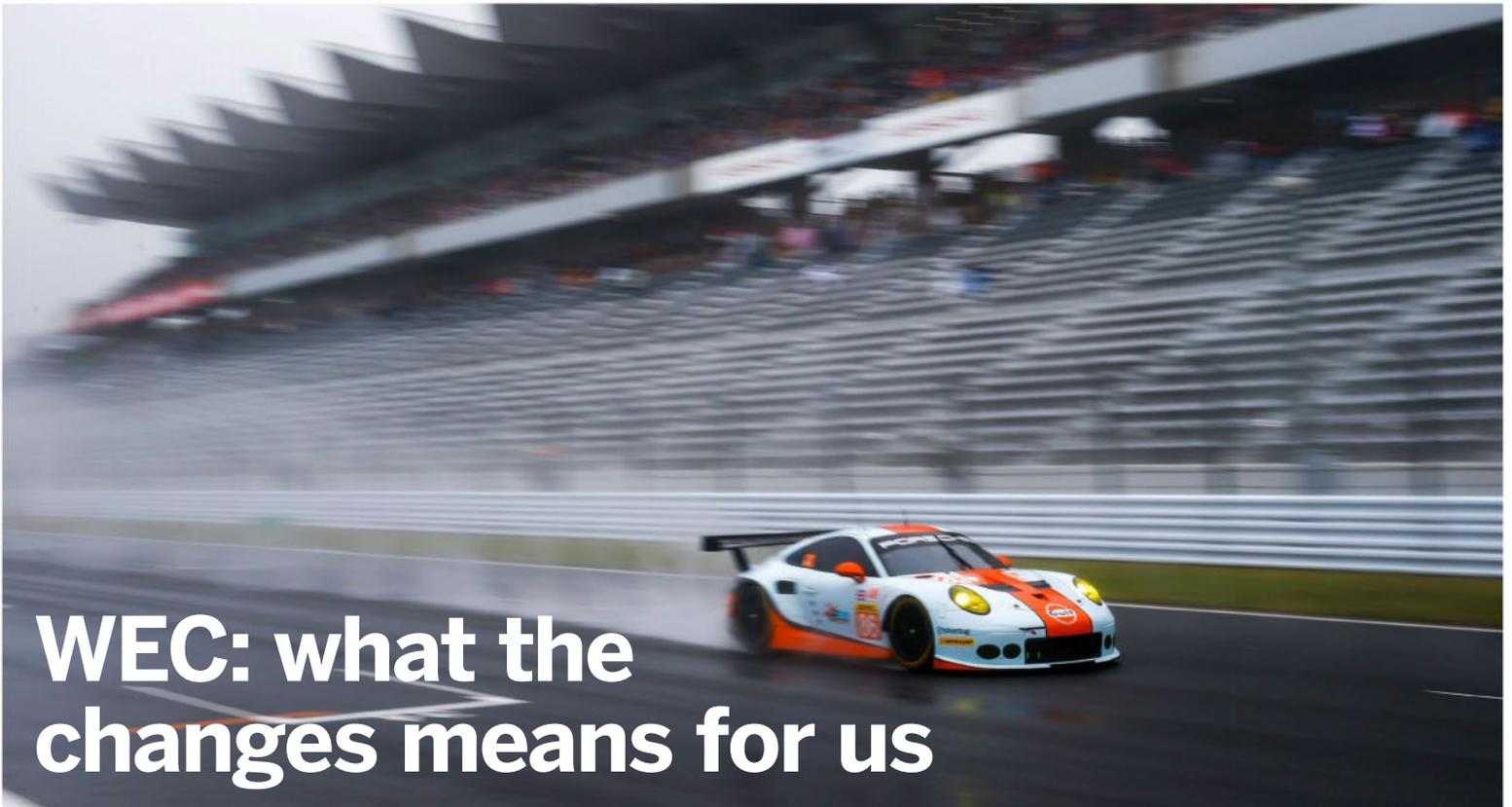
the title by holding second position in the race. Eastwood was down in sixth, yet needed to finish fifth or higher to draw level with Zamparelli on points, claiming the title on race wins. With two laps remaining, Eastwood found a way past the stubborn Tom Oliphant to claim the required fifth position and earn a remarkable 2017 title.



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



As the fallout from Porsche's LMPI exit continues, Ben looks at what the WEC's shake-up means for him in GT-Am

As I write this over the Fuji race weekend, we still have two rounds of the FIA World Endurance Championship to run but attention is already on next year. Actually, make that the next two years as the released calendar spans both 2018 and 2019, with two Le Mans 24 Hours and a surprise addition in the US. They are calling it a 'superseason' as the championship undergoes a radical change to put more emphasis on Le Mans, the blue riband event.

In order to finish a championship at Le Mans when it was only announced in September has necessitated a little creative thinking – but who's complaining about a season that has two Le Mans 24 Hours in it?

The FIA insists that it's a one-off calendar just to get the championship into its new window and there have been a couple of casualties but they can be addressed once things are steady. I am gutted that both the Circuit of the Americas and Mexico City have bitten the dust for 2018-19, and not just because I'm a fan of both venues. I've always seemed to do well there – and Gulf Racing

finally made the podium in Mexico this year, so there are plenty of good memories, too.

The good news is that the series still gets to race on the other side of the Atlantic and at one of the biggest sportscar meetings of all: Sebring! While it won't be mixing it with the IMSA series boys, the WEC will get its own 12-hour race running on the same weekend but starting at midnight, which will be something different. Bringing the two biggest series together is huge for the long-distance discipline and it should be an epic weekend, with back-to-back 12-hour events.

With Sebring not slotted until mid-March 2019, losing the two races in the Americas also makes for a quiet 2018 with only five races across the year and nothing until the season starts at Spa-Francorchamps in May. At least they've managed to keep my home race on the schedule, even if the series goes to Silverstone in August rather than April. Given the British weather, however, that might not be a bad thing – especially for the fans!

There was talk of the 2019 'half' of the season starting in February but, with nothing confirmed since the calendar came out, we're just going to



have to see if anything comes up. Obviously, I hope it does as the more racing we do, the better.

To that end, having another long distance event on the schedule is great. In my opinion, the calendar needed something other than six-hour races in addition to Le Mans and, short of finding space for us at the Daytona 24 Hours, running for 12 hours at Sebring is a pretty good choice. The 2018-19 season, unusual and unique as it will be, is looking pretty good and I hope to be a part of it.

Before that, however, there is still 2017 and the final swing through Asia to China and Bahrain before the middle of November. As I write this in Japan, we're facing a wet weekend but we'll be facing some different conditions between here and Bahrain, so hopefully we'll have something good to report...

Views

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



911R v 991.2 GT3 Touring

Dear Sir,

Last month I read with interest your star letter from 991.2 Carrera GTS owner Jerry Nowak, who voiced his own personal disdain over the GT3 Touring. While I have a little empathy for his situation, it is important to remember that the process for buying a GT car from Porsche is different to buying a Carrera variant.

Put simply, with a Carrera or even Turbo, you can design your car on

the online configurator, send it to a Porsche Centre and, provided Porsche is still making the car, they can give you a build slot.

With a GT car, you have to put down a deposit months before the car is officially released – don't even waste your time with a letter of intent any more. I'm not saying that this is the best way to get a car, just that it's the only way, in my experience. Sometimes you get the car, sometimes you don't.

In my view, I'm not really bothered about Porsche itself making a GT3 with Touring pack. What has proved irritating is the wave of comments on social media and forums from the ill-informed who say the GT3 Touring pack is practically a 911R. It's not.

Luckily, I got my R to drive it and nothing else but I suspect in the short term this flagrant hearsay might slightly impact values of the car, though in the long term people will see and appreciate how special

the R is as a one-off limited numbers 991 rather than a wingless limited-production car.

Anonymous

The debate over the 991.2 GT3 Touring continues! Great to hear the perspective of a 911R owner, though it's a shame you have chosen to remain anonymous as we now can't send you our complimentary bookazine for winning 'Star Letter'!

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!



In praise of the 911 SC



Dear Sir,

In reference to your cover article on the 911 SC from issue 156, it's interesting how one experience in life can have a huge effect on a person for decades. In my case, I bought a low mile, lightly used Metallic Ice green 1978 911 SC in the early 1980s. It was the model that basically 'sealed the

deal' for me on Porsche 911s and turned me into a lifelong Porsche owner. Here's why: for the roughly seven years I drove it, the car ran flawlessly and never needed anything other than routine oil changes, tyres, a clutch (at about 80k miles) and the occasional tune up. It was the most reliable car I'd

ever owned up to that point. Amazingly, when I eventually sold it (to buy another Porsche 911), it had about 100K miles and the new owner gave me close to what I originally purchased it for (and also said he "loved" Metallic Ice green!). Yes, the 911 SC is an ultra-reliable, solid car that, in my view, is still a bargain.

Greg James

Great to read you've had a very positive experience from SC ownership, Greg! As we highlighted in issue 156, the SC remains a comparative bargain for an air-cooled classic 911. Finding the right one is crucial, however, as rebuilds and restorations will be all the more expensive on an example that hasn't been looked after properly by its previous owners.

Ask the expert

Got a question for our Porsche technician? Email us editorial@total911.com



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



Q: I am presently the very proud owner of a 991.1 4GTS coupe with a PDK transmission. My car has a central radiator. However, I noticed that the new 991.2 GTS lacks the central radiator in USA specification.

My first Porsche was a 997.1 2007 C4S with a Tiptronic transmission. That car also had a central radiator. However, I noticed that the central radiator was deleted from the 997.2 generation C4S. I have searched for articles on the subject of Porsche 911 water-cooling and I could not find an answer. Why is it deleted from certain models?

Julio Quintero

Scott's answer: "The water-cooled 911 range does vary for central radiator fitment and is purely down to the spec and model. Generally, most PDK and Tiptronic cars do run them but they can vary depending of the specification and model year. When the 991 generation was released, we found they had thermal management systems built in and activating Sport Plus can vary the cooling operating temperatures, so a third radiator would be installed to help manage those temperatures. Most AWD 911s have a central radiator with Sport/Sport Plus. The higher performance 911s, like the GT range and Turbos, also run one to aid the cooling system. Country coding also may be a factor due to hotter climates.

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

Sean Piner *November 2014*
I've owned a 1978 911 SC since November 2014. I was looking for a 911 SC to buy and found one on the internet. I was looking for a 911 SC to buy and found one on the internet. I was looking for a 911 SC to buy and found one on the internet.

Michael McCabe *November 2014*
I've owned a 1978 911 SC since November 2014. I was looking for a 911 SC to buy and found one on the internet. I was looking for a 911 SC to buy and found one on the internet.

Living the Legend

Dear Sir,

I wonder if there's space in your magazine for another Living the Legend contributor? I live in California, where the Porsche 911 community is thriving. It's diverse, very active and we're pretty much guaranteed great weather in which to enjoy these cars all year round! I feel sorry

for you Brits who have to garage yours in winter. My 911 garage consists of an outlawed 911 Carrera 3.0 and a 996 GT3.

Tony Hernandez

That's a fine pair of Porsche you have in your stable, Tony! Thanks for getting in touch and offering your stories for

our Living the Legend section. Unfortunately the section is oversubscribed at present, but don't worry, we'll put you on the waiting list and as soon as an appropriate space becomes available, we'll be in touch. In the meantime, have you any pictures of your cars you could show us?

PASM query



Dear Sir,

After years of desire for a 911 but being worried about buying a badly maintained car plus the cost of repair bills, I finally purchased a vehicle. It fitted my wishes well. Purchased from a main dealer with full main dealer history, due to Porsche's extending warranty period my November 2004 997.1 C2S has a dealer warranty to July 2019.

The car has much of the specification I wanted but did not have PASM, rather the Sports chassis. Despite this, I bought the car at sticker price because of the main dealer warranty and service history.

The car is harsh on UK roads but as time has gone on (nine months), I have warmed to the idea of less electronic interruption. The car is also manual with Sports Chrono and adaptive Sports seats.

With this in mind, I was very interested to read in issue 156, page 58 on PASM, a car with similar specification to mine went round the Nürburgring over a minute quicker than the PASM-equipped one (Sport suspension option 7.59 against 9.02). Is my spec vehicle that much quicker than PASM?

I am also interested to understand how common the

Sports Chassis option was against a normal 997 C2S with PASM. I suspect the Sports chassis spec could attract a lower price.

Stephen Reynolds

We must apologise, Stephen, for that is a typo on our behalf – even Walter Röhrl would be very proud of knocking over a minute off his own lap time at the 'Ring! However, to clarify, the 997 C2S with Sport suspension completed an 8.59 lap, which is still marginally quicker than the car without.

Regarding numbers for a Sports chassis versus PASM, Porsche says it doesn't hold that data, though as for values we say a Sports chassis doesn't necessarily command a lower value. The first iteration of PASM is dated by today's standards and those with track aspirations would prefer Sports suspension with LSD – that's a proper driver's spec, after all, and especially in manual!

Where can I buy previous issues?

Dear Sir,

I am hoping you can help me. In a moment of madness I placed many of my magazines in the bin as I needed space during an extension build. I now deeply regret this and was hoping you can help me get back in particular three issues that featured the 997 Turbo S, a car I own. The issues, if I recall correctly, are 123, 76 and 62. I know I can download these electronically but I would prefer them in paper form. I am happy to pay for them again and any help you can offer would be greatly appreciated.

Paul Tabi

Sorry to hear you chucked your magazines out! Our online shop is moving to myfavouritemagazines.co.uk, but as of now we only go back to issue 153. Perhaps any of our other loyal readers may have spare copies of the above and might be able to email us if so? Aside from downloading the digital issue, I can otherwise only recommend looking on eBay for any old copies that are being sold. Also, the 997 Turbo S featured in issue 105, too.



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TURBO TITANS



Your answer to the perennial
debate is here: which is the best
blown Mezger for £60,000?
Total 911 investigates...

Written & photographed by **Steve Hall**





BELOW Interior of 996 is now very dated by today's standards, even in top-spec Turbo guise



If you'd been lucky enough to work as a motoring journalist in the 1980's (when budgets were generous and launches went on for days) you'd have laughed at the proposition that the 911 Turbo would evolve into the definitive, secure, all-weather supercar within the next decade or so. The original 930 Turbo may have become mildly more approachable with the 1989 advent of the G50 gearbox, its five ratios making lag slightly less of an issue, but here was a car that always carried a serious sting in its tail. A reputation cemented by a dastardly combination of short wheelbase, turbo lag, tail-heavy weight distribution and strong lift-off oversteer characteristics meant only the most skilled could extract the best from it, while many less skilled would find themselves in trouble, and a consequently broken car. Of course for some, this defines the very appeal of a 930 Turbo, though for many the car proved hugely exciting yet occasionally terrifying to drive – particularly if rain had fallen.

1995 marked the beginning of the evolution towards the 911 Turbo as we know it now, with the 993 Turbo introducing technology that had first appeared almost a decade earlier in the seminal 959. Twin turbos delivered an even bigger, yet more manageable hit of power. Married to modern chassis technology and four-wheel drive, the 911 Turbo was suddenly a car capable of covering ground

building cars (hence the commonality with its Boxster cousin), a water-cooled flat six for the first time, and truly modern aerodynamics. This platform would form the basis of the 911 for the next 15 years. It also formed the basis of the 911 Turbo that many regard as the optimum balance of speed, usability and purity of driving experience. Why? It offers perhaps the perfect blend of compact dimensions

“Beyond 3,000rpm the Turbo hurls itself forward on a muscular, linear surge of acceleration”

with immense speed and security. And if the 993 generation Turbo heralded a new direction in the evolution of the 911 Turbo, the 996 cemented what the 911 Turbo would come to stand for: the definitive all-weather supercar.

The 996 represented so much for Porsche, bringing with it the biggest revolution in the 911's development so far. It introduced a new way of

(it's a little wider than a 718 Boxster), immense performance from the unburstable Mezger flat six and a chassis which delivers a secure, communicative driving experience with a purity supposedly lost to PASM and computerised chassis control systems of future generations. Or so the accepted wisdom says...

The 997 was a far less adventurous car than the 996 which preceded it. This should come as no surprise for a company with a traditionally conservative approach. The 996, alongside its Boxster brethren, virtually saved the company, so think of the 997 as a means to cement the 911's position as the world's best sportscar. Of course this is a job

997.1 Turbo 2008

Engine
3,600cc
9.8:1

480bhp @ 6,000rpm
620Nm @ 1,950-5,000rpm
5-spd automatic

Suspension

Independent; McPherson struts;
coil springs; anti-roll bar
Independent; Multi-link; coil
springs; anti-roll bar

Wheels & tyres

8.5x19-inch; 235/35/R19
11x19-inch; 305/30/R19

Dimensions

4,450mm
1,852mm
1,585kg

Performance

3.9secs (3.7secs Tiptronic)
193mph

Model
Year

Capacity
Compression
ratio

Maximum power
Maximum torque
Transmission

Front

Rear

Front

Rear

Length

Width

Weight

0-60mph

Top speed

996 Turbo 2003

Engine
3,600cc
9.4:1

420bhp @ 6,000rpm
560Nm @ 2,700-4,600rpm
6-speed manual

Suspension

Independent; McPherson struts;
coil springs; anti-roll bar
Independent; multi-link; coil
springs; anti-roll bar

Wheels & tyres

8x18-inch; 225/40/R18
11x18-inch; 295/30/R18

Dimensions

4,435mm
1,830mm
1,540kg

Performance

4.2secs
189mph



997 Turbo Gen1.5

There is a body of opinion that would argue the optimum specification for the 997 Turbo is the very last of the Gen1 cars, produced for the 2009 model year from late 2008, until the August 2009 introduction of the Gen2 car for the 2010 model year. It's all about that famous, fabled Mezger engine which was superseded by the completely new DFI unit for the Gen2 997 Turbo. The new motor may boast an on-paper advantage, but for some, the appeal of having one of the world's most successful race engines in the tail of their 911 Turbo makes it the definitive choice.

So, what is a Gen1.5? Truth be told, it might be better described as a Gen1.1, as the changes over a Gen1 are relatively small. They are worthwhile though, for while aesthetically identical on the outside, you'll find the superior PCM3 system from the Gen2 car, bringing with it better sat nav and Bluetooth connectivity. There's also the updated centre console of the Gen2 car, with more modern looking controls. Gen1.5 also means you'll be in the newest Mezger-engined Turbo you can buy...

Paragon sales manager Jamie Tyler says: "The Gen1.5 is a very desirable 997 Turbo, not just because it's the last of the Mezger-engined cars, but the black console from the Gen2 looks much better, and PCM3 with the touchscreen sat nav, iPod and Bluetooth connectivity are great updates."



RIGHT AND BELOW
Despite its obvious flaws from behind the wheel, the 996 Turbo still remains incredible value for money





it carried out with aplomb, tackling every weakness of the 996 and wrapping the result up in a brilliant new look. Gone were the fried-egg headlamps, the dated interior and most of the engine problems that blighted some early 996s. In came more powerful engines, better aerodynamics, sharper dynamics and a better built, better appointed interior. Technology moved on too, with modern satnav, Bluetooth connectivity, adaptive dampers

and suchlike making an appearance. While the 997 was in essence a thoroughly revised 996, it was none the worse for it, scooping awards and winning road-test comparisons from the start.

Making its debut at the Geneva show in February 2006, the 997 Turbo now produced 480bhp (60bhp up on the 996 Turbo) from the same Mezger engine, and introduced VTG turbos for the first time. The idea was simple: 'Variable Turbine Geometry' allowed the turbines to change their angle of attack relative to exhaust speed, theoretically reducing lag at low speeds, while still delivering a huge top-end boost. Think of it as the turbo equivalent of variable valve timing – optimising the system to work throughout the rev range. PCCBs (Porsche Ceramic Composite Brakes) became available for the first time, as did adaptive dampers via PASM (Porsche Active Suspension Management). In tandem with the advances native to the rest of

the 997 architecture, the 997 Turbo looked to be a significant advance over the 996 Turbo.

But, if you're a forum reader, you might not necessarily see it that way. Much as the 991 has received its share of criticism from purist quarters (too big, not enough fun, electric steering devoid of feel), there are those who (seemingly no matter whether they've driven one or not) are firmly in the

“The 997 Turbo feels like a product that’s simply been more expertly developed, honed into the fine drivers tool that

camp that the 997 Turbo is too soft, too much a GT car, understeers too much... It's the kind of debate us petrolheads love, and there's often something to be said for the purer experience to be found in older, simpler cars. We decided to bring together the pair you see on here to find out for ourselves, settling this debate once and for all. Adding a bit of spice to the contest, both of these cars have been good news on the second-hand market over the last three years, the 996 Turbo having long since vacated the £25,000 price point it once occupied for a good example (it's hard to believe such a relatively small amount could acquire so much car). A 996 Turbo will save

you in the region of £10,000 against an equivalent specification 9971 Turbo. But which is the better car? Is the price difference justified? I suppose we better get on with driving them...

Our cars for the day come thanks to our friends at Paragon Porsche in Mayfield, East Sussex, where both of these cars are for sale. Even if the specifications don't match up for a perfect comparison, they are

both beautifully presented examples of each type. The 996, a manual with BOSE, Sports steering wheel, heated electric seats with memory and a mere 17000miles showing on the odometer, is in virtually flawless condition. The 997 Gen1.5 comes with Tiptronic, Sport Chrono, red tail lights, a smattering of

carbon trim and Sports seats, among others. It wears its 36,000 miles extremely well, feeling as fresh and tight as you'd expect.

We've chosen Beachy Head as our photoshoot location for its proximity, scenery and the chance to sample the cars in a variety of situations. I jump into the 996 first, reasoning that it makes more sense to start with the older car to get some perspective before progressing onto the 997. There's a familiarity to the cabin which I enjoy from previous 996 drives. I feel like my left arm could easily reach the passenger door, it's so compact, but also bright and airy in here with great visibility. ➞



ABOVE 997 Turbo offers more mature drive than 996, though the Tiptronic gearbox will rob you of the full-fat experience enjoyed by a manual



LEFT 997 doesn't look anywhere near as dated inside or out. Dash-mounted Sport Chrono clock is still used by Porsche today





“The chassis delivers a consistency of feedback that encourages you to press on”

Before I've turned a wheel, I'm at ease. The engine catches on the third crank and settles into a bassy, smooth, even idle. Pulling out of Paragon to form our Porsche convoy, the 996 feels, well, really quite normal, which I guess has always been the trick with a modern 911 Turbo. It's a car you could quite easily use everyday, in all conditions, without compromise. It even rides pretty well, only larger road scars and imperfections filtering into the cabin, and if it weren't for the tyre noise inevitable with rubber this size, you'd happily point it at a destination 1,000 miles away. I wouldn't want to sit in this seat though, as it feels surprisingly narrow and unsupportive.

The roads become more interesting as we approach Eastbourne, dual carriageways interspersed with roundabouts providing the opportunity to dip into the effortless reserves of grunt. It's really smooth, this iteration of Turbo Mezger. There's a sleepiness to the throttle response at low revs, but once beyond 3,000rpm the Turbo hurls itself forward on a muscular, linear surge of acceleration that tails off after peak power arrives 3,000rpm later; best to shift now and delve straight back into the meat of the torque. It's certainly fast, but it's peculiarly easy and – dare I say it – a little unexciting for the lack of drama.

Up on the 'B' roads of Beachy Head, the 996 chassis puts on an impressive display of grip and

composure, with steering that telegraphs levels of adhesion beautifully. This is more like it. Snapping up and down the quick, precise shift of the six-speed 'box, the 996 proves an immersive, enjoyable car with pleasing throttle adjustability and confidence-inspiring levels of feedback. But the lumpier sections of road undo the chassis a little, the dampers struggling to keep up with the frequency of the road surface so it feels like you're skimming along the road rather than keying into it, while the steering becomes light and aloof. Better to relax the pace a little and let the car settle into its own gait.

Switching into the 997, I'm not quite sure what to expect. I enjoyed the 996, but it didn't completely deliver as a driving experience, so if this is more aloof I'll be disappointed. Immediately, the 997 feels more exciting, more composed, lighter on its feet and more engaging. I needn't have worried. It deals with the bumpy section with aplomb, soaking up the surface imperfections while delivering a consistency of feedback that encourages you to press on. The motor is a particular highlight: there's the same 3,000rpm kick as the 996, but the flat six rewards revs with a rush of power towards the redline, accompanied by a brawnier, more muscular note. Paired to a manual 'box, it'd be a delight to have the choice to lean on top-end rush or mid-range stonk. In just a few miles

of – admittedly quite instructive – road, the 997 has shown itself clearly as the superior driver's car. The drive back does nothing to change this: the 997 is demonstrably a generation on from the 996, from its superior ride and refinement to the more appealing cabin design, ergonomics and seats.

None of this should come as a surprise really, should it? Arriving nearly seven years after the 996, the 997 Turbo feels like a product that's simply been more expertly developed, honed into the fine drivers tool that it is. What did surprise us was the margin of superiority. The 996 Turbo remains a superb car, and at the £35-40,000 required for a good example it's hard to think of a more rounded performance car for the money. But we'd do all we could to find the extra £10,000 and stretch to a 997 Turbo. For all its prettier aesthetic, superior cabin, increased efficiency and more modern feel, it's the car that got under our skin, made us hanker for another drive to sample that Turbo rush, and feel the steering writhing in our hands. Where performance cars are concerned, surely that's what matters most of all... **911**

Thanks

Both cars in our road test are for sale at Paragon GB. For more information visit Paragongb.com or call +44 (0) 1825 830424.

991.2 CARRERA v C4 GTS v TURBO S

2017 SUP



P E R T E S T



Total 911's annual pilgrimage this time sees the modern-day interpretation of the 911 T, E and S do battle in the Peak District – but which new Neunelfer represents the best value for money?

Written by **Joe Williams** Photography by **Daniel Pullen**



It's just gone 7am on a bright, autumnal morning as I roll out onto the public road, some retracting black gates and a bright-red 'Porsche' script atop a grey building behind filling the rear view mirrors of my 991.2 Carrera. Before long the customary visual of Porsche Centre Reading, the home of Porsche Cars Great Britain, is well out of sight, a plethora of shining cars among its grandiose setting swapped for, well, a British motorway. All is not lost, however, for I feel like a large proportion of the showroom has accompanied me on my trip due north. Looking through the windscreen of my GT silver Carrera I'm treated to the glare of that red connecting strip of a tail light adorning an identically hued C4 GTS, while in front of that, the super-wide hips of a Miami blue Turbo S occupy the horizon. It's supertest time for **Total 911** once again, which means your favourite Porsche magazine has custody of the three majestic Neunelfers in question for two days of full-on driving as part of our journey to the twisty roads among Britain's Peak District.

As our supertest is prone to showing, there are many ways to skin a cat, so to speak; such is the 911's dexterity to offer different driving experiences from what is essentially one car concept. This is something Porsche's iconic sports car has always been renowned for: right from its early, pre-impact bumper days,

those 'T', 'E' and 'S' models offered vastly different flavours of the 911 philosophy. This remains true today, for while these three 911s on test are all from the latest 991.2 generation, the reality is they couldn't be more different, varying significantly in terms of power output, chassis dimensions, spec and value.

The mention of those T, E and S models is no accident, either. Representing the entry-level, middle-of-the-road and top-spec incarnation of 911 from 1965-1973, it's a model lineup **Total 911** has sought to mimic closely here, choosing the Carrera, GTS and Turbo S as the modern-day interpretations of those original T, E and S cars. Why no GT 911s, you may ask? Well, we discarded them from the supertest lineup as, let's face it, you can't just walk into a Porsche Centre and readily buy one like you can a Carrera or Turbo. So, that's the scene justifiably set. The mission of our 2017 supertest is to look at the entire breadth of the non-GT lineup in search of the model with the greatest 911 value for money.

Our 200-mile journey north is largely uneventful, punctuated by a prolonged lunch stop in which myself, Editor, Lee, and test driver extraordinaire, Alex, trade our initial thoughts on the cars we've piloted. By mid-afternoon we finally leave the motorways behind us, heading west past Sheffield and into the hilly confines of the sprawling Peak District National Park. Home to the southern reaches

of the Pennines mountains, the Peaks is awash with breathtaking views, historical landmarks and, best of all, good driving roads. With the latter almost exclusively in mind, our area of contention lays between Glossop to the west, the splendidly named Oughtibridge in the east and Holmfirth further north, the interlinking roads forming our trilateral proving ground colloquially dubbed the 'Oopnorthring' by locals. Named after its likeness for Germany's Nordschleife, the 55-mile loop offers a challenging route changing rather dramatically in altitude and road surface, with a few tasty corners and off-camber sections thrown in for good measure. This is the perfect place to put our contesting 911s to the test.

It's fitting I should start my supertest notes aboard the 991.2 Carrera, for here at **Total 911** we've previously said it's all you'll ever need from the current Neunelfer range. Unlike previous generations, we've remarked how the entry-level Carrera feels plenty fast enough, with a palatable spec right out the box. Save for the added delights of optional rear-axle steer and a slightly lowered chassis, we've found the 50hp-more-powerful S perhaps isn't necessarily worth the step up, certainly not for the £9,000 Porsche will demand for the privilege. The entry-level 911 really is everything you need – and so it should be, too, because the humble Carrera will now set you back £77,891 in the UK market, and that's before you've



LEFT Entry-level Carrera offers a luxurious cabin. Non-GT wheel feels quite large to hold, and while the presence of a 7-speed manual is welcomed, its throw is far from fluid



Good spec, bad spec

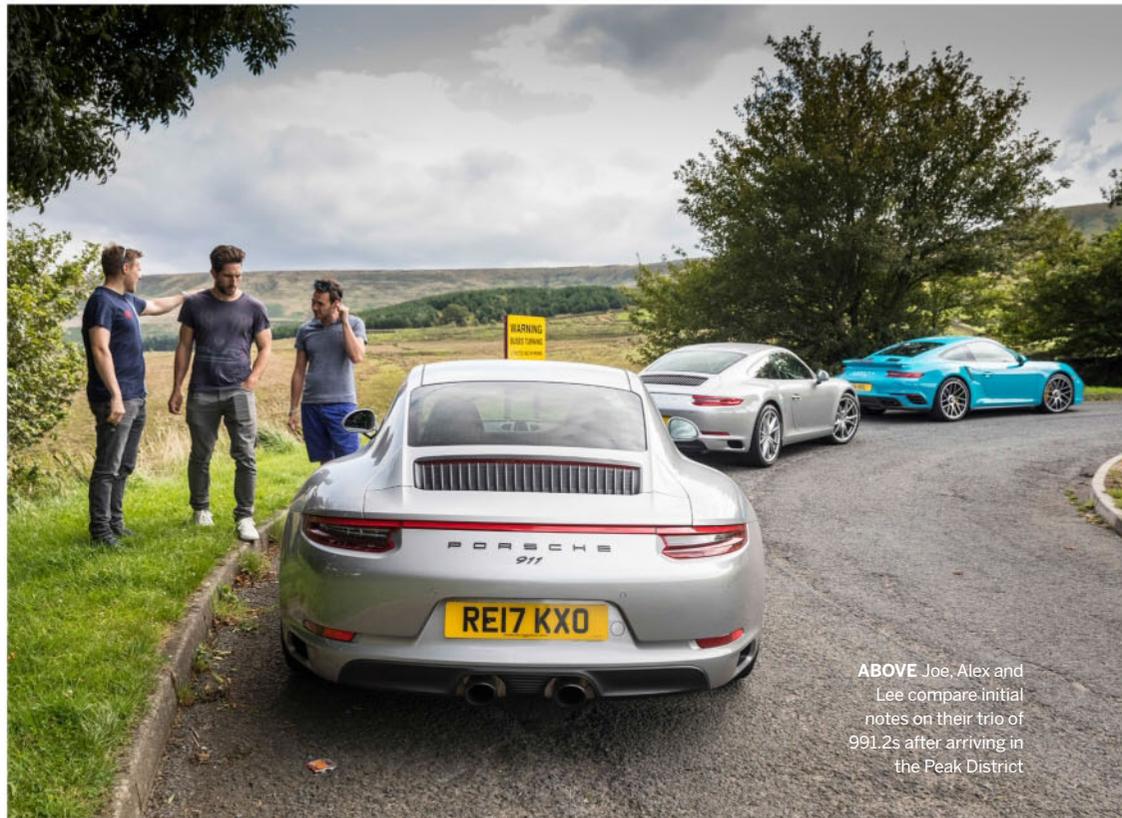
With a plethora of choice available when spec'ing a car, it's possible to build a very different 911 from the same model purely on options alone. For example, with a Carrera S or GTS, a car with PDK and rear-axle steering creates a wholly different experience to peddling a manual 911 with a fixed rear axle. If you're a diehard purist then only the latter will do, though if you frequent towns and endure more day-to-day driving then PDK and rear-axle steering will be welcome allies.

In terms of chassis, the Sport suspension is only for the committed, even if it's not as harsh for day-to-day use as previous generations. Also, PDCC isn't for everyone, so we'd encourage testing the technology with a drive at a Porsche Experience Centre first. We at **Total 911** believe it's worth shelling out for the top-spec, 18-way Sports Seats Plus, particularly if you value comfort and adjustability over long distances, though we're pleasantly surprised by how palatable the folding bucket seats are for long distance comfort (there's a technique required to getting in and out of them, though). Of course, there's a use for every option – the debate over whether the rear wiper belongs on a 911 will rage on forever – and so good is the list, all we'd personally avoid is the carbon mats, purely because they've a tendency to invite the odd slip (we speak from experience here). If you're unsure about any options, we advise speaking with experts at your OPC, or looking on owners forums for feedback from those with experience living with a certain spec.

even looked at the extensive options list. This is a pricey car indeed, but such is its tactility as both a GT and genuine sports car that we've certainly not been put off.

On the motorway drive north, the Carrera is a wonderful place to be. The basic seats are comfortable, the chassis rides brilliantly over less-than-perfect roads and noise levels are among the quietest we've ever experienced in a 911 – you'll really hear tyre noise. Engage that long seventh gear and revs are kept to just above 2,000rpm at 70mph. Staying out of Sports mode brings the coast function, as well as auto stop/start into play, extending the car's range between fuel stops too. 35mpg therefore isn't uncommon on a motorway blast. Now, though, on the serpentine roads of the Peak District, the Carrera's grand touring contentions are well and truly parked, its sporting prowess now called upon if it is to keep pace with the faster GTS and Turbo S ahead of it.

Certainly, on the road the 991.2 Carrera feels fast enough. 0-62mph is dispatched of in just 4.2 seconds (using Launch Control with PDK), that twin-turbocharged 9A2 flat six pulling hard from just before two grand. As we know, the 911 has always created an event in reaching for high revs, the car most appealing to the senses when the second half of the tachometer is being explored. Though peak torque in the 991.2 is delivered between 1,700



ABOVE Joe, Alex and Lee compare initial notes on their trio of 991.2s after arriving in the Peak District

and 5000rpm, this is still impressively true from a sensory experience, those small turbochargers not perceptively running out of puff and choking the flat six of power. Doing this, to the course roaring sound emitted from the optional (and highly recommended) Sports exhaust, means hanging on for the redline at some 7400rpm is still a rewarding practice.

So impressive is the 991.2 Carrera that corners are dispatched of with an astuteness rarely seen on an entry-level 911. There's now so much front-end grip available that it's relatively easy to keep the car balanced, this sensation boosted by standard PASM-equipped suspension drastically eliminating body roll. The car is so well poised! It's not overkill, either, for there is still plenty of fun to be had. The car is lithe and playful thanks to the extra low-down kick provided by the turbos. It's spirited, and certainly far more so than the 991.1 Carrera at lower speeds, feeling comparatively more explosive in performance should you really decide to keep your foot in.

Expectedly, the Turbo S ahead of me absolutely monsters the Snake Pass, yet I'm shocked by how

much ground the C4 GTS is able to pull, too. We pull over to relay our thoughts on the cars and I ask the driver, Alex, how that GTS is so damned fast. "Try it for yourself," he says, chucking me the keys. Fair enough.

Sliding into the car for the first time, its cabin feels vastly different to that of the entry-level Carrera. Alcantara lines the smaller GT wheel, the material also used to trim the seat centres, glove box, centre arm rest, door inserts and even the PDK lever, as standard GTS specification. Offset by carbon accents, there's a real racing feel to the cockpit, accentuated by a Sport Chrono clock mounted in the centre of the dashboard. Without doubt, this is already a more exciting place to sit, and I've not even turned the key in the ignition yet.

Continuing our clockwise assault of the Oopnorthring, we leave Glossop and head north towards the steep rise of Holme Moss. Attacking the sweeping corners at the beginning of the climb, I notice there's little change in the GTS's soundtrack compared to the Carrera, yet just about everything

else is a step up. First off, you can really feel that additional 80hp and 100Nm torque, for the GTS is devilishly fast off the block. Its peak power band is almost identical to the 370hp Carrera (max torque kicks in just after 2,000rpm now), yet the punch it delivers is much harder, the GTS firing out of corners and up the road with an absolutely devastating turn of pace.

Then there's the grip, which is sensational. The 44-mm-wider body caters not only for one-inch-wider wheels, affording a greater contact patch at all four corners, but a wider track delivers even greater composure to the car through turns. As a result, at the point where the limits of adhesion can be felt in the Carrera, this GTS remains comfortable, its own boundaries found at remarkably greater speeds. Being a four-wheel-drive car, the nose of the C4 GTS is less prone to wander than the rear-drive Carrera, though to the credit of the latter this sensation is unperceivable at the pace you'll be able to achieve on public roads. Similarly though, the all-wheel-drive car's tendency to understeer isn't felt either. ➔



LEFT AND BELOW Widebody GTS looks sensational, though optional PCCBs aren't necessary. Revised front PU looks more sporty than Carrera



“Despite initial worries, turbocharging has not been to the detriment of the 991 driving experience”



	991.2 Carrera	991.2 Carrera 4 GTS	991.2 Turbo S
Model	991.2 Carrera	991.2 Carrera 4 GTS	991.2 Turbo S
Capacity	2,981cc	2,981cc	3,800cc
Maximum power	370hp @ 6,500rpm	450hp @ 6,500rpm	580hp @ 6,750rpm
Maximum torque	450Nm @ 1,700rpm-5,000rpm	550Nm @ 2,100rpm-5,000rpm	750Nm @ 2,200rpm-4,000rpm
Recorded MPG (combined)	28.9	24.5	19.7
Front	8.5x19-inch; 235/40/ZR19	9x20-inch centrelocks; 245/35/ZR20	9x20-inch centrelocks; 245/35/ZR20
Rear	11.5x19-inch; 295/35/ZR19	12x20-inch centrelocks; 305/30/ZR20	12x20-inch centrelocks; 305/30/ZR20
Length	4,499mm	4,528mm	4,507mm
Width	1,808mm	1,852mm	1,880mm
Weight	1,430kg	1,515kg	1,600kg
0-62mph	4.6 seconds	3.6 seconds	2.9 seconds
Top speed	183mph	191mph	205mph
Price as tested	£84,891	£120,924	£148,600

RIGHT Swathes of leather and carbon present the finest 911 interior you can hope to sit in. Turbo S's exhaust isn't as loud as its Carrera counterparts





Where the C4 does flex its muscles on the road is in adhesion at its front end, which is managed brilliantly by the Porsche Active Traction Management system. Its grip into corners is phenomenal, it's sharper at its nose through a turn, while traction afforded to the front axle out of corners allows for the 911 to cover simply breathtaking amounts of ground, quickly. Though it is 85kg heavier than the Carrera, this weight penalty here is immaterial: the GTS simply bulldozes its understudy on test.

Crucial to the GTS's turn of pace is its PDK gearbox. Optional even in GTS spec over the 7-speed manual, Porsche's dual-clutch transmission is fit for a race car. Super responsive even in 'normal' mode, utilise Sport Plus and each gear change is sharpened substantially. It's a far superior gearbox to the 7-speed manual from a technical point of view, though even in reality we think the clunky nature of the manual's shifts detracts from its own experience in terms of driver feel. PDK transmission is the one to have.

All too soon we reach our overnight stay just past Holme Moss and, as we park the cars, I consider how impressed I am by the GTS. In truth, I'm surprised by how quickly it's made that Carrera seem so honest. It's a topic we soon find ourselves discussing over dinner. Lee questions whether the GTS is worth £22,000 over a 991.2 Carrera, though the reality is after options the gap between the two cars is less than that, considering the GTS comes with such a good spec out the box.

With much driving still to be done, we're up and out early the next morning – way before our B&B can serve breakfast. It's still a little dark outside, though the monumentally wide hips of the Miami blue Turbo S are still recognisable in the limited daylight. It's my turn to spend some good time with this top-spec 911, and immediately its visual differences are apparent, even from the driver's seat. Ahead of me, that centrally mounted tachometer doesn't boast the same rev count as its Carrera siblings, while out each side-view mirror, the car's 1,880mm-wide rump is punctuated by a gaping air intake to keep those intercoolers happy. Though at first there's nothing to look at towards the end of the car, the Turbo's fixed

wing extends skywards in Sport Plus, eventually coming into view from the internal mirror.

Unlike the two Carreras on test, the Turbo S (and lesser Turbo) still make use of a tweaked version of Porsche's 9A1 flat six, used for every 991.1-generation car. Its performance figures are as mighty as its appearance suggests, boasting 580hp and a monumental 750Nm peak torque. Some 300Nm more than the entry-level Carrera and 200Nm more than the GTS, in a sprint the Turbo S is simply unrivalled. Plant your right foot to the floor and the Turbo S launches itself forwards with such ferocity it's scarcely believable for a road car. Unlike the two Carreras, a spirited squirt of the gas pedal in the Turbo S sees the car lean backwards as weight is transferred to its rear. It's here where PTM again shows its excellence in sending power towards the front of the 911, while mitigating traction at the back. That whoosh of acceleration, felt in the pit of my stomach, quickly becomes addictive – this thing is so bloody fast! Too fast, in fact, for I shortly find that every burst of acceleration is succeeded by nervous glances in my mirrors to check nobody has seen my antics.

Speed isn't the only trick up the sleeve of this bona fide supercar from Stuttgart. The Turbo S demolishes corners with the pace and precision of nothing else I've ever experienced in a road car. Sure, the silly speeds this 991 is readily capable of reveals the car isn't as sharp at its nose as other 911s, however it still seems like I can enter a corner at any speed I like and, no matter how fast, the car just sticks to the asphalt before blasting out the other side. PDCC works wonders here; standard on the Turbo S, this active anti-roll bar system keeps the chassis wonderfully balanced, even under heavy loads. There is a caveat in that the lack of perceptive roll reduces feedback to the driver, a sensation I find strange at first, though our Editor is a clear champion of it.

Of course, the Turbo S is a heavy beast, tipping the scales at 1,600kg, yet the honest truth is its performance is so savage, you won't care. PDK, compulsory on the Turbo S, is key to this, its infinitely clever mapping doing a fine job of



ABOVE Super-wide Turbo S monsters practically any road, but it's a potential licence loser if you're not careful



“The GTS is the sweet spot of the current 911 range”



keeping the car in its peak torque band. I ponder for a moment what the drive would be like with a manual shifter, though another squeeze of the accelerator soon leads to the conclusion there simply wouldn't be time to take your hands off the wheel for a cog swap. Besides, if it's a degree of driver involvement you're after, you can find it with PDK just fine – engage manual mode to change gear using the steering wheel-mounted paddles (their own limited travel and glorious weighting adding to the system's precision) and get your left peg into action for braking duties. With those outstanding Porsche Ceramic Composite Brakes scrubbing speed from the Turbo S with even a minor tap of the stop pedal, I guarantee you'll find your own limit before that of the car's.

To summarise, the 991.2 Turbo S is completely and utterly indomitable – and therein lies its problem. Its own limits are so far beyond that of what you can reasonably accomplish on the road that it's very hard to draw satisfaction from its drive without risking your licence. It's very much a reversal of the Carrera's situation: the Turbo S is all you could ever want, not necessarily need. At more than double the cost of the entry-level car, I'd much rather have the pleasure of over-driving a car than sitting in a flash upsell, unable to get near its limits. The Turbo S has simply become too good to really enjoy on the road.

We complete another loop of the Oopnorthring, swapping cars more frequently now to hone our opinions of each model, before heading south towards Winnats Pass. We arrive near lunchtime, though heavy throngs of tourist buses on the road mean we don't hang around too long. Still, it's nice to enjoy the sounds of our throaty flat sixes echoing off the canyon's limestone walls, the popping and cackling of our Sport exhaust systems (most vocal in Sport mode and not Sport Plus) filling the air between the cavern. Not long after, we all pull over for a lunch break, gathering around the Turbo S's rear wing, which acts as an impromptu table for our food and drink. It's time to draw our conclusions.

Though it is by far the most capable car present, we wanted to establish the best value for money 991 on our supertest, and here the Turbo S falls short. It's a uniform agreement among the **Total 911** team: at nigh-on double the price of a 991.2 Carrera, the unending list of gizmos on this technological tour de force are rendered pointless if the driver is unable to really tap into its capabilities on the public road.

That leaves us with the two Carreras, and though the entry-level 911 is now an incredibly well-sorted machine right out the box (we really are so impressed by it), the greater focus of the C4 GTS makes it worth the relatively small premium over the base car.

Fast and incredibly agile – while still displaying the driving traits of a proper Neunelfer – it is the GTS that's undoubtedly the sweet spot of the non-GT 911 range. So much so, in fact, that I attempt to put my money where my mouth is, putting a call into my local Porsche Centre during the drive back south to begin proceedings over a build slot.

As you may know, with the wait for such slots in mind, there's not long left to secure a car in the current range before the switch to 992. The 991.2 has split opinions since its inception two years ago, though the reality is it has born a truly fantastic spread of 911s for us to choose from. Despite initial worries, turbocharging has not been to the detriment of the 991 driving experience, even if throttle response generally isn't as good as the naturally aspirated cars, and updates to the PCM system are welcome in a world where such technology moves fast. All are great modern 911s, but, outside of the GT cars, in our opinion the GTS is the best of the lot. **911**

SUPERTEST FUN FACTOR

Carrera	★★★★★
C4 GTS	★★★★★
Turbo S	★★★★★

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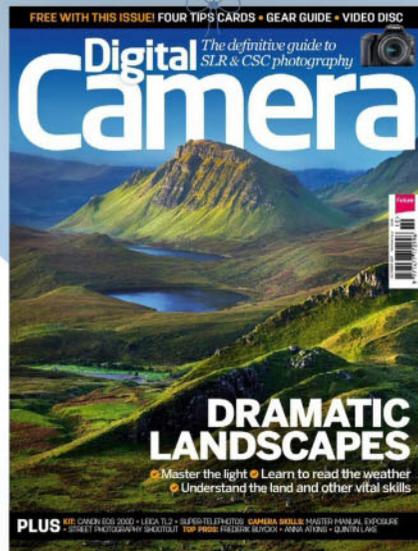
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ONTOUR

The 911 was built for touring, but 3,500 miles in a 1972 T? Kris Clewell tackles the route from Monterey to Minneapolis...

Written and photographed by **Kris Clewell**



I've driven my 1972 911 over 40,000 miles in the last four or five years. I couldn't believe it once we'd figured it out. The only problem was, the majority of the miles were trivial driving. The interstate, errands and stoplight to stoplight was eating my car alive, and wasting its potential. I had planned to fly out to Monterey for car week, so I decided I'd drive. I'd take my friend Alex with me as a co-pilot and motivational speaker. What could be more in the spirit of car week?

However, I decided 90 hours in the car was just too much. I shipped the car to LA, and picked the 911 up at the Stanceworks garage near Los Angeles. It was covered in dust and grime from the trip. I slid in the car and started meandering around the grid of Costa Mesa looking for a car wash. I pointed at Porsches hidden inside half-closed garage doors. As it turns out, every gas station in the area could wash your car while

you waited. I peered at the guys washing the car through some miniature palm trees, and I winced as it dried in direct sun.

Sitting there gave me time to wonder if this was a good idea at all. I couldn't afford to fix the car if something catastrophic happened. I brought a modest amount of tools and some typical parts that go bad: an ignition box, a coil, and a few other odds and ends. We rolled away about an hour later, clean and with the haze of the midwestern states washed off, and headed south to Long Beach. Skateboarders were filming, people were wrapped in towels heading to the beach, distant ships moved lazily on the horizon. I parked the car by the sand, which stretched out past a pier in the distance. This was the California I'd expected.

The 5:00am wakeup the next morning came without complaint. We were up to film with the Stanceworks crew off road at Big Bear Lake. After

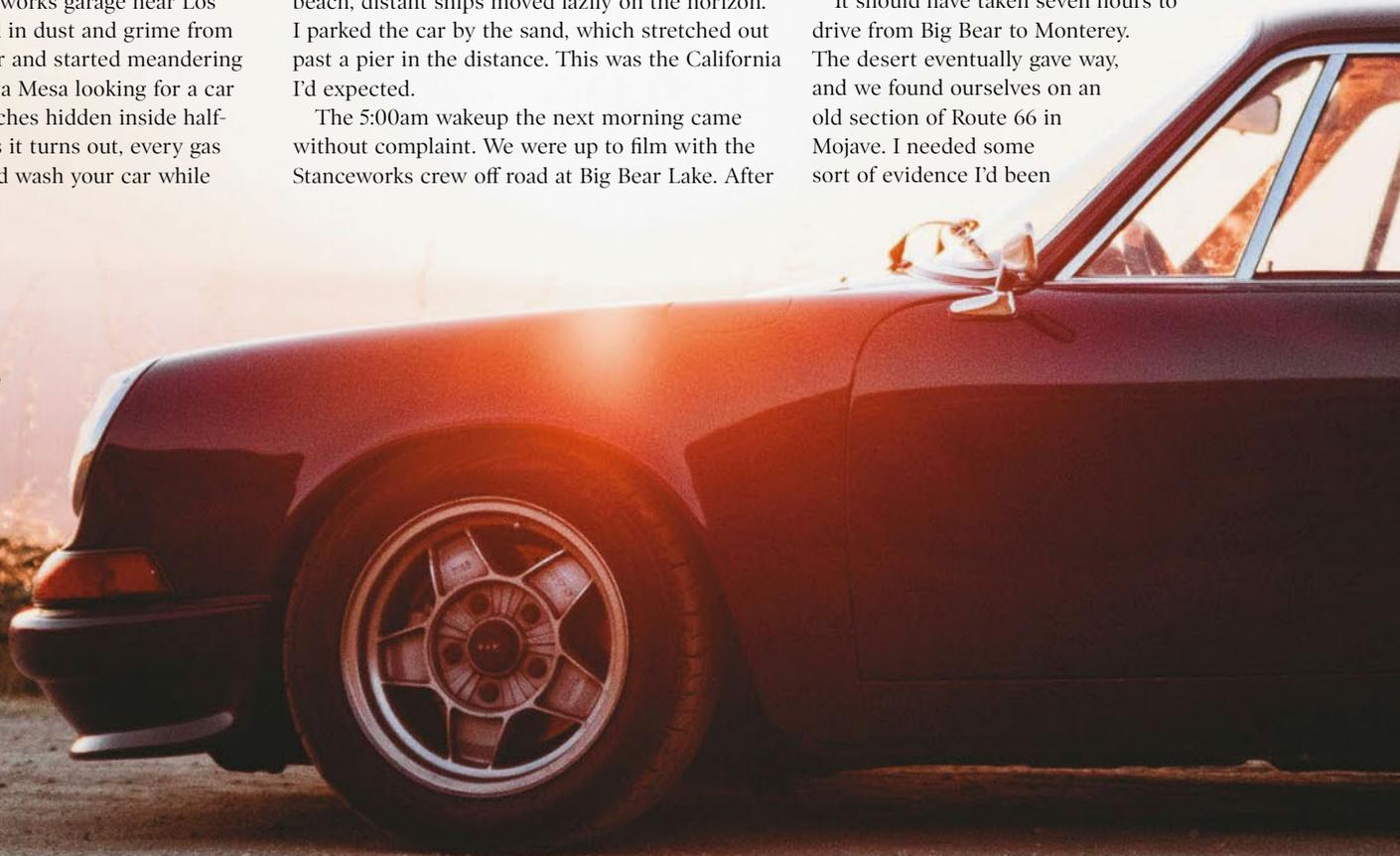
a weary run out of the city we watched the sun rise over the San Bernardino National Forest. The roads would have been brilliant had we been alone, but we got pinned behind others.

As we climbed in elevation, I checked my gauge, and the car was getting hot. At around 5,000 feet I downshifted to make a pass, but there was nothing there. Bugged down, the car turned into a momentum car: less brakes, more knuckle. As I chased up the mountain I heard Alex say how beautiful the vista was. It became the story of the trip – my eyes on the road, while his were on the scenery!

It should have taken seven hours to drive from Big Bear to Monterey. The desert eventually gave way, and we found ourselves on an old section of Route 66 in Mojave. I needed some sort of evidence I'd been

ABOVE Kris tops up some oil using the external filler cap unique to 911s from 1972

RIGHT Another spectacular sunset, though Kris' favourite was in Monterey



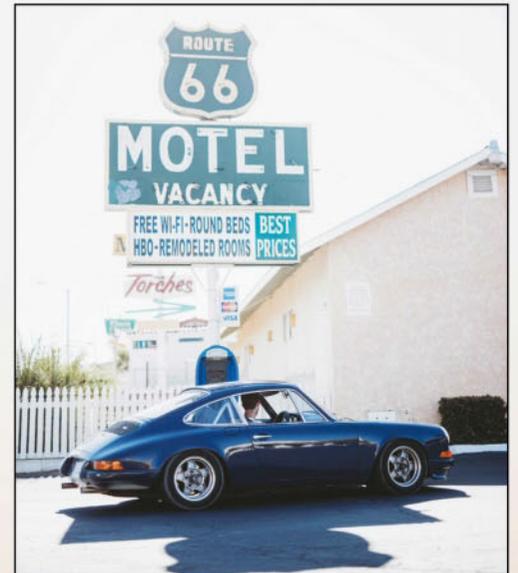


there, a sticker for Mojave, or Route 66 – anything. We swung into a few gift shops. No bumper stickers, and no decals of any kind. It became an obsession. I stopped at truck stops, gift shops, and gas stations. Nothing. We peeled off from the state road we were on and headed due west towards a town named Arvin. I don't really remember the rest of the drive from Arvin to Monterey, but I'll never forget seeing the sunset there. We parked thousands of feet above a grid of farms, the haze in the air painting a soft palette in the sky as the sun drifted downwards.

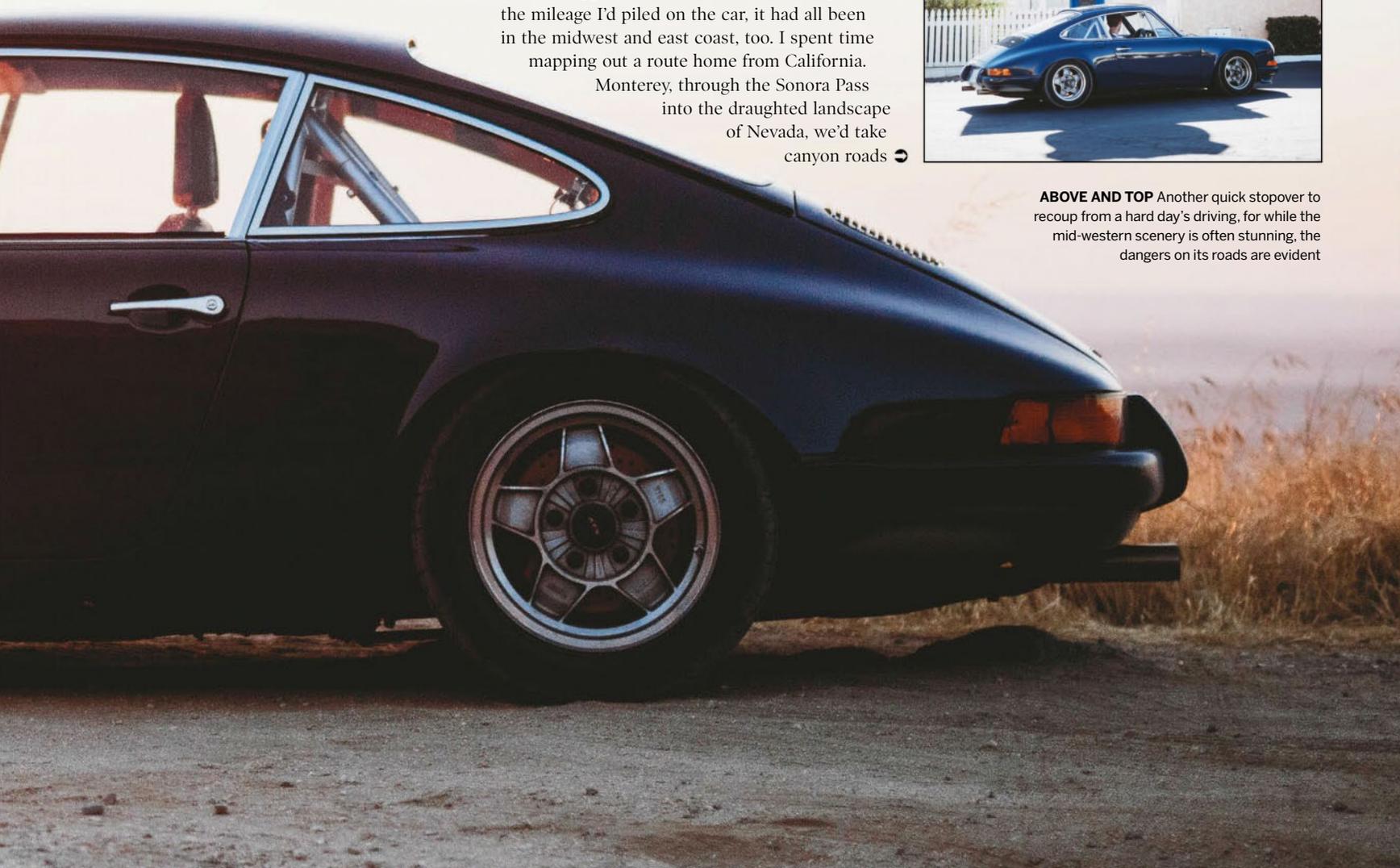
We pulled up to our rented house in a town near Monterey at around 11pm Sunday night. It was early in car week, and the town seemed quiet, inconsequential. I don't want to turn this article into a piece on car week – maybe I'll give that a go next time – but it's an incredible place to take your 911: the week you're there you have left the real world. Monday morning we left Monterey behind and headed east.

In Minnesota we've got a few good roads carved out by the Mississippi. Exploring the rest of the country, and what roads it has to offer, doesn't happen often in the midwest. Despite all the mileage I'd piled on the car, it had all been in the midwest and east coast, too. I spent time mapping out a route home from California.

Monterey, through the Sonora Pass into the draughted landscape of Nevada, we'd take canyon roads ➡



ABOVE AND TOP Another quick stopover to recoup from a hard day's driving, for while the mid-western scenery is often stunning, the dangers on its roads are evident



through Utah, into Colorado, and then pound the interstate home from there. We'd take two-lane roads all the way to Denver. In total, the base route added up to 43 hours of driving time and just over 2,800 miles. In the end we piled on over 3,500 miles.

We traversed the decreasingly populated landscape from Monterey to the Sierra Nevadas. Our initial hotel stop was Mammoth Lake, CA, but first we had to make it over the Sierra Nevada Mountains. Driving through Yosemite is the obvious choice, but I'd already driven that route, and at this time of year it was bound to be clogged with tourists. A quick search for an alternative suggested the Sonora Pass – with a constant grade of at least 8 per cent, and some sections peaking at 26 per cent, I was confident we'd see less traffic, less RVs, and no trucks.

Despite a lack of power, we explored some side roads, but some were difficult to pass in the 911. 45 minutes was spent traversing 4.5 beautiful miles on a logging road. The reward was not just a tan gradient proving our efforts down the side of the car, but a serene look at the Stanislaus Forest. The density of the trees shielded the overlooks we'd gotten used to experiencing, and removed the usually obvious elevation. It was our first sense of feeling as if we were nowhere.

As we left the logging roads, we turned onto the I08, as drops of rain spattered on the dust that had accumulated on the car. A few more miles and we pulled up on an ominous sign warning us of steep elevation. We pulled out just as thunder shook us. The inclines ahead were monumental, blind and dangerous. The shoulder was small, and

the rain slowed me down. Vistas went unnoticed as I focused on the road in front of me. The pass itself came up without drama. It was just there.

As a midwesterner, my body was ill acclimated for the elevation. As we started down the other side of the pass I was dizzy, and felt foggy. As we continued, the peaks stepped back, surrounding us as we tried to make up time across flat basins. A predicted seven to eight hour journey took 12. Near our next hotel was a beautiful road, but I only recognise it in hindsight. The sun glittered through huge pines, signs as wide as my lane stated the turns were hairpins, and to show caution, they were deeply banked and swept us right up to our hotel door like a nightcap.

The route across Nevada into Utah was difficult to pin down. I was determined to stay on routes instead of the interstate. I thought once we left California and the Sierra Nevada mountains we'd gain our elevation back, and I'd again be able to pound away on the car and row through the gears. We'd be staying in Escalante, Utah, 550 miles and nine hours away. There were two things I'd really looked forward to on the trip: one was in Escalante, and the other was the vast, lonely expanses of Nevada.

We came out of California through the Inyo National Forest. Where we went through it was sparse in ecology and humanity, nothing but small rocks and saltbush varieties, with an occasional yucca tree scattered about. Roads were straight for miles. The scale of the western US isn't shown by mountains, but instead by the negative space occupied by each individual section of lonely, lonely highway.

Route 6 gave up to Route 375, colloquially known as the 'Extraterrestrial Highway', which is marked with a strange sign just before Rachel, NV. Near Rachel is Area 51. 12 miles of gravel roads separated me from frozen aliens and experimental robot humans. I was in. It was the nicest gravel road I've ever been on. I cruised up the road to the gate at 50mph. I knew from reading a bit about it that it was legal to drive up to the gate, but my nerves still skipped around as I got close. It felt immaturely dangerous, like stealing baseball cards from the gas station.

Back on Route 375 the width of the depressions shrunk, and red rocks became apparent on the small mountains on the horizon. The roadside was lined with yellow flowers, seemingly welcoming us into the red carpet that would become south-western Utah. The mountains started their slow changeover to the trees of the Dixie National

“A 911 is rebellious in that way, pushing you to step over the line”



ABOVE Been there, done that, got the gravel dust: the result of driving on logging roads and then gravel routes right up to the gate of Area 51





ABOVE LEFT at the Sonora Pass just after the thunderstorm hit





BELOW Stunning vistas were unending throughout the trip as Kris and his 911T wracked up 3,500 miles through largely depopulated areas





Forest. Volcanic rock lay right up next to the road. I still had less power in the car, but I'd acclimated to it by managing the oil temperatures on the ascents, and the brakes on the descents. It was a constant guessing game of what elevation we were at. I could see cars and trucks struggling, and even though I was down on power, I didn't seem to have the same trouble.

We knew the sun would set near our arrival time in Escalante, and we wanted to do a shoot somewhere in the red rocks and the canyons. I watched the sun accelerate down behind a distant cliff, its diameter seemingly disappearing faster once it touched its crest. As magic hour poured across the valley, we continued on to our stop for the night. We were exhausted again, but feeling an earnest complacency in making it across the desert trouble free.

We rose early to make the run to Hogback ridge, 20 miles east on route 12 from Escalante. Part of our route was designed around being able to get there at sunrise. Driving through the switchbacks and hairpins at night isn't as lonely as the morning: the very early morning brings a sense of isolation. My headlights lit up the cliff walls, switching from left to right as we wrapped through the Grand Staircase National Monument. The road and the Armco were new, the newly stamped barrier lighting up, reflecting on the cliff at the opposite side of the road. It always seemed like there was an excuse not to drop the throttle on any roads – road surface is too cold, there's no shoulder, I'm down on power, it's raining, I

could die if I went off... That morning I put my conscience behind me and drove with purpose. The RSR muffler must have reached out for miles with no one to hear it. The car was overladen with fuel, equipment and us. It felt heavy in the corners, but still predictable. Lift rotation felt slower, and more dangerous. I

“The inclines ahead were monumental, blind and dangerous”

had set my odometer to help us know when we had reached Hogback ridge. I still wasn't sure when we'd get there, mind, as the odometer read 4 per cent off!

A quick and gentle sweep up a 14 per cent grade between some rocks and we were there. I saw the road disappear off the horizon. Each side held no shoulder as it snaked back and forth across the spine of the ridge. There were no barricades in sight. Out the window I could see the sun casting my shadow on the cliffs. I waved at myself. It's like I'd met everything I wanted the drive to be. It was the only time I remember being alone on the trip, and it couldn't have come at a better time. I reluctantly turned around and picked up Alex. I wanted to drive the ridge a few more times, but we had to keep moving...

But, after Utah, I'd had enough. It was too much of a good thing and I became unmoved by

enormous reservoirs and sprawling vistas. We flew through Disappointment Valley. We still said “wow” repeatedly, but it didn't have the same ring to it. Colorado brought the biggest mountains we'd seen yet. We crossed the continental divide on our last day in the wilderness. It was our highest recorded point on the trip: 11,312 feet.

I wanted to get as much of Nebraska out of my way as possible, even if I knew I was missing out. I saw roads branching off as we left Nederland which looked amazing. We fled across the interstate out of Colorado and into Nebraska. We chased rain clouds hoping we'd get some reprise, but never did. The elevation dropped, and as the heat of the afternoon fell away I was able to start making good time, even though my short gearbox regulates me to 80mph.

For me the drive ended with that wave in Utah. Looking back over the last several thousand miles I had to ask myself if it was worth the risk, and why I'd even done it at all. Maybe underneath there's another man in my subconscious that wants to wrestle with something dangerous, or something that needs to be conquered. A vintage 911 with all its quirks, and high-elevated roads are just that – something to be conquered. Or, maybe it's the boy in me, testing the limits of authority, inching his toes towards the edge of the cliff, watching for my grandfather over my shoulder. A 911 is rebellious in that way, pushing you to step over the line. All said, it was well over 3,500 miles of trying. The nostalgia, even a few months later, is perfect, and now I can't wait to do it again. **911**

Le Mans legends

What's it like to conquer Le Mans? Which was the best era to go racing at La Sarthe? And is Porsche right to turn its back on LMP1 now? British Mulsanne mavericks Richard Attwood, Derek Bell and Nick Tandy speak frankly to Total 911

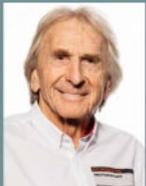
Written by **Lee Sibley** Photography by **Ali Cusick**

Le Mans legends Roll of honour



Richard Attwood

- Gave Porsche its first Le Mans victory, 1970
- Second place for BRM in the 1968 Monaco Formula One Grand Prix
- Ambassador for Porsche Cars Great Britain



Derek Bell

- Porsche's most successful racing driver
- Five-time Le Mans winner, four with Porsche (1981, 1982, 1986, 1987)
- Two-time World Sportscar Championship champion



Nick Tandy

- Porsche Le Mans winner, 2015
- Victories at Daytona 24 and Petit Le Mans
- Current Porsche works driver

As present company goes, it doesn't get much more illustrious than this: of the four gentlemen gathered around the table, three are among the most decorated racing car drivers of their generation, with no less than seven Le Mans victories between them. The fourth person is, of course, a humble journalist, yours truly, a mere mortal in the presence of these certified racing celestials. And yet, as should really be expected, it quickly becomes apparent the three gentlemen offering a firm handshake and piercing eye contact are just three very ordinary blokes albeit with very extraordinary aptitudes for peddling prized Porsche metal better than almost everybody else on the planet.

We happened to be at the Porsche Experience Centre, Silverstone, to celebrate the launch of a new 'British Legends' 991.2 GTS – the three variants of which are in honour of our talented trio. Yet frankly, we might as well be down the pub. Spirited camaraderie between these three great Brits is plainly evident, and all seem genuinely pleased to sit down and talk once more about a car manufacturer that has formed the bedrock of their professional lives.

Even as we sit down, Mr Richard Attwood – the man responsible for giving Porsche its first ever

win at Le Mans – is teasing Derek Bell, the most successful Porsche works driver of all time, for his propensity to talk. Derek's own quick-witted reposte leaving Weissach's current Le Mans prodigy, Nick Tandy, in fits of laughter.

The atmosphere remains jovial, playful even, as I quietly switch on the voice recorder and place it in the middle of the table. That's exactly how the mood stays, save for a short while when the subject of Porsche's exit from LMP1 competition is broached, a decision made by Weissach that all three clearly don't find favour with. That's for later though, as first we begin by talking about the legacy these legends have created at the world's most famous race...

You're all Le Mans winners, so what are your key memories of those successes?

Richard Attwood: The thing about my race is it was very, very wet and we weren't expecting to be competitive, as we had the small-engined car. We were slow in qualifying, 15th on the grid, and I thought before the race 'we've no chance of winning', but that's exactly what happened. It was an amazing race; after only ten hours we were in the lead. I remember the conditions were very difficult. If it was held today we would have had ➔





pace cars or even a red flag, it was that bad, but we maintained that lead over the rest of the 14 hours. It was incredible.

Derek Bell: I won Le Mans three times with the 956 and once with the 936 which preceded it. I remember chatting with Professor Bott at Weissach about my contract for the first year of the 956, in 1981. Bott said, "Herr Bell, we'd like you to drive for us next year in Group C," and I really had no idea what Group C was. He said it's a new form of motorsport racing and we want to participate in a big way. We're going to build a monocoque chassis; we'd never built one before. It's going to be ground effect too, and we'd not built one of those either. The car is also going to have a horizontally opposed engine in this ground effect car, and nobody's ever done that before. I said I'm not sure about this at all, as everything was a completely new idea. But Bott said Porsche had never been wrong previously, so I thought I'd better sign the contract and I'm glad I did! It was just the most amazing era: we won Le Mans with it and the 24-hours of Daytona three times with Jackie Ickx and Jochen Mass.

Nick Tandy: Well the beauty of today, with such extensive media and social networks in place, is there's so many resources in which to relive it all. I don't know about you guys (looks at Richard and Derek) but after the race there is just so much going on, a lot of it gets forgotten in memory.

But it's all on video these days, which brings back great memories that would otherwise be forgotten. It's such a special event, drivers have dedicated their careers to winning it, and other manufacturers have spent years trying to succeed at Le Mans, so to win it is beyond brilliant.

How special has it been to be involved with the Porsche Le Mans legacy since?

RA: At the end of 1968 I actually had the chance to go with John Wyer and his GT40s or race with Porsche. I thought Porsche was the future: they were going about their business very seriously and it turned out to be a good decision. For Le Mans it's an achievement to even finish the race, and with Porsche it became almost guaranteed to do so. It was great to be a part of something like that. Le Mans has just got bigger for Porsche since.

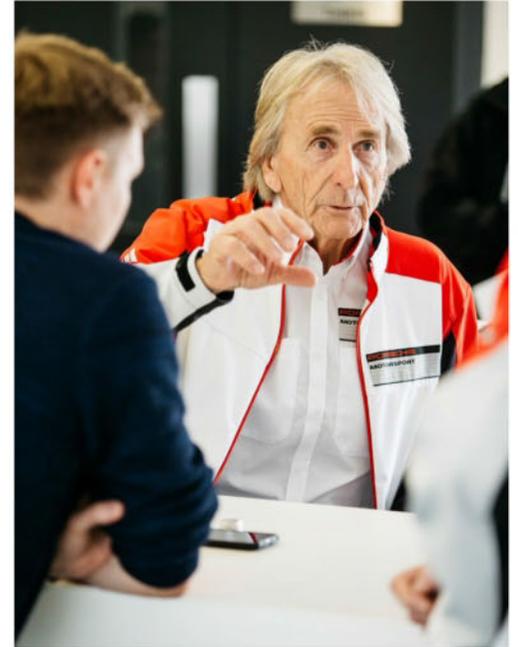
DB: I've always thought Le Mans is a great accolade for a manufacturer, and as a driver you're part of a team. That's what I like about it compared to other events: the success is shared. Also, we always like to tell stories when things went well, but there were also times when it didn't go so well, and they're important to tell too. One was with PDK: we were having real trouble with it. We'd just got used to Motronic with the manual, then not long after we had to deal with PDK, and the bloody system just kept breaking! Every time we went over 500 kilometres we'd just

break the driveshafts. I'd get frustrated and upset, so I decided I needed to tell Peter Falk without telling the journalists – until now! Porsche got used to changing the driveshafts, it would take four minutes and then we'd be off again, but it was hard work, and at the end of the day we're racing drivers – we're there to race, not go out and develop something. So it got to the stage where we had one race to go of the season and we could win both the drivers and manufacturers championship, but we had to contend with this PDK. [Hans] Stucky and I knew the car wouldn't last the 6-hour race, so I said to Peter 'I'm not happy with this: we need to win, so we should race with a manual gearbox'. Falk said we couldn't do it; I think because he saw my expression he contacted Professor Bott in Germany. The next morning, Bott delivered me a message to remind me that every race we do has to develop the car so that on Monday morning he can tell the board that we won the race on Sunday because we had new fuel injection, new this, new that. Without that he couldn't justify our racing budget. So we had to race with PDK! It all worked out at the time, and now most new Porsches come fitted with this wonderful gearbox. Anyway, I told this at the press conference pre-Le Mans this year in front of the Porsche drivers, and as I was telling this I could see them giggling as they could all relate to it.



LEFT Richard Attwood reacquaints himself with the 1970 Le Mans-winning Porsche 917

BELOW After Weissach pulled out of top-level competition in the WEC this year, Nick Tandy's triumph in 2015 could well be his last at La Sarthe – in a Porsche race suit, anyway...



NT: I do remember that fondly! For me personally it's great to win at Le Mans, of course, but it was also to return Porsche to the top, as it had been far too long. It was important we won for the modern-day motorsports fan, particularly from my point of view as a British driver, as so many UK Porsche fans travel over to Le Mans every year. It was amazing to give those guys something to celebrate, as some of the younger generation may not recall when Richard or Derek won their races.

You've each now got a special edition 991.2 C4 GTs for the UK market dedicated to your achievements, which you guys personally had a hand in creating. Why did you choose an all-wheel-drive car as your base?

NT: Well for me the 919 hybrid is all-wheel drive, so that's easy!

DB: I'd never been keen on AWD, but on the road it's a safety feature, and even with PSM off it's still brilliant, it has to be said.

RA: With the power these cars have these days, it's so much better to have all-wheel drive. On the road you can't tell the difference between the drive of a two or four either, so if a customer asks me what to get, I always say get an all-wheel-drive 911 now, because we want them to come back and buy another car after all!

T911: Though the spec of the three cars is broadly similar, we can't help but notice yours is slightly ☺



RIGHT Derek Bell winds back the clock in readying himself for a stint behind the wheel of his 956 at Silverstone
BELOW RIGHT Nick Tandy shows off the British Legends GTS against his triumphant Le Mans-winning 919



“Le Mans is a great accolade for a manufacturer, and as a driver you’re part of a team. That’s what I like about it compared to other events. The success is shared”

cheaper, Richard [by £800], because it doesn't have metallic paint like the other two...

RA: Is it really?!

DB: That's not fair! They'll never sell mine or Nick's cars now!

So we take it you'll be given a car each then?

RA: For free? Absolutely not!

DB: I'll buy one because I feel I should, though I can't really afford it but! To have your name on a car is pretty damned special.

NT: I'm going to have to ask my wife! I bought a white 911 a couple of years ago which she thinks is enough. Though if ten years ago you'd have told me a car would be leaving the production line with my signature on it, I wouldn't have believed you.

As former winners of the race, what are your thoughts on Porsche pulling out of top-level Le Mans racing?

NT: We're hugely pissed off!

DB: I can imagine you are. I was quite lucky in that I had a period of about 15 years in which to have a crack at it.

RA: Well we've pulled out of it before of course.

DB: I don't look at these things personally, I look at them from the view of Porsche's presence in the world. When Porsche pulled out of Group C

it was like there was a bloody great void in the world, which really lasted right up until Nick's era a few years ago when there was just GT racing. But the fact was you have to be in the outright class to get people interested.

RA: Whether it has anything to do with the rest of the [Volkswagen] Group and the diesel fiasco I don't know, but Porsche couldn't have gone on. Audi had pulled out, so how can you continue with just two teams? It's now very sad for Toyota.

NT: Well they can't race themselves, can they...

RA: The danger for them is they might get beat by an LMP2, which is a high quandary for Le Mans. As a major, major race, what are they going to do to make it interesting again?

DB: The other question is, how are other competitors going to try and compete with Toyota's budgets? After all, you enter a race to win it, not to come fourth.

RA: But what are they going to do then?

DB: Who?

RA: Le Mans?

DB: I think they need to forget about LMP1 and make LMP2 the premier category. It'll be an even field, all using the same engine, and then it comes down to the drivers.

NT: The thing is there's the money side of things, and LMP2 won't ever be able to compete with the



money that the GT teams have, which is why all the top drivers find places in those GT cars over LMP2, even though the LMP2 cars are faster.

RA: Well I've always thought Le Mans should be based around the road cars, so lets just all go GT racing, I say. The class is so competitive at the moment, too.

Richard, Derek, what would you have wanted from Nick's era in your own?

DB: Richard was a different era to me again, though we've both driven the 917LH at 240mph down the bloody Mulsanne!

RA: Well by the time you drove the 917 it was a totally sorted car!

DB: It was, it was lovely. It was an absolutely stunning car. It wasn't dangerous at all – but that's because I didn't hit anything! But seriously, people talk about us guys being ballsy in going out there to race at the time with safety standards not what they are today, but there were hundreds of drivers – every F1 driver would have yanked our arm off to have the chance to drive the 917, because of its speed.

RA: And it's a winning car, and who wouldn't get in a winning car?

DB: People talk now about where our feet were in the car, for example, and how dangerous that was,

but we didn't know any different: at the time all these cars were built the same.

How do you think the 919 compares to the 917 and 956?

DB: Well they have said I can have a go in a 919, perhaps that will be for Rennsport Reunion next year. I'm looking forward to the opportunity when it comes.

NT: You should do it if you get the chance, absolutely. It's a phenomenal car.

DB: I know there's a lot of controls on the cars these days, but that's for the crew to worry about; as a driver all you want to do is jump in and race. Besides, in our day we also had plenty to worry about other than driving the car: we had to work out how much fuel we had left, for example. We had to control our fuel consumption, reading a tiny equation in the middle of the steering wheel telling us how much fuel we use each lap, with a little digital reader down below telling us how many litres we'd used. You'd be hammering down the Mulsanne hoping you'd still have 'x' amount of fuel before you reached a certain house, or you may not have enough to complete the lap!

NT: At the end of the day the cars still have pedals and a steering wheel, and your four contact patches tell you everything. All the buttons and

tech on the cars is done in the pits and in the practice sessions. The rest of the time we're driving, which is exactly what you guys were doing in the 917 and 956.

There's currently plenty of talk suggesting Porsche could enter Formula One. What do you think of that?

DB: Well Porsche could quite feasibly build an engine for Formula One, and it'd be a fantastic engine, but then this is Porsche so they couldn't do things like halves. They'd have to do the whole car, but then Porsche isn't about F1. All it's ever done is sell sports cars.

RA: Well with the hybrid era of F1, I don't think people relate that to road cars, but it is exactly that. But if it is a proper 'sports car', so to speak, and people can see that, then it makes sense to race them.

NT: As someone involved in the programme currently, I'd be keen to race in the biggest races. Whether that's Formula E or GT racing at Le Mans, that's difficult to answer, but as a Porsche works driver you race where you're told to, and that's that. However, it'd be nice if 20 years from now we had another special edition car join ours to celebrate another outright Porsche success at Le Mans. **911**



STORY OF R4

Written and photographed by Rich Pearce

Before the 20 original 911 Rs were made, Porsche assembled four prototypes. Total 911 tells the thrilling story of the last prototype, R4, and its journey from Germany to the US via an involuntary sojourn to a warehouse in Marseille, France



Such is the historical importance of the 911 R for Porsche, it's ludicrous to think the car was relatively unheard of for years for even the discerning enthusiast compared to, say, a 2.7 RS. Indeed, it wasn't until the arrival of the 991 R last year, itself a seminal moment in the legacy of our beloved 911, which really shone a light on those 20 early cars and their acute significance to the brand associated with Stuttgart's prancing horse. It's shocking to think some of those 20 original 1967 Rs were still available as late as 1970!

The brainchild of one Ferdinand Piëch and the lightest Neunelfer to ever leave the Zuffenhausen factory, the R set the benchmark for the endless engineering evolutions Porsche would accomplish for its cherished 911 platform. Perhaps more importantly though, its creation really started the 911's unrivalled racing legacy, something which, more than 30,000 race victories later, Porsche is still proud of.

The R wasn't just built so Porsche could go racing – plenty of early 911s in both 'T' and 'S' guise had already tasted success in competition at various events around the planet – moreover it was an inquisitive exercise to find out just how much the company could evolve its new 911 sports car for competition purposes. In the end, these cars marked the beginning of the process of a Porsche 911 sports car being homologated, a move which would culminate in many historical feats at some of the world's most famous races and events. That's quite an imprint on history. Simply put, Porsche's later and notable success at La Sarthe, Daytona and Sebring (to name a few) all starts right here with the creation of the 911 R.

Though there were only ever 20 production 911 Rs built, four prototypes were initially created, those cars pulled from the production line originally in 911 S specification. Piëch's quest for the ultimate 911, which at this stage was still behest in short wheelbase format, would then lead to the R's concerted offensive of more weight and less power. The latter was adhered to by swapping out the 160hp flat-six 'S' spec engine for the 210hp, twin-plug motor found in the 906 racecar, with optimised magnesium crankcases enclosing a lightened and balanced crankshaft, titanium connecting rods and lightweight forged pistons. Big triple carburettors topped the flat six, which realised peak power at a whopping 8,000rpm. This was mated to a 901 transmission with dog-leg first gear, the shifter itself moved back 100mm from its 'S'-spec mounting position. Meanwhile, the R was put on a diet thanks to one of the most extreme exercises of paring back that any road-going sports car had seen before or since.

Some of this work formed what would later become standard 911 weight-saving protocol, as exercised on the 1973 2.7-litre Carrera RS and beyond. For example, body panels were made out of fiberglass (the bonnet was reinforced with small strips of balsa wood), windows (aside from the windscreen) were plexiglass and metalwork was drilled where possible. This perforation was most extensive on the R, the treatment extended to seat rails and foot pedals, as well as the unassisted decklid struts. ➔



ABOVE Lightweight bumpers, simpler rear lights, plexiglass and decklid pins saved weight

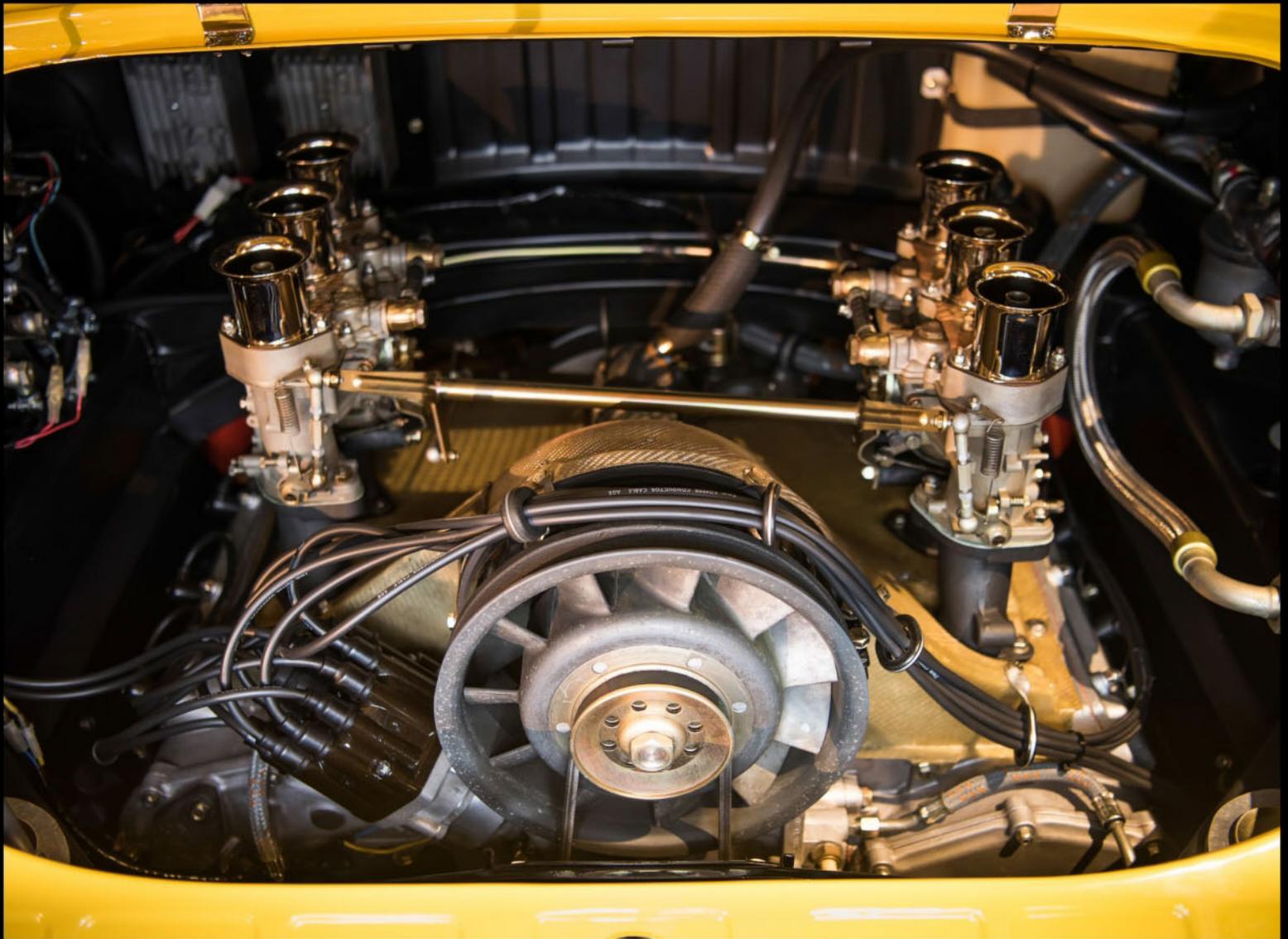


ABOVE Note deletion of clocks, glove box lid, radio, and carpets, plus the manual shifter's slight relocation

**Model 911R**

Year 1967

Engine**Capacity** 1,991cc**Compression** 10.5:1
ratio**Maximum power** 210bhp @ 8,000rpm**Maximum torque** 152Nm @ 6,800rpm**Transmission** 901 five-speed manual**Modifications** Larger barrels and pistons, twin-plug cylinder heads, larger valves and ports, high-lift camshafts, titanium conrods**Suspension****Front** Torsion bars; strut/damper; anti-roll bar**Rear** Torsion bars; strut/damper; anti-roll bar**Wheels & tyres****Front** 5.5x15-inch Fuchs; 165/70/15**Rear** 5.5x15-inch Fuchs; 165/70/15**Dimensions****Length** 4,163mm**Width** 1,610mm**Weight** 800kg**Performance****0-62mph** not tested**Top speed** not tested



ABOVE Twin spark flat six from 906 race car was deployed in the R
RIGHT Period dual Bosch ignition coils and Bendix fuel pumps sit in place





On top of this, there were further, more extreme measures to save weight carried out by Rolf Wütherich on the R. This included simple plastic doorhandles, tail-lights replaced for simple items that weighed much less, as well as the removal of the front grilles.

The result was breathtaking: Piëch's R was by some distance the fastest road-going 911 ever created at the time. It would only be usurped in terms of power by the 3.0-litre RS some seven years later, while the R's 0-60mph sprint time proved a record for a 911 with licence plates up until the RS 2.7. Key to this was its featherlight 800kg kerb weight, which gave it its title as the lightest-ever 911.

However, due to the sales arm at Porsche not believing 500 units of the car could be sold at the time, the R was effectively relegated from homologation to prototype class for competition, which is a key reason why only 20 further examples of the R were made after those four early prototypes. Nevertheless, the R enjoyed success, most notable of which was overall victory at the 1967 Marathon de la Route at the Nürburgring, along with five long-distance records after an R stepped in to take the place of a Porsche 906 at Monza.

Though the 911 R's story in itself is full of wonderment, our focus here is on a special pre-production version, its tale positively fascinating – especially when you consider its pretext as an early example of arguably Porsche's most significant model in its history.

By way of a background, those four R prototypes are today known as R1, R2, R3 and R4, so named in accordance with their production dates. The car you see in our pictures is that of R4, the last R prototype Porsche built, which today can be found in Scotts Valley, California, its Lemon yellow coachwork glistening under the showroom lights at Canepa. However, its journey to this point is nothing short of remarkable, taking in four countries and two continents, despite still being the lowest-recorded mileage R still rolling the planet.

Described by Canepa as one of the last and most original 911 R prototypes, R4 left the factory in Germany on 12 May 1969, headed for the famous Porsche distributors, Sonauto, in western France. Sonauto delivered the car to privateer racer Victor Blanc, who promptly entered R4 in the Ronde Cévenole rally. Legend has it that Blanc missed a few payments on the R, according to Canepa, and so the car was returned to the dealer Établissements Balsa, and readied for auction on 15 October 1970 – little more than a year after it had left the factory.

However, R4 would never make it to auction. It was stolen a day before and disappeared for more than 20 years without a trace. It would be 1991 before,

by complete chance, the car was found hundreds of miles away in a warehouse in Marseille. The car didn't stay on France's south coast for much longer, promptly returning to Établissements Balsa as the R's last legal owner. It had only 2,300 kilometres displayed on its odometer.

Not long after, the car found a new home in Great Britain with a Mr Martin König, staying on the British Isles for a further 15 years until 2006, when R4 ended up making its way across the Atlantic, and winding up at the doors of Canepa. Despite its incident-packed life, Bruce and his team found R4 to be in near-original condition, completely damage free, no doubt thanks to its prolonged dry storage in Marseille for two decades. Canepa were particularly amazed at the condition of those factory fibreglass panels, for example, which were found to still be in near-pristine condition, which the company says is very rare indeed for a car built exclusively for competition purposes. Similarly, the tub was found to be damage free, with no corrosion present.

Despite this, Canepa decided R4 should be restored to its full, former glory, reminiscent of the day it left the Porsche factory on 12 May 1969. "From the perfect dash material to flawless paper hoses under the hood, all the original parts were present and reusable," Canepa tells *Total 911*, which significantly boosted R4's restoration process. "Race car restoration usually involves the repair of a multitude of sins created over a career of ruthless competition, but R4 had no sins. Not one."

Today, this Lemon yellow 911 R boasts just 9,176 kilometres after residing in a prominent collection for the last ten years, a highlight of which was its featuring on the lawn at the 2013 Pebble Beach Concours d'Elegance. Now, R4 is ready for a new home once more. "We believe it's the finest example of the 911 R in the world, period," Bruce Canepa says, and we quite agree with him.

That it is one of just four prototypes of what is very likely Porsche's most important 911 ever created is one thing. Then you must consider the history of R4, that it was sold late and never excessively raced, before being stolen and dry-stored for years, accumulating less than 10,000 kilometres in half a century of existence. The result is a story that's as unique and as captivating as the car itself – and thanks to the work of Canepa in restoring it back to factory fresh, its future is as bright as its vibrant Lemon yellow coachwork. **911**

“R4 was stolen a day before auction and disappeared for more than 20 years”

Thanks

The 911 R R4 prototype is available for purchase. For more information please call Canepa on +1-831-430-9940 or visit the website canepa.com.

CARRERA TO THE MOON

An antidote to low odometer readings, this Carrera's busy life should be an example to us all

Written by **Kyle Fortune** Photography by **Alij Cusick**

I'm as guilty of it as everyone else. JZM Limited is, according to Google Maps, exactly 96.4 miles from my house. A perfect run for my 993, only it's raining, and first 20 or so miles on the A422 aside, the route is mostly boring motorway miles down the M40. I leave the Carrera at home, satisfied I'll take it out another time.

That would have been inconceivable for the original owner of the 3.2 Carrera I'm off to JZM to see. Bought in 1988, the handbook sticker's option codes include seat heating right and left, a stronger battery, amplifier, sound system, Blaupunkt Bremen SQR 46, unleaded preparation, rear wiper and air conditioning. A sensible specification, especially

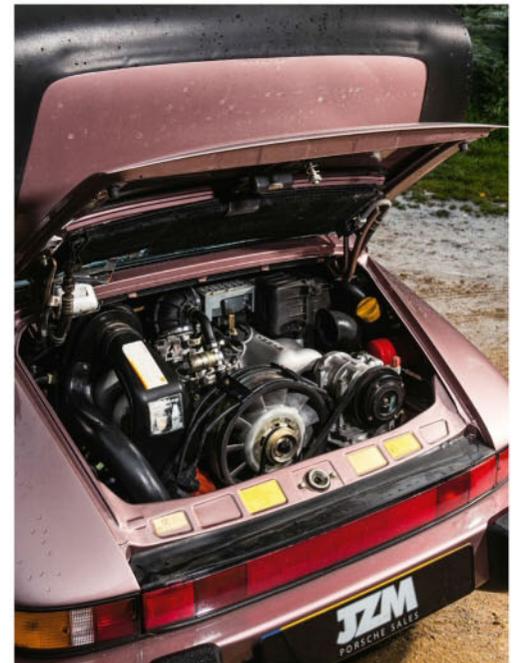
when you consider that this Carrera 3.2 was bought to earn its keep.

No occasional plaything or weekend toy, within a few weeks it would be returned to Porsche for its first 500 to 2,000km (310 to 1,242 miles) service. It's not improbable that a new, enthusiastic owner might wind some kilometres onto the odometer, but it didn't stop there. The first ten years weren't too exceptional, with a reasonable 62,000km (38,525 miles) passing under the wheels – but from 100,000km (62,137 miles), this 3.2 Carrera would visit Point Porsche Service in Avignon regularly, each time showing about 20,000km (12,427 miles) more on the odometer. ↻





ABOVE New pinstripe interior from 3.2 Clubsport makes this 3.4-litre Carrera feel brand new inside



Its owner, Mr Lathuille, used his Porsche, winding on kilometres in weeks that some owners would think incomprehensible over many years. Over the 29 years this Carrera has existed it's covered an average of 23,448km (14,569 miles) per annum, adding up to a total documented reading of over 680,000km (422,532 miles). Given the first ten years only saw 62,000km (38,525 miles) roll under its wheels, and it was effectively retired to Autohaus Freisinger in April 2010, virtually all those kilometres were in a period between 1999 and 2010. That's just 11 years. That is genuinely awesome, Lathuille's business taking him all over Europe, using his Porsche as it was intended, it needing very little work to do so. Even so, with the extensive distances covered the history file for mere servicing is extensive, the pile of receipts huge, but the numbers on the bills aren't so incomprehensibly large that Lathuille's use of his car didn't make sense.

The fuel bills might have been pretty frightful, though. Taking, say, an average of roughly 24mpg – figuring, of course, that those sizeable kilometres were covered at a gentleman's speed – that equates to some 81,600 litres of petrol to cover the 680,000 kilometers. During the 11 years of its most busy usage the receipts add up to over 250 litres of oil, four batteries, two alternators and 52 tyres. That's the receipts that come with the car, it not difficult to believe that the odd one was misplaced, as this Carrera's owner clearly lead a very busy life.

Sitting looking at it in JZM's showroom, you'd never know. It's beautifully clean; the paintwork, save one absolutely tiny blemish, is immaculate. Finished in Cassis Red, it's not a colour I've ever seen before, but it's one I'm immediately drawn to. It works beautifully with the contrasting black that makes up so much of the 3.2 Carrera's looks, it standing out convincingly among much newer, more exotic Porsches in JZM's showroom. Sales director Russ Rosenthal is on hand to show us around it, describing not just how he fell in love with the backstory and

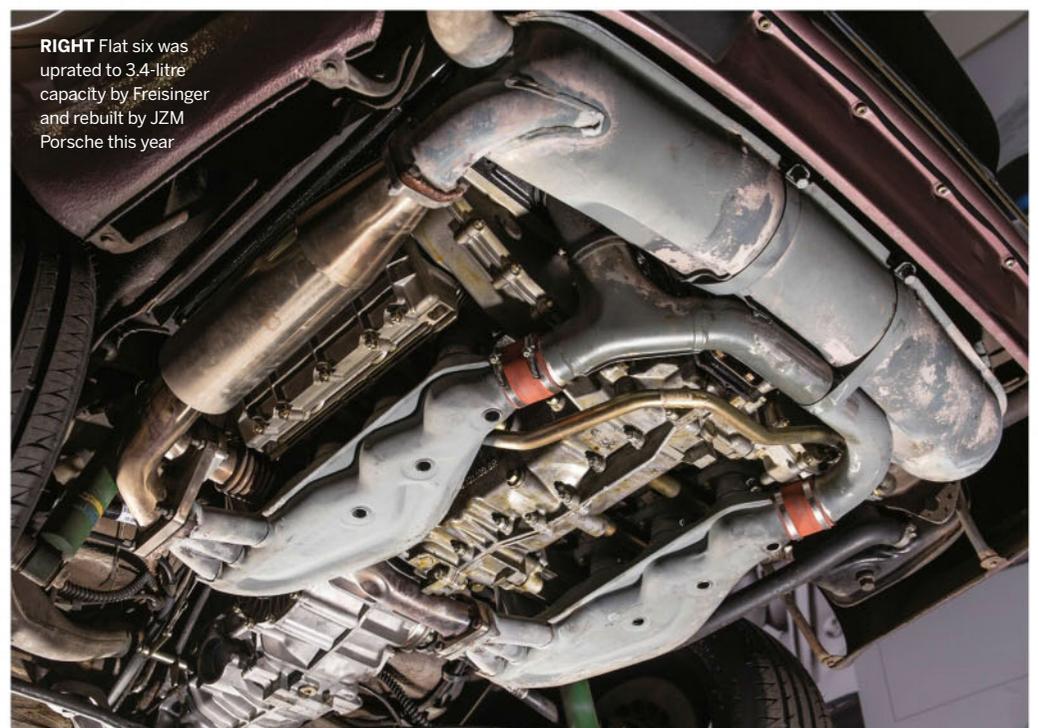
idea of it, but the extensive work Freisinger put into restoring the car, the owner being a friend of Manfred Freisinger himself.

The Carrera's life could have ended in 2010, its job done, but Freisinger is no ordinary shop. It recognised the significance of the Carrera's mileage and set about making it as good as new. Stripped to bare metal, there's a restoration file as thick as that folder of receipts. Freisinger rallied on this hard-worked Carrera with the same exhaustive, exacting love and attention that it does the rare and unique Porsches it's usually associated with dealing with, and that have price tags that make the Carrera's odometer number look tiny. The parts list is extensive,

Freisinger's huge stock allowing it to replace rather than renew or recondition.

The Fuchs are new, as is the interior – a Clubsport pinstripe one – while Rosenthal lifts it to show how clean it is underneath: spotlessly so. The endless parts list includes new suspension, trailing arms, callipers, back plates, heater boxes, exhaust system, driveshafts and more besides. There are parts stickers evident on many of the items underneath, protective wax still evident, too. This is a Carrera that looks like it's ready for a new PDI inspection rather than one starting its second life.

As it was apart, the opportunity to tinker a bit wasn't missed. That explains the engine, which is



RIGHT Flat six was uprated to 3.4-litre capacity by Freisinger and rebuilt by JZM Porsche this year



now a 3.4-litre, as Freisinger usefully had 3.4 barrels and pistons handy on the shelf, and, well, why wouldn't you? JZM itself has rebuilt the engine since it arrived, it having covered 300 miles and needing a further 700 miles to go of running in.

The concept of running in an engine that's covered so many kilometres might seem ridiculous, but getting in the Carrera you could genuinely be convinced by the odometer's reading of 11,655km. Indeed, you really could zero it. It's as new inside, only the light scratching on the steering wheel betraying that it's not a car that's come direct from a Porsche dealership, via a time machine. Change the wheel, and it'd be all but perfect, but to do so would deny you the chance to tell this Carrera's true story. There's no slight sag as you sit in the seats to give away age, every control feeling box-fresh, the engine firing quickly on the key and settling into that familiar flat-six, air-cooled idle that we all know and love.

It's miserable outside, a typical autumnal British summer's day. It might, on another day and another car, be enough to cancel things, go home and watch our weather apps. But this isn't a Carrera that needs mollycoddling – it's a car that, by definition, demands to be driven. Its restoration has given it another

chance to add to its moonshot mileage, regardless of the weather, and with wanton disregard for any worries about adding kilometres to that odometer. Driving it is the right thing to do.

We've plenty of time to muse what we'd do with the Carrera should we be its future owner. This car really does throw up interesting paradoxes in the world of classic cars, where low-number odometers are things to be cherished, sought out and preserved. That so much tarmac has already rolled under its wheels – the old ones, not these new Fuchs – creates perhaps the perfect, guilt-free classic Carrera, a car that unlike virtually any other can be taken out of the garage and driven like it was new.

The value here then isn't in the lack of distance it's covered, but instead the potential to cover more. That might seem like an absurdity to some, but, even to me, guilty today of keeping a few hundred miles off my own classic, it represents an absolutely unique opportunity. It's entirely guilt-free that Cusick and I leave JZM searching for a location, and, more importantly, a break in the weather.

I'm certainly not complaining, the ample precipitation allows me more time to enjoy the Carrera, adding kilometres to it without any ➔

Model **3.2 Carrera**

Year **1988**

Engine

Capacity 3.4

Comp. ratio 10:3.1

Maximum power 231hp @ 5,900rpm

Maximum torque 284Nm @ 4,800rpm

Transmission Five-speed manual

Modifications: Freisinger 3.4-litre conversion

Suspension

Front Independent; MacPherson struts; torsion bars; telescopic dampers; anti roll bar

Rear Independent; semi-trailing arms; torsion bars; telescopic dampers; anti-roll bar

Wheels & tyres

Front 7x15 inch Fuchs; 205/55ZR15

Rear 8x15 inch Fuchs; 225/50ZR15

Dimensions

Length 4,291mm

Width 1,652mm

Weight 1,210kg

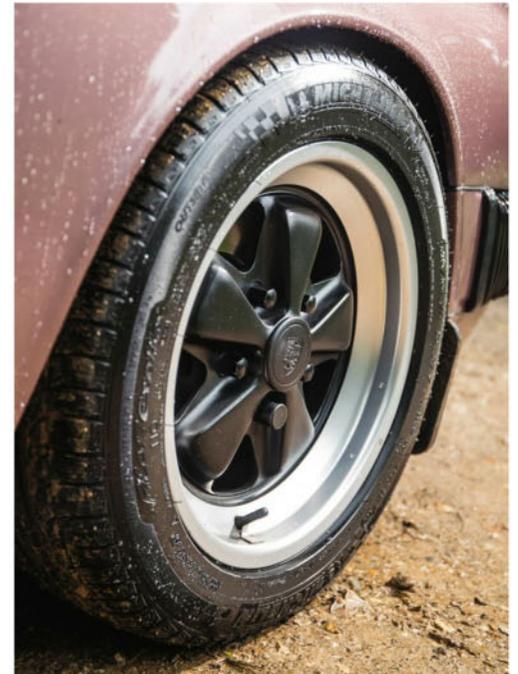
Performance

0-62mph 5.6 sec

Top speed 152mph



ABOVE RIGHT Extensive paper trail reveals two alternator changes, four batteries and 52 tyres used



“You don’t stop winding your classic watches, listening to music or cover up artworks, so why park your cars away unused in garages?”

concern to winding on numbers. That’s contrary to a usual shoot, where precious low-mileage machines will be driven, shot and returned with as little distance as reasonably possible being added to them. Understandable, but I’d never fully realised how limiting that is until I sat in this Carrera.

There’s something genuinely liberating about not giving a damn about value, particularly when associated with distance. The new car I drove to JZM coincidentally costs as much as they’re asking for this 3.4 Carrera, and at no point did I ever consider what driving it was doing to its worth. That’s simply not the case with older cars, though perhaps it should be. This 3.4 Carrera is unusual in so much as that’s not a concern: it’s worth what it’s worth, and really its value is not as a trinket in a collection never to be used.

That’s underlined entirely by how it drives. As close to a new 1988 Carrera as you could possibly get, save for finding an unused shell and building one from new old stock. The joy here is amplified, as while it feels box fresh, the contradictory element of classic motoring exists, too. It needs – begs even – to be driven, the engine’s enthusiastic response and still useful shove hugely entertaining, the lack of modernity its huge appeal. Classic motoring, in contemporary times, without any of the hang-ups.

The roads are still streaming wet, but the heater’s clearing the glass, the air conditioning works, too,

it impossible not to imagine the countless hours that this car’s original owner clocked up in here. The business deals driven to, the Porsche a partner in earning the money to keep and maintain it. This Porsche 911’s history is not rich in race victories or sporting triumph, but instead the simple daily toil of earning its keep, with a clearly dedicated and hard-working owner. Bought not as reward, but as a necessity, this a 911 that was used as intended.

I’d love it, I genuinely would. Driving it on familiar roads only increasing the desire, the way the steering delivers its messages, the suspension rides, the purity of the engine’s response and the linear, plentiful shove and rousing note that comes with it. It’s everything brilliant about old cars – the simplicity and ease. There is no need to press buttons, to alter, adjust or select, a settings-free antidote to huge-choice modernity that adds more performance in a bid to deliver the thrills lost to muted sensation. Get in, move the seat, turn the key and drive. Yes, it’s left-hand drive, but anyone who’s ever driven a Carrera on the ‘wrong’ side in the UK quickly realises that it’s rarely an inconvenience.

It’s perhaps inconceivable that the next custodian will buy it and use it as its first owner did, but really, it’s what the car deserves. You don’t stop winding your classic watches, stop listening to music or cover up artworks, so why park your cars away unused

in garages? Consider it a new car then, its price commensurate with a contemporary, base, no-option 911, though having all the charm and old-school appeal of a classic. You really could use it every day, run it for ten more hard years before giving it a thorough refresh.

The idea of it reaching, and breaching, the sort of distance more usually associated with taxis holds a certain, illicit, appeal, this Carrera bucking conceived wisdom, and all the better, and so appealing, because of it.

That it feels so good is testament to not just its restoration, but its meticulous upkeep during its busiest, business years, as well as the engineering and development that went into it. So get your 911s out of their garages, remove them from their plugged-in battery-conditioner slumber and use them, as they were meant to be used and enjoyed.

I like to think too, that Mr Lathuille is currently winding some astronomical mileage onto a 997 Carrera, or that there are more people like him, not caring one bit about value, and realising the worth in 911 ownership is in use. **911**

Thanks

The car here is currently for sale through JZM Porsche. For more information call +44 1923 269788 or visit jzmporsche.com.

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911 TECH: LIMITED SLIP DIFFERENTIALS

Of all the major car components, none is more taken for granted than the differential. Total 911 explores how it works...

Written by **Kieron Fennelly**

If the wheels on each end of an axle are fixed, there is conflict between them as soon as they go round a corner, because the inside wheel is trying to move slower than the outside as it has a shorter distance to travel. This makes a vehicle difficult, if not impossible, to turn in a tight radius. Early automobiles solved the problem by having only one wheel driving. However, this caused traction problems – with only one wheel to transmit power, the vehicle could bog down, and again on a tight radius, if the driven wheel was on the inside it was effectively in the wrong place to move the car.

This led to the development for mass production of a mechanism which could drive the wheels at

different speeds in the 1920's – the differential. The classic 'open' differential allows one wheel to travel faster than the other, necessary when cornering or when the vehicle is manoeuvring, without a reduction in the power being transmitted to the driving axle. At this stage, a working model gives the best illustration of this principle: YouTube has several fascinating videos illustrating the operation of differentials, but perhaps the best to view first is a 1937 film produced by Chevrolet called *Around the Corner*, which brilliantly demonstrates the basic 'open' differential.

The open differential was a boon to manufacturers. It was (and is) cheap to make, reliable and does not

put any stress on driveshafts. The drawback is its operating principle: by choosing the path of less resistance, the open diff sends power, by default, to the wheel which turns more easily. In conditions of normal adhesion this does not matter, and for off-road work, mechanically operated differential locks to block both wheels have long existed to suit vehicles like Land Rovers when traction on one side is lost. However in normal road use, when a car corners, centrifugal force throws the weight on to the outside wheel, and if the speed is high enough, the inside wheel lifts, losing its adhesion and spinning, effectively robbing the outside wheel of torque. For sports cars in particular this matters: the sudden loss of power interrupts the vehicle's trajectory through the corner. A front wheel drive car could experience terminal understeer, taking it to the outer apex of the bend, whereas a rear drive car, if close enough to its cornering limit, may well be unbalanced enough to provoke a spin. With older 911s this is compounded by the tendency to lift-off breakaway.

Here the all-or-nothing nature of the solid-locking differential would not be much use, although on the fastest circuits with open bends, Porsche did experiment in 1977-8 with fitting the 700bhp+ 935 with a solid rear axle. In the days of severe turbo lag this apparently gave more predictable traction into and out of bends, but was unsuitable for slow corners, and at paddock speeds made the 935 almost impossible to manoeuvre.

What is needed is a limited slip differential: this senses when the inside rear wheel is about to lose adhesion and locks it. With power going to both driving wheels, cornering is more controlled, and achieved at higher speeds. In addition to the base components – the crown wheels and planetary cogs of the open diff, the LSD uses an altogether more sophisticated armoury: it has a clutch pack which comprises two side gears, i.e. cogs, with teeth on their horizontal rather than vertical faces, and a series of friction and steel plates. Between the side gears and the friction plates, preloaded springs are fitted. This clutch pack rotates freely until one wheel or



ABOVE A Porsche cutaway of a mechanical rear axle differential lock



“Electronic advances offer an increasingly important alternative method of controlling torque delivery”

the other starts to lose adhesion, in which case it would start absorbing more torque. But, as it starts to accelerate relative to the other wheel, the side gears come together, closing up the friction plates. If say the engine is delivering torque of 500Nm, the LSD will redistribute this as a function of perceived adhesion levels so that the outer wheel is receiving 450Nm, and the inner 50Nm: hence the notion of ‘slip.’ The stronger drive delivered to the outer wheel pulls the car more into the apex, and, in the case of a front wheel drive car, reduces understeer.

A one-way LSD operates only under acceleration; a two-way LSD, usually only specified for competition cars, locks the axle under deceleration as well. This reduces lift-off induced oversteer – a known 911 characteristic, and enhances stability. Porsche has long offered two-way LSDs as a 911 option, and fitted them as standard on the GT3. A third LSD type mostly favoured by Porsche allows greater locking under acceleration than lift off. In the 1970s, an alternative to the classic LSD was developed. This was the Torsen – for torque-sensing differential. This gained popularity thanks to its use in the 1980 Audi Quattro, and acquired a following in rally circles. Rather than relying on slipping clutches, Torsen uses worm gears. A worm gear can turn a spur gear, but not be turned by the spur gear. So the effect is that all drive is eliminated the moment a wheel leaves the ground. This all-or-nothing effect

does not suit track cars, but is favoured in rallying because the driving wheels on what are usually 4x4 cars keep turning equally when the cars are airborne and on loose surfaces. Against the instant response of the torque sensing diff are the high-energy losses and rotational inertia of its complex mechanics, and the high cost of servicing.

Electronic advances offer an increasingly important alternative method of controlling torque delivery to the driving wheels. In the 1990s, Porsche developed a Bosch product, automatic brake differential (ABD) which, using the ABS sensors, detected when the inside wheel was starting the spin and applied the brakes to it. This evolved into electronic stability control, in Porschespeak PSM, which again applied the brakes to inside wheels as sensors discerned that they were starting to slide laterally. Torque vectoring on the 991 took PSM a stage further again by applying braking to both inside wheels to assist cornering. Product specialist Heinrich Huchtkötter at transmission maker GKN thinks it is unlikely that electronic controls will ever entirely replace mechanical differentials:

“As they stand at present, stability controls lack the finesse required. They are too intrusive and cannot modulate say, 1,000 bhp braking power without depriving the other wheel of too much torque, slowing the vehicle altogether. They appeal to the OEMs who ask why they need to spend £100 on an

LSD when the functionality is already there through ESP. But, their vehicle dynamics guys object because it affects cornering feel negatively.”

He adds that electronically controlled differentials are the best technical solution, because the diff linked to the canbus will take into account all dynamic factors: “You can be pre-emptive. You know what the driver is doing, what engine torque is and what the throttle position is. You aren’t waiting simply for the inside wheel to start to lose grip.” The drawback with electronic diffs is the complication of integrating them with the car’s existing ESP and other dynamic software, and the cost of this alone excludes them from most series production.

What of the classic LSD? Besides being prone to wear – GT3 owners sometimes complain of having to rebuild LSDs after a few track seasons – there is a fundamental inefficiency in the limited slip principle in that it uses friction, and therefore absorbs energy to transfer torque. An LSD can also be quite audible in operation. Specialist Xtrac, based in Thatcham, UK, builds sophisticated high-tech transmission systems largely for motorsport. Research director Oliver Grant points out that Xtrac has also greatly developed the standard ‘passive’, non-electronic LSD, over the years. While Xtrac is known for the hydraulic, electromechanical or magnetic active differentials it designs and makes for competition at F1 or WRC level, the performance of the classic ‘passive’ LSD has been much improved by use of additional clutch plates and materials with different friction characteristics. This is important for production sports cars, even perhaps the 911 where cost-driven OEMs may be tempted to go the ESP route to drive-axle locking, to the detriment of the car’s handling. **911**

MANUAL RS

Porsche released its 991 GT3 RS as a PDK-only car, but that hasn't stopped one owner from realising his dream to give the latest 911 Rennsport a proper gear-shift experience...



“You could call him an RS enthusiast,” says John Tecce, owner of Florida Porsche shop BGB Motorsports. Tecce is used to dealing with unusual requests from customers, but admits the call from Robert Janev nearly had him falling off his chair. Janev had an idea, and he wanted Tecce to make it happen.

That idea? A manual 991 GT3 RS. Janev, a serial owner of 911 RS models, wanted one. He explains: “I was kind of bent out of shape when I heard that they weren’t making the 991 RS as a manual.” So he called Tecce and floated the idea of creating one. BGB Motorsports has a long history of racing Porsches, and Tecce has knowledge of putting PDK ‘boxes into full-blown racers, but nobody had ever asked him to swap out a PDK for a manual before. Janev did, and was insistent. Tecce admits he was initially slightly reluctant, saying he didn’t want to get part way down the road with a quarter-million-dollar car before finding out that it wasn’t possible.

The idea grew though, and the announcement of the R helped. Tecce says: “I rung around and I’ve spent enough time around the cars, so I was pretty confident I could make it work with the coding and everything, and finding a way of going backwards and making it all happy if we used R parts.”

He tasked Janev and BGB office manager Wray Gillette with coming up with a list of parts, which is exactly what they did. Over five pages long, Tecce says they got 98 per cent of it, the odd piece not arriving via the Porsche dealership and needing chasing, but they got there.

“There was a gentleman I was speaking to at the Porsche counter at one of the Porsche parts sellers over here in the United States,” says Janev. “I call him for all my cars, I get pieces here and there for when I work on them, and he knows me. I kept on harassing him for the 911 R ‘box for months, and he asked ‘what do you want it for?’, and I said, ‘keep it secret, we’re going to do a manual swap’, and he started laughing. He said the part number was not available yet. He then emailed me on a Monday saying the parts had been populated on the

system, and I called him and asked if it was available. He said there was no VIN requirement to get it, so as of right now we could order it and it’d be about six weeks, shipped from Germany. That’s when I jumped all over it, went bananas, called John and said, ‘let’s do it!’”

“God bless John for taking on the project, because it was just a silly idea over a year in the making. When I originally had the idea I didn’t even own the car,” says Janev. “I think he initially kind of blew it off thinking I was crazy, and said it wouldn’t be worth the time and the money.”

Janev admits his involvement was very small otherwise, changing the clock cluster, indicator and

tachometer, the somewhat symbolic removing of the paddles from the steering wheel and other minor stuff. He dabbles because it interests him, as he explains: “I tinker on my own cars, but this was beyond my technical level and realm of understanding, so John pretty much handled it from there. John is an enthusiast, so much more than just a shop; he was

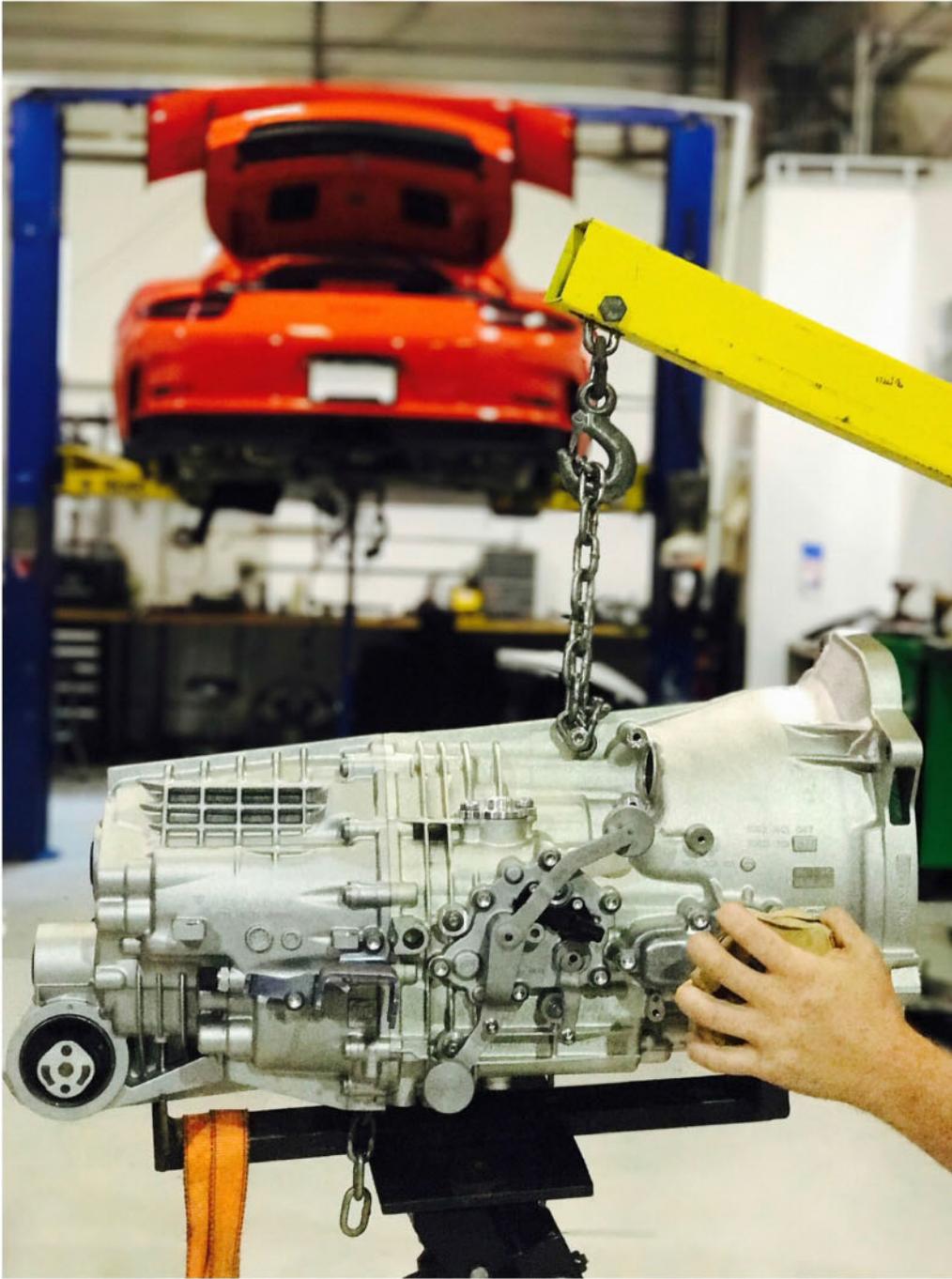
“Nobody has ever swapped out a PDK gearbox for a manual before”

just as fanatical about it as me when we got into it.”

“The phenomenal thing about Porsche is that you have these people that say ‘don’t touch it, there’s no way you can improve anything that comes out of Weissach’, but also others who say, ‘I know you can do it and make it feel like that,’” says Tecce. Janev very much falls into the latter category. Tecce’s business, outside racing, has been all about that, customers who love their cars so much that they want to modify and improve them. “In Rob’s case it was ‘I want an RS with a big wing, and I want it all as it’s supposed to be but I want a manual,’” says Tecce.

Tecce did face some challenges with the parts, some so new they didn’t exist at Porsche, and other bits that typically wouldn’t be replaced – even after an accident. The fact BGB’s shop builds racers and spends plenty of money on parts at the local Porsche dealership helped, though Tecce says he did worry when they were struggling to source particular parts that ‘some alarm had gone off somewhere, and someone has said something about what we’re doing’.

Technically, mechanically at least, it’s a fairly straightforward process. What caused the



headaches was the electronics, taking over eight weeks compared to just a couple for the hardware. “The first week back the guys had the transmission, that stuff took about a week, got the gearbox in there, the clutch and the pedals, change any clutch or shifter bits and the assembly. What took a lot of the time was laying out wiring diagrams, comparing and contrasting, knowing what we have to do to make things happy. I’ve some fairly evasive software that allows me to turn lights off that’s the modern evolution of putting black electrical tape over the light, but I make it so we don’t have to use that stuff, because it’s cheating. Rob had said he wanted the rear steering to work, I wanted all the stuff to work. It is all in the coding, keeping everything happy and getting everything to work” says Tecce.

He spent some time looking at a customer’s R, saying they were baffled at how the clutch was so light. With the R, and the-then rumour that the Gen2 GT3 would be manual, Tecce did ask Janev whether he still wanted to go ahead with the project, and the answer was a resounding yes. However, that and the GT3 Touring inevitably mean there’ll be less demand from owners to do what Janev has. Tecce says that he could do it now in a fraction of the time, though thinks it’s unlikely he’ll be asked. “It’s such a good story for us that a guy took a leap of faith and sent us his quarter-million-dollar car and entrusted it with us. It continues to solidify our reputation: people do their homework about us and see that we’re good people” says Tecce. For Janev, he’s gotten exactly the car he wanted, how he wanted it.

“This is the best manual Porsche I’ve ever driven. It’s mind-boggling that Porsche didn’t make this car. For every eight guys who love it, there are people who bash me for it, saying it’s slower. It’s just not, it feels every bit as fast, it revs like crazy, it’s a phenomenal car.”

Porsche’s back-peddalling with manual on non-RS cars doesn’t phase Janev one bit, either: “I love it. Don’t get me wrong, the dual clutch is a fantastic transmission, but Porsche bringing back the manual doesn’t bother me one bit. I think it’s awesome, I think the Porsche crowd made it happen –and I think they will produce a manual RS. I hope so at least. I’d buy one!” And if he can’t, at least he knows someone who’ll be able to build him a special one instead. **911**



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60k miles.....**£25,000**



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Basalt Black with Black Leather,
61k miles.....**£24,000**



Porsche Cayenne 3.0 Diesel Tip (09 - 2009)
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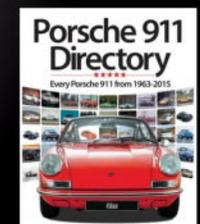
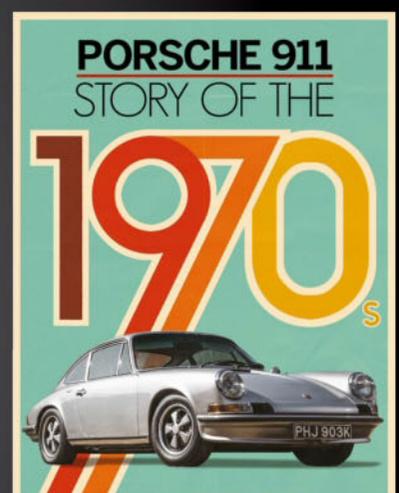
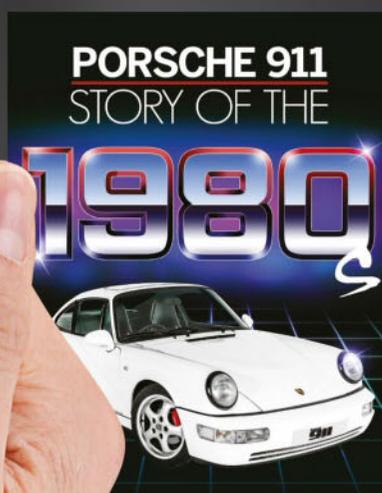
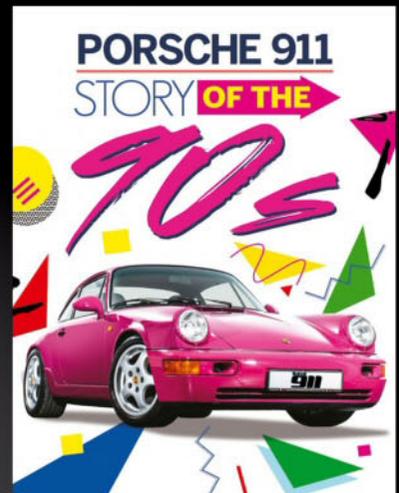
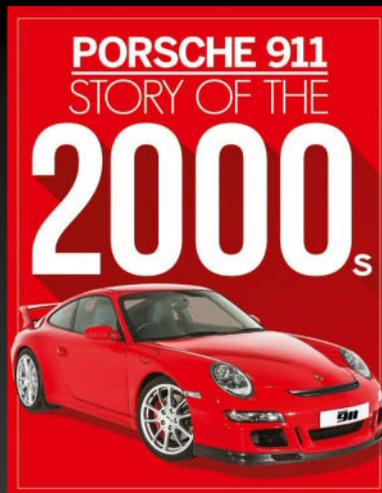



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Our band of contributors from around the world share their real-life experiences with their Porsche 911s



Sunny Hoyle



Joe Croser
Northamptonshire, UK

 @jcx911

Model 997.2 Turbo
Year 2010
Acquired December 2015



For me, the holy grail of aural goodness in non-GT, non-Turbo 997s is the Porsche Sports Exhaust. It sounds so big, voluminous, mildly

angry. I first had the PSE on my 996 C4S, and it made the car. I specced it again on my 997.1 C2S as I couldn't imagine owning a 911 without 'that noise'.

My Gen2 Turbo is different, more gentlemanly, and that's just plain wrong. I searched the web but my research turned up few options, all unappealingly expensive. Then, in late summer, our esteemed Editor Lee went to California, driving cars that had been 'fettled' (great old Yorkshire word) or Sharkfied (as they like to say) by SharkWerks – the

Porsche tuning house that is about as hot as they come. Inquisitive, I googled SharkWerks to learn more, and there it was... the SharkWerks X-Pipe for the 997.2 Turbo and Turbo S.

A direct replacement for the centre muffler, the X-Pipe is a fraction of the cost of other replacement systems, and because it sits behind the catalytic converters there are no check engine light or emissions concerns.

I emailed cofounder Alex Ross and told him about my car history. I asked if the X-Pipe comes close to PSE. "Funny you should ask," wrote Alex in reply, "Many people say that our X-Pipe sounds just like the PSE, which is great as that was our benchmark." That was enough for me. If it doesn't sound like it should, I could sell it and recoup some of the cost.

The box arrived within days and I eagerly unpacked. The 2.5-inch pipes were beautifully crafted and uniquely numbered. I called DW Performance, a recent start-up run by Kev Waterhouse, to book a fitting time. Kev used to be the workshop manager at Porsche Silverstone and is one of only 38 Gold Certified technicians in the UK.

The fitting process was simple. Lights out, bumper off, intercoolers off and release a number of bolts. And then the moment of truth: Kev jumped in and twisted the key, and oh my god did the gamble deliver. The exhaust rumbled on tick over and popped with mild revs – the car had cooled in the intervening hours so Kev was sensitive to that. He backed it out of the garage, and after some parting banter I headed for home



Tony McGuiness
San Diego, USA

 @tonygt3rs

 @tonymcguinessgt3rs

Model 997.2 GT3 RS
Year 2011
Acquired February 2011
Model 991 GT3
Year 2015
Acquired December 2014



Recently I mentioned taking the GT3 RS in for the annual service. With less than 500 miles on it during the year, I made certain it went in for the recommended service. As I have previously noted, I follow the Porsche maintenance manual to the letter. As I watched the Porsche technician slowly raise the car on the lift, the beautiful Mezger engine came in to view. I have seen this powerplant many times from this angle but it still gives me goosebumps! I soon started to reflect on my decision to buy this epic Neunelfer. I couldn't believe it would soon be seven years since I bought it, brand new right off the showroom floor in February 2011.

If I am completely honest, at the time, I really questioned whether it was the right thing to do that cold February evening near Palm Springs. Many of you who have been reading my column over the years will recall I already had a 997.2 Turbo. In fact, I also owned a 997.2 C4S, which I had modified with a TechArt aero kit. However, there lay the problem at the time. I had two new 911s that were not too dissimilar – although one had twin turbos. I had bought the C4S upon its launch in 2009, but then I realised when the 997.2 Turbo came out that I really wanted the 997 Gen2 Turbo – a lot!

While I liked the C4S and it was a fantastic car, I probably should

have waited for the Turbo. I felt I had possibly made a bit of a mistake in purchasing the C4S and jumped the gun. Thoughts of doubt were entering my mind when I was trying to decide if I should buy the new GT3 RS. It is also worth noting, and may be a bit hard to believe, but in 2011 it was not too difficult to buy a new 997.2 GT3 RS. They were not selling over MSRP as they are these days. I needed to make a decision... should I trade the C4S, or keep it along with the Turbo and walk away from the Rennsport.

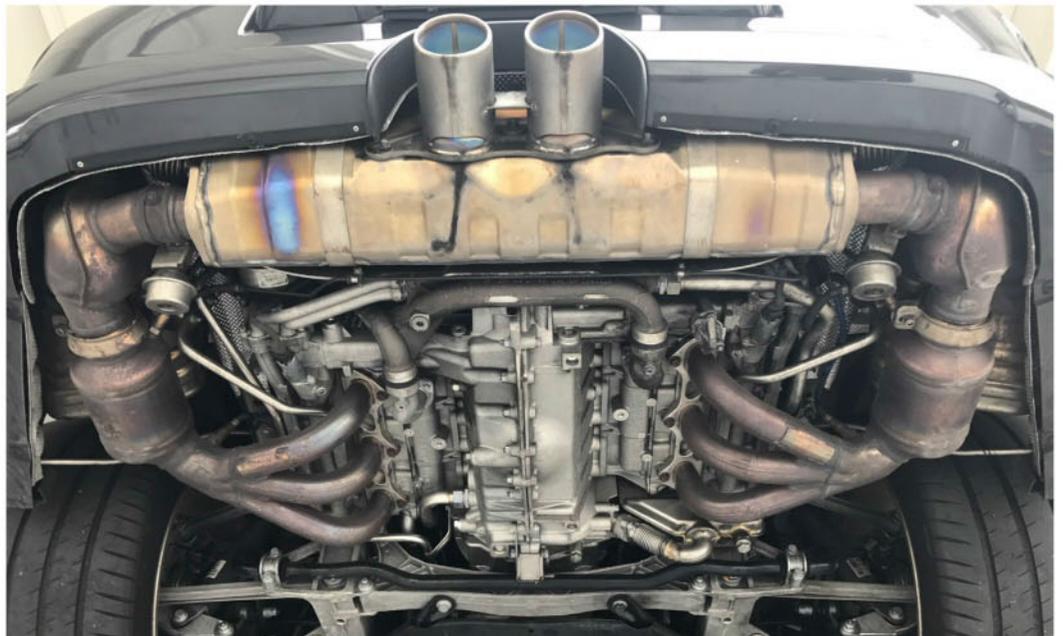
Any doubt I had in my mind changed once the salesperson handed over the keys to the RS and suggested I take it for a test drive. I remember that day at Porsche Rancho Mirage as if it was yesterday. I climbed into the cockpit and turned the key with my left hand. The Mezger fired up! The sound of that engine with the single mass flywheel was unmistakable. It was then I realised the GT3 RS was something very special indeed. After one drive out into the hills near Palm Springs and back to the dealer, my mind was made. I slowly exited the car. Handing back the key to the salesperson, I noticed my legs were shaking like jelly! I couldn't believe what I had experienced. I knew I had to own this Rennsport!

I had agonised that day whether I was doing the right thing when I traded the 997.2 C4S back to the dealer. But, after nearly seven years of RS ownership, I have no doubt it was one of the best decisions I have ever made.

in convoy with my friend Sunny in a 997 with PSE. "That sounds awesome" said Sunny afterwards. Indeed, it did. "It's immense," said the regional TIPEC organiser later the same week, "It has a really deep roar!" The accolades continued at a local car show, where a Maserati owner literally ran over to listen: "I've never heard a 911 Turbo sound so good." He grinned. I grinned back.

This column could so easily have ended with a 'For Sale' advert offering 'one barely used SharkWerks X-Pipe,' but if you want to buy one you'll have to look elsewhere, as mine is definitely a keeper.

Thankfully, you won't have to look too far in the UK, as Kev liked the sound so much he signed up as the UK distributor, and he'll supply and fit it for you for £1,500 including VAT. If you are overseas the SharkWerks team hold stock and will ship it to your door.





Lee Sibley
Bournemouth, UK

@lee_sibs

Model 996 Carrera 4S
Year 2002
Acquired April 2017



So that's how a C4S is supposed to stop! I mentioned last issue I had discs and pads replaced all round on my C4S after the items present when

I bought the car were looking very tired. I got the new parts from VW Heritage's newly created Porsche Parts Centre and have now had a chance to bed them in. I am so impressed. The C4S now stops with the ability I'd expect from a set

of Porsche's 'Big Red' brakes, and has transformed the way I drive the car. In short, I have more confidence in the 911, and can drive it harder as a result – and as we all know, the harder you push a 911, the more you get back from it.

I also replaced the worn Continental tyres for a set of N3-rated Michelin Pilot Sport 2s. A few people have since asked me why I didn't get a set of the newer PS4s, but the honest answer is there weren't any available in my size when I needed them, so PS2s it was. Again, I am immensely impressed by my new rubber. 500 miles in, in comparison to the Continental Contact Sports, the Michelins are noticeably quieter, which is great for me as I wrack up a lot of miles – just see the picture on the left! The Michelins are simply superb in the wet, I've not come across better for a 996. If the PS4's can build on that, I already know what tyres I'm getting next. In the dry, there's not a lot between the Michelins and Continentals but I'd love to try a track day just to see how they differ at greater speeds with more heat in them. Any excuse, I know...



I've also had the C4S back at Porsche Centre Bournemouth for its annual service, this one being a major/72,000-mile service. We're lucky that in the UK we have a broad selection of very good independent specialists that in the past I've had little hesitation in using, however, my current 911 has an immaculate service record at Porsche main dealers, and I've decided it's important for me to uphold that for the sake of its value.



David Grover
Harpenden, UK

@propertypetrolheads

Model 991 Carrera S
Year 2014
Acquired March 2016

Model 997 Cup
Year 2014
Acquired December 2016



It's been a quiet month in all things car-related for me.

The Cup car is in rebuild after its bumper-car journey into the tyre wall at

Snetterton. The good news is that it was only very light panel damage, and these will be replaced with new ones, hopefully allowing a track day or two under my belt before the year end, and then a full winter prep needed to get ready for 2018. In all honesty I am missing being on track a lot, so hopefully it's not too long now until I am back in the new snug race seat bought earlier this year. The accident also requires three new radiators and

a new front PU and bonnet, so Porsche Weissach will be able to supply the new parts very soon.

Road-car wise there hasn't been much driving activity either due to work pressures, or simply lack of time at the weekends. I must admit I am missing getting out for my regular weekend drives and longer trips. I also have a mountain of credits at my London supercar club, Auto Vivendi, to use up, but have been holding these back awaiting the arrival of the new 720S McLaren and a Superleggera version of the Huracan. I just got a great note while writing my article to say the 720S in grey metallic has arrived. It looks awesome in the pictures, so I now can't wait, and hope to get that out for a three-day test weekend later this month.

I love being able to try these exotica out, and always find it a useful comparison to the 911 in its various guises. So far this year I have tried the 488 Coupe (awesome), the Huracan Coupe in bright green (awesome again but a bit small), the 650S (not so good and prefer the obvious Italian choice by comparison) and the 488 spider in launch-colour blue (the best by far, although it needs an Akrapovic exhaust which hopefully will get launched soon before I might one day get the chance to own it).

But, despite that opportunity these lovely cars afford, I am sure like me, all the **Total 911** readers have been pouring over the magnificent details for the new GT2 RS. I must say that I am totally smitten, completely, utterly and unashamedly, and it's such a shame that there will be simply so few cars around, when demand ridiculously outstrips supply. I love the aero details and carbon on it, and for me personally, the launch colour in silver, with gold wheels, is by far the one to go for, with the red trim inside – although the bright-blue version is also appealing. Such a shame that even though I would love to own one, it simply won't happen with so few coming to the OPC network. I already know there is no chance for me personally, as I have already asked.

Sticking on the theme of our favourite brand, it's probably about time to let my Cayenne go. It's been brilliant, and with just 23K miles on it after three-plus years of ownership it simply isn't being used enough. With both kids just about through the university journey, it's time to let another owner take it on. It's an awesome spec Platinum edition, so if anyone is remotely interested please contact me. Locally supplied, it's immaculate and needs a new home, it's complete with a full set of winter tyres and Porsche alloys, roof box and bars.





Sean Parr
Harpenden, UK

@inveloveritas

Model 912
Year 1967
Acquired November 2014



Goodwood Revival. I've been maybe four or five times before and two things have never happened to me when I've gone, both

of which happened this time. Number one, it rained, monsoonal rain of biblical proportions. Number two, I managed to make it all the way to the Revival in my Porsche. This, bizarrely, despite owning a Porsche of one flavour or another for each of my visits, has singly failed to occur, due to breakdowns before the day, or problems on the day.

But not this time! This time, I managed to make it the whole way down and the whole way back in the same Porsche that I started the day in, along with my very patient wife, Julia, and my even more patient daughter, Freya who, along with her very tall boyfriend, Weston, managed to concertina themselves into the back of the 912. Yes, the short-wheelbase 912! Weston, at well over 6-foot tall, had his knees around his ears, but champagne for the

backseat brigade all helped the day go swimmingly, including one bottle opened by the driver while stuck in the usual traffic jam outside the circuit.

And what a day, a brilliant introduction to car racing for Freya and Weston, who had never seen cars going round and round in the hammering rain before. It is a blast, even in the wet, but not as much fun as it is in the sunshine. It is a brilliant day. Even Jules, not the most avid petrolhead, loves it, now having gone three times with me. I might even get her along for a fourth sometime! Having my early car parking ticket go on the missing list before the day meant there were a few heart in mouth moments when I thought that the 912, having done so well, was going to get turned back by the stewards, but some deft driving and good talking got us close to the action without having a massive walk through the pouring rain!

It was a great day, everyone had a ball, and the car behaved itself impeccably until the battery went dead after a quick pub dinner. Many thanks to the two chaps in the car park who were chatting



to Weston about the 912 who then gave me a battery to hook up to so she roared to life again. Good car.

Good car, which is now back at Fenn Lane having another go at fixing the exhaust which had started leaking again (sigh), and the problem with the battery and a few other irritating things sorted out. I was going to sell it (again), but (again) I seem to have decided to fix the irritations and keep it. Although, if anyone wanted to make me a good offer, I have my eye on a GT3... Madness they say.



Richard Higgins
Salisbury, UK

Model 996.1 Carrera 2
Year 1999
Acquired November 2015



I was returning to the track where my season ended last year: Brands Hatch. From the start as we charged into Paddock the leader spun,

resulting in a car, which was trying to avoid the now stationary leader, crashing into my 996 very heavily. Just for good measure, I was collected by three other cars, so it's safe to say I was hoping for a better weekend this year!

Qualifying was okay, but I was just not quite relaxed enough, and while consistent, I ended up one second off pole and in 6th place. Looking at the data, I could see I was losing all this time over three corners, but having identified the problem, could I fix it? Race one started well, and I did not drop any places. More importantly, 2nd to 6th were bumper to bumper in a train after the first two laps. On lap three the 2nd place car dropped out with mechanical failure, and for the next 15 minutes we battled very hard. With about ten minutes to go the car in front pushed a little wide going into Clearways, leaving me a gap, and I was into 4th by Paddock.

The car felt fantastic, the tyres working really well, and I could see I was quicker than both the 2nd and 3rd place cars. I quickly closed on the 3rd place car,



which seemed to brake early for Surtees, and I was up alongside. Unfortunately, I don't believe he saw me, and we touched lightly. The result for me was I lost momentum, and unfortunately for him he spun. This lack of momentum allowed the 5th place car to grab 3rd, and with only two laps left, try as I might I could not get 3rd back. Despite missing a podium it was a great race, and more importantly we were fighting for a podium in a very strong field – not to mention I found that missing second in the three corners!

Race two could not have been more different. As we arrived in the assembly area the heavens opened, and there was a mad scramble by everyone to change to wet tyres. This is where I say if only! I wanted to stay on slicks as I felt,

despite it being a heavy shower, it would dry quickly. I was talked out of staying on slicks and who knows, I might have crashed on the first lap!

Anyway, we started on wets, and within two laps there was already a dry line, and I was in trouble. The car was a nightmare. I was sideways in every corner – and it was truly scary down the straights. Afterwards, my teammate who was behind commented to me that it had not been a 'drift day'! After 15 minutes of going slower and slower, and sideways everywhere, I was now in 14th place. I was worried about putting a wheel on the still wet grass, and the resulting large and expensive accident, so I retired the car. So it was definitely a day of two halves – but that's racing!



Gina Purcell
Oxford, UK

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



We've just returned home from a fabulous 1,000-mile-plus adventure around Ireland and back. Wolfi the 964 C4 was the weapon

of choice for what was forecast as a wet week of driving. Wolfi was truly in his element, carving a line through the rain-lashed lanes, and occasionally ploughing through the mud with his diffs locked in some extreme conditions.

Fellow travellers mostly came from members of TIPEC's Kent region, with a couple more cars joining us for an all-911 lineup of ten cars, three of which were upholding air-cooled honours. Quite early on we naturally split into smaller groups, but Wolfi, Sean's Tahoe blue LHD 964 Tiptronic and Steve's silver LHD 993 Cab often gravitated together. I was keen to see how a fully laden C4 would compare with a similarly loaded 964 Tiptronic. I'll freely admit that, like most, I assumed



my C4 with a manual gearbox would comfortably have an edge over a 'mere automatic' 964... How wrong I was, and how happy I am to admit it.

Sean's car has had the sensible modification to the Tiptronic's shifter micro switches; they've been reversed so the shift works intuitively, making progress both swift and confident. If anything, his car had the slight advantage in acceleration where safe to do so. Inevitably, Wolfi was faultlessly sure-footed, and the 4x4-traction advantage brought speed to balance any accelerative shortfall. I like the Tiptronic gearbox in our Audi S4, but to see just how well it worked in a sports car was educational. Never again will I underestimate a 964 Tip! I would seriously consider owning one. The tour itself took us from Dublin to Belfast and then around the Causeway

Coastal route to take in some of the 'tourist' sights (and a couple of the locations used for the TV series *Game of Thrones*), such as the Caves of Cushendun, the Giants Causeway, Dark Hedges, the Inishowen 100, the Sperrin Mountains, the Mourne Mountains, the Ring of Gullion and bus tours of the cities of Belfast and Dublin. I'd like to add here that the Irish drivers we encountered were all very courteous and friendly, but that's just an extension of the welcoming Irish way of being.

Being in convoy with another 964 added another dimension to a great trip, as it provided endless opportunities to see how a 964 sits, squats and moves. It provided a sort of adrenaline-drenched, kinetic Porsche art installation set against a backdrop of gorgeous, green Irish scenery. We can't wait to do it again!



Chris Wallbank
Leeds, UK

Instagram: [chris_wallbank](#)
Twitter: [@chrisjwallbank](#)

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



These last couple of months have been absolutely crammed full of exciting photoshoots and projects for various clients, leaving little

time with my 997.1 C2S. But, I can't really complain, because there have been some epic commissions!

One of the most memorable shoots was for our very own **Total 911**, shooting a stunning pair of very rare white 2.7 RSs for last month's cover feature. It's not every day you're let loose with two 911s totalling a combined market value of around two million pounds! That one is going to stay in my top ten shoots of all time for a while.

Other interesting non-911 shoots included shooting a modified McLaren MP4-12C, customised and tuned by Bracknell-based Mulgari Automotive,

alongside a fully functional RAF Lightning in a quick response hanger at Bruntingthorpe Proving Ground. The British-made McLaren and Lightning in similar grey colours made some for some rather dramatic shots! Keep an eye out on my Instagram and Facebook feeds for the finished brochure shots.





Greg James
Mercer Island, Washington

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



As I write this, the long, warm north-west summer is receding and giving way to rain showers and autumn's grey skies. It was a great

summer for anyone who loves cars, and especially the Porsche brand. As I've said before, the car hobby is thriving and growing in Seattle, and seems to reflect the overall movement of the city, which was recently reported by the national media to have more high-rise construction cranes than any other metropolitan area in North America.

The Shop, a new downtown club for car aficionados, was recently the location of a monthly gathering of Seattle-area R Gruppe members. Jeff Higgins, president of the Pacific-west chapter, was more than happy to let me take photos of club members and their cars as they gathered for their monthly dinner. What strikes you instantly about the cars these guys own



is that, while they may come in a wide variety of colours, there is no doubt that they are first and foremost purposeful machines to be driven, and most likely, driven hard. Jeff's a friendly guy who loves the club, and loves to talk Porsche 911. Actually, the whole group was happy to talk about their cars, and how they are set up. The Pacific-west R Gruppe chapter is second only to California in size, and is now over 20 years old, with 34 active members and several on the 'wait list'. Well, actually 'active' is sort of a misnomer that implies – like other clubs – that there might be members who are less than active. With R Gruppe, that's not how it works. According to Jeff, to be a member means, first and foremost, that you drive your pre-impact bumper 911, and drive it regularly. He mentioned to me that his chapter get together every month of the year, rain or snow,

and have been known to plow through some weather that would definitely see most Porsche owners only venturing out in the family sedan. Their activities include annual three-to-four day drives, usually to central Oregon, as well as a post-Thanksgiving drive called 'The Turkey Hangover Drive' and then a New Year's Day drive called 'The Resolution Run', which, according to Jeff, has been done in the snow on many occasions! It was definitely a rare sight to see so many pre-1974 911s lined up in a row, but what makes the group of cars – and the guys who own them – unusual in this day and age is that there's not a single 'garage queen' in the entire bunch.

After taking photos and admiring the cars, I left the group to their monthly dinner and – no doubt – plenty of talk about upcoming fall and winter drives across the Cascades and beyond.



Kyle Fortune
Warwickshire, UK

 @kylefortune205

 @Kyle_Fortune

Model 993 Carrera 2
Year 1994
Acquired December 2014



A busy month of Porsches, only none of them have been my own. I've seen the new Cayenne unveiled in Stuttgart (quiet back there you

SUV haters), which allowed me a chance to visit the Porsche Museum. My second visit, and if you've never been you really must. You don't even need to be a car fan (though presumably you are if you're reading this mag), as the architecture is as sensational as the exhibits.

My favourite? Way too many if I'm honest, but I love that Porsche doesn't shy away from its heritage and has a simple, early Beetle as part of the exhibition. That, and of course the oddities, like the eight-cylinder 914/8, the one-off narrow-bodied 911 Turbo with tartan Porsche script built for Louise Piëch in 1974. Anything tartan is a win for me. Oh, I was rather taken by the

rally 959s, the 961, 917s, 550 Spyder and the absolutely knee-weakeningly gorgeous 356 American Roadster, and so many more, too.

The Carrera languishes in the garage while I get on with my day job of driving other things, including, dare I mention it here, the Panamera. Stuck in Germany with a cancelled flight, three colleagues and the prospect of a night on the floor of the airport after the Frankfurt show, Porsche's PR team came to the rescue with a Panamera. An overnight drive on quiet autobahns proved its worth, the big saloon genuinely imbued with the same genes as its 911 relation.

Cancelled flights aside, the Frankfurt show delivered no surprises, though the idea of a GT3 Touring Pack really appeals. I'd actually love it if they went further and added some rear seats. Chatting to Andreas Preuninger on the stand revealed the body in white GT3 doesn't have the necessary fittings, and adding



them is more complicated than you might imagine. A shame, as otherwise I think it'd be my perfect 911. Not that the one I actually own has been used much these past few weeks...



Richard Klevenhusen

Rio de Janeiro, Brazil

Model 930 3.3
Year 1979
Acquired May 2012

@richardk1e



On 27 September, Stuttgart Sportcars opened its new store in Rio de Janeiro.

Stuttgart started its activities as a Porsche authorised dealer in Rio de Janeiro, arriving later to São Paulo in 1996. Between October 1997 and July 2015, the company was the official importer of the brand for Brazil. In 2008, it inaugurated the concessionaire of Curitiba; later, it also started to operate in Porto Alegre. In 2016, Stuttgart completed its expansion with the opening of three concessionaires in Recife, Campinas and Florianópolis.

In December 1997, Stuttgart created the Porsche Club Brazil – the only club of the brand recognised by the parent

company of Porsche in Germany, considered a reference for other Porsche Clubs of the world in a meeting held in 2003 in Stuttgart. The goal of Porsche Club Brazil is to create opportunities for brand owners to take advantage of the qualities of their cars in relaxed and family events. Since 2001, it has been promoting the Porsche Club Cup, a championship in which participants experience – with all security and assistance – the thrills of a healthy and friendly competition.

Presence in competitions is another trademark of Stuttgart Veículos – something in perfect harmony with the history of Porsche. Since its creation in 1948, Porsche has accumulated nearly 30,000 victories in varied types of auto racing – from Formula 1 to the Dakar

Rally. Like Porsche, Stuttgart has a winning history in racing, with victories in the most important Brazilian races, and participation in international races, too.

In 1997, the Stuttgart name appeared on the rear wing and front spoiler of the Porsche 911 GT1 from the official factory team at the 24 Hours of Le Mans. That same year, the team obtained its first victory in a national competition – The 500 Kilometers of Interlagos. In 1998, Stuttgart, with a team made up entirely of Brazilians, finished fourth in its class at the 24 Hours of Daytona. New victories in the 1,000 miles (2001, 2002 and 2008), in the 500 Kilometers of Interlagos (2002 and 2008) and in the Top Series Anhembi (2012) consolidated the name of Stuttgart as synonymous with Porsche. It was great to visit them.



Michael Meldrum

Houston, Texas

@p911r

Model 911T Targa
Year 1972 Acquired 2013

Model 911E
Year 1972 Acquired 2014

Model 930 Turbo 3.0
Year 1977 Acquired 2014

Model 930 Turbo 3.0
Year 1977 Acquired 2015

Model Carrera 3.0
Year 1977 Acquired 2016

Model 911 SC
Year 1981 Acquired 2015

Model 3.2 Carrera
Year 1986 Acquired 2015

Model 993 C4S
Year 1996 Acquired 2016

Model 964 Carrera 4
Year 1994 Acquired 2016

Model 997.1 GT3
Year 2007 Acquired 2017



Have you noticed how every 911 owner has a different idea of how it should be used? There's the daily drivers, the weekend warriors,

the track guys, the modifiers, the obsessive detailers and everything in-between. So, where do I fall in the grand old scheme of things? The easy answer is all the above and more. I've been incredibly lucky (some have suggested I was born with a golden horseshoe up my backside), allowing me to have a 'different horse for different courses'. However, where possible I like to have rear seats and seatbelts installed, so my kids (now seven and nine) can share the unique experience of the air-cooled 911.

I was infected with the Porsche bug thanks to my grandpa, he would throw me and his Staffordshire Bull Terrier in the back, and off we would go. It's my hope to give the same gift to my kids, and I've always gone out of my way to safely accommodate the kids in my Porsches. Honestly, it's a win/win situation. It allows me to spend more



time in my beloved 911s, and the kids have a blast going out in the old cars.

Getting two kids in the rear of a Porsche is a little more complicated than your average family car. All generations of 911 have narrow seats, and will not accommodate standard kid's car seats. I've heard of a few models that will fit, but I have always been more than pleased with the Porsche factory options.

I've used the rear-facing version for younger kids and it fits well, but requires a lot of space, so the driver or passenger will have to scoot their seat right up. The forward-facing 'booster' car seat requires less room, and I can have my seat in its



usual position. The space and fit issue is exacerbated in the later models. I'm at a loss as to why, but the factory car seats fit far better in the older models. Despite being specifically designed for my old 997, they would not sit flat, and there was a small void at the rear between the seat base and car seat. I am delighted to report it fits perfectly in all my air-cooled Porsches from the first generation 911 all the way to the 993.

I recommend going to your local dealer and ordering the seats directly, I've managed to get a good discount. No excuses now, get the kids in your 911, and start brainwashing the next generation!



Rob Clarke
Bristol, UK

@rob911_tlt
 @Rob996LTL

Model 996.1 Carrera 4
Year 1999
Acquired February 2014



I'm in a bit of a dilemma with regard to the 911 at the moment. I am commuting more for work, and it is no longer my preferred

car of choice! I am finding the ride is nowhere near as comfortable as it used to be. I don't know whether this is due to me changing my rims, as I did have my 17-inch winter rims on, but have switched to 18-inch. It could be issues with tyre pressures, a failed part of my suspension or a simple case of the number of bumps on the road has knocked the geo out. Whatever it is, the ride quality has gone downhill, and it's not just me being grumpy, as my wife has also found it less comfortable than before.

With my increased commute time the enthusiasm to look at it is not there.



So my options are: swap wheels back over, refresh my front-top mounts, get it tracked and then see what happens. The other option is remove the factory Sport suspension (MO30), and refresh my whole suspension for a more comfortable option to try and bring it back to a GT.

These are not my only options: I could park it in my lock up, put the cover on and lock the door and come back to it later in the year, or replace it with a newer model? Since I am even thinking about these options does show I have probably fallen out of love with my car.



Joel Newman
London, UK

Model 996 Turbo
Year 2003
Acquired April 2014



Last month I mentioned the screaming electrical whine emanating from the engine bay of my Turbo, and the associated £960 bill.

Well, while on my annual summer holiday, I had some time to kill on the beach, and spent some time hunting down an exhaust gas recirculation valve, known as the secondary air pump in the Porsche parts world.

I have managed to find an original Bosch unit, and on my return this morning it was ready for collection – tried and tested for a wholly reasonable £32, saving over over £900! Assuming

it works I might have just about covered the mobile internet browsing bill, but, in all seriousness, again it just shows how an online parts hunt really can save owners of any 911 a great deal of money.

I also mentioned last month that I had purchased a rotary polisher. I also ordered a load of BriteMAX polishing compounds and an array of various strength grades of 130mm Lake Country polishing pads, which my neighbour has handed over this morning. For some reason she thought I'd bought a whole box of shampoo! I guess it's the hair...

When I left for my holiday my usual parking space was gone, so I had to leave the car, without really thinking it through, under a tree. Well, I will certainly have my

work cut out, because it looks like every bird in north London has made a deposit on my roof. Looking at the positives I guess that gives me something to practice on, so this month I shall get the new pump fitted and, I hope, the car polished to a mirror finish. You'll have to check back in next month to see if I achieved both.



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



As summer winds down, I am happy to report that I will be picking up my 1986 930 from its top-end rebuild. You might recall, what

started as a tune-up and rear main seal replacement turned into a rebuild after a broken head stud was discovered when checking the plugs for fouling. Getting this in time for autumn does remind me of the old adage about sports cars that they 'spend all winter in storage, and all summer in the shop.'

The final hurdle was when it was discovered that one of my rear engine mounts was missing! A bit scary to have been cranking down 1.2 bar without the engine properly secured. As this

particular mount is apparently no longer offered new, we had to locate a good used one, and combine that with a new/proper bracket. It was also determined that the A/C system was beyond repair, and was replaced with an R134 conversion and new compressor – again just in time for winter! I look forward to sharing driving impressions next month.

In other Porsche news I recently spotted a 1990's C2 Cabriolet that had the 'E.T.' third brakelight (named after the head shape of the alien in Stephen Spielberg's 1980s sci-fi blockbuster). It also amused me that it had a 'period-correct' cell phone antenna! I also saw an interesting 1980s 911 with bolt-on flares that had a similar set of black and gold BBS RS wheels as my 930, which I don't see very often.

Finally, I would mention that my business partner finally caught the Porsche 911 bug, and he ordered a 2018 991 Cabriolet. At one point, his wife was pushing for him to get a Panamera instead, but I was able to get through to him that if you're going to do this... do it right!



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EBS RACING

Whether you want parts or advice on your racing project, EBS offers the complete solution for customers around the world, as Total 911 finds out...

Written by **Chris Randall** Pictures courtesy **EBS Racing**

Being inspired by a 930 Turbo is a pretty good reason for starting a business, and that's exactly what happened to Jon Freismidl. As a teenager his first sight of the car was on a German autobahn, and it began a lifelong passion for all things Neunelfer – one culminating in the formation of Engine Building Supply some 15 years later. Better known as EBS Racing, we were keen to pay him a visit at his impressive premises in Reno, Nevada. Once there, you find a business steeped in all things Porsche, and one that's truly committed to its customers. Oh yes, and there's a diner and bar, too. We'll come back to that.

First thing is finding out a bit more about the beginnings of the business, and Jon is keen to explain: "I'd worked in automotive parts before, and was involved with things like 911 RSR restorations, but after being laid off I found myself working in construction. All the time I was thinking about how to get back to selling 911 parts, and took the decision to re-establish the business from home." That business expanded quickly, somewhat taking over his house in San Francisco, so the early 1990s saw Jon make the decision to move to Reno, where things kept on growing. "We soon had to move to bigger premises and take on more staff, but it wasn't long before we were on the move again and found our current site in 2007," he explains.

Today, EBS can supply top-quality parts and expertise for any Porsche, and they are seeing a

notable resurgence of interest in the front-engined models, but it's clear that the 911 remains at the heart of what they do. Jon himself owns a number of interesting models, from a 1973 'T' that's in the process of being converted to RS specification, to a 1999 996 for which his skilled team are developing a 3.9-litre engine conversion. It's that latter car that gives a clue to another exciting aspect of the EBS

business, but first things first, and that's discovering that the supply of OEM and quality aftermarket components continues to form an important part of what this company is all about.

Being quite possibly the largest suppliers of 911 pistons and cylinders in the world is impressive enough, but it turns out that there's rather more to it than that. "Just selling parts is easy, but it's our specialist skills and experience that make us different" says Jon. "We have a real, deep-rooted expertise that means our customers have confidence in us, which means we can build a strong relationship with them, and ensure they have everything they need to undertake a job." So how does that

translate in practice? Well, for one thing it's led to EBS developing a range of engine and transmission rebuild kits: complete packages where the customer knows that not only will everything they need be there – including any special tools if necessary – but that there's also complete transparency when it comes to cost.

That latter point is an important one, as the company say they have seen a noticeable shift

Company profile

Owner: Jon Freismidl

Opened: 1993

Location: Reno, Nevada

Most common job: Engine rebuilds for all manner of 911s

Coollest job: Sourcing parts for classic competition Porsches like the 904 and 906

Interesting fact about the business: I do all the cooking at our Friday staff dinner!

Contact

+1 775-673-1300
ebsracing.com







Jon Freismidl's business has been operating out of Reno, Nevada since 1993



EBS doesn't just sell car parts, undertaking re-bores and re-finishing of nikasil linings, as well as prepping race cars



in recent years. The rise in values of Porsche cars means customers are willing to spend money, but only on parts of the highest quality, so confidence that they've come to the right place is crucial. Talk of customer demand brings us neatly to the other side of the business – upgrades and motorsport builds.

Here, Jon and his team can really deploy all of that expertise and enthusiasm, planning and discussing every aspect of a project so that the customer knows they're getting the very best solution, one that will use the very best parts for the job, and it's something the company prides itself on. If you want a 911 for fast-road or occasional track use, or to go from competitive racing to rallying, EBS can supply everything you're going to need. Whether that's just a chat and some advice, or special components – pistons manufactured to the company's own specification, for example – this is very much a one-stop shop that enables an owner to bring their dream project to fruition. As if all of that isn't enough, there's another equally fascinating string to the EBS

bow. They also offer the full range of machine shop services, something that makes them different from their competitors. Jon explains, "It's another way of showing people that we're not just about selling parts, and no matter what the job, we can take it on."

The work can include accurate measurement of components and then machining or rebuilding, either

enough time to ask him about that diner, a question that brings a chuckle from the affable founder.

"It's a tradition in Germany to relax a bit on a Friday, so we thought we'd bring a slice of that to Nevada. It's a great opportunity for customers and enthusiasts to come together to talk all things Porsche, and what better way to do that than to

"We have a real, deep-rooted expertise that means our customers have confidence in us, so we can build a strong relationship with them"

to factory tolerances, or to a specification suitable for motorsport. Reconditioning the cylinders for air-cooled engines has become another growing part of the business. "Customers send them in, and we can undertake everything from re-bores to re-finishing the Nikasil linings." It's a hugely impressive operation, making it easy to see why the expertise of EBS is in demand from 911 owners across the globe. Although our discussion with Jon is nearly over, there's just

invite them to the shop for burgers or spaghetti and meatballs! Accompanied by a few beers or sodas it's a great atmosphere, and when a customer rings me up to discuss a project I can say sure, come over and we'll cook lunch for you at the same time," Jon explains.

Unfortunately we didn't get a chance to sample the famous American hospitality, but our visit was a fascinating opportunity to find out more about this talented and enthusiastic business – one that Jon Freismidl and his team are rightly proud of. It's been more than 40 years since that first sighting of the mighty 911 Turbo, but visit EBS today and you'll soon see that it's never been forgotten. **911**



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Data file

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



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



General valuations

This reflects the general market trend for a model's used value compared to the previous financial quarter. The 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

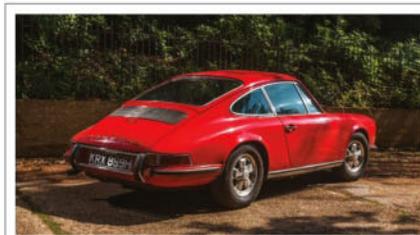
The 911 that started it all when the prototype appeared in 1963, this car set the style for all 911s to follow. Developed to replace the 356, a four-pot 912 was also made.

Production numbers	9,250
Issue featured	123
Engine capacity	1,991cc
Compression ratio	9.0:1
Maximum power	130hp @ 6,100rpm
Maximum torque	149Nm @ 5,200rpm
0-62mph	8.3sec
Top speed	131mph
Length	4,163mm
Width	1,610mm
Weight	1,075kg
Wheels & tyres	F 4.5x15 inch; 165/80/R15
R	4.5x15 inch; 165/80/R15



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

Production numbers	4,691
Issue featured	120
Engine capacity	2,195cc
Compression ratio	9.8:1
Maximum power	180hp @ 6,500rpm
Maximum torque	199Nm @ 5,200rpm
0-62mph	6.6sec
Top speed	145mph
Length	4,163mm
Width	1,610mm
Weight	1,020kg
Wheels & tyres	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	129hp @ 5,800rpm
Maximum torque	169Nm @ 4,200rpm
0-62mph	7.0sec (est)
Top speed	127mph
Length	4,163mm
Width	1,610mm
Weight	1,020kg
Wheels & tyres	F 5.5x15 inch; 165HR
R	5.5x15 inch; 165HR



● (C & D series) ★★★★★

911T 1973

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

Production numbers	16,933
Issue featured	127
Engine capacity	2,341cc
Compression ratio	7.5:1
Maximum power	130hp @ 5,600rpm
Maximum torque	197Nm @ 4,000rpm
0-62mph	7.6sec
Top speed	128mph
Length	4,163mm
Width	1,610mm
Weight	1,077kg
Wheels & tyres	F 5.5x15 inch; 165HR
R	5.5x15 inch; 166HR



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	230hp @ 6,200rpm
Maximum torque	275Nm @ 5,000rpm
0-62mph	5.3sec
Top speed	152mph
Length	4,135mm
Width	1,680mm
Weight	900kg
Wheels & tyres	F 8x15 inch; 215/60/VR15
R	9x15 inch; 235/60/VR15



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 Calli cars)

Issue featured	116
Engine capacity	3,299cc
Compression ratio	7.0:1
Maximum power	300hp @ 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



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	180/188/204hp @ 5,500rpm
Maximum torque	265/265/267Nm
0-62mph	6.5sec
Top speed	141/146mph
Length	4,291mm
Width	1,626mm
Weight	1,160kg (1978)
Wheels & tyres	F 6x15 inch; 185/70/VR15
R	7x15 inch; 215/60/VR15



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	158
Engine capacity	2,994cc
Compression ratio	10.3:1
Maximum power	255hp @ 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	130hp @ 6,200rpm
Maximum torque	173Nm @ 4,500rpm
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

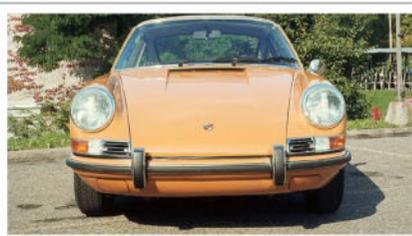
(A & B series) ★★★★★

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	110hp @ 5,800rpm
Maximum torque	156Nm @ 4,200rpm
0-62mph	8.8sec (est)
Top speed	124mph
Length	4,163mm
Width	1,610mm
Weight	1,020kg
Wheels & tyres	F 5.5x15 inch; 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	140hp @ 6,500rpm
Maximum torque	175Nm @ 4,500rpm
0-62mph	7.6sec
Top speed	130mph
Length	4,163mm
Width	1,610mm
Weight	1,020kg
Wheels & tyres	F 5.5x15 inch; 185HR R 5.5x15 inch; 185HR

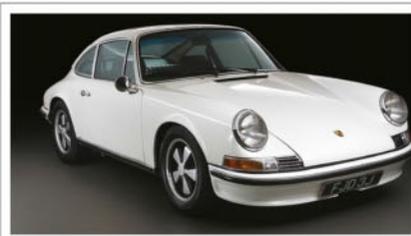
(B series) ★★★★★

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 wing.

Production numbers	2,106
Issue featured	n/a
Engine capacity	1,991cc
Compression ratio	9.1:1
Maximum power	170hp @ 6,800rpm
Maximum torque	183Nm @ 5,500rpm
0-62mph	7.0sec (est)
Top speed	140mph
Length	4,163mm
Width	1,610mm
Weight	995kg
Wheels & tyres	F 6x15 inch; 185/70/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	2,189cc
Compression ratio	9.1:1
Maximum power	155hp @ 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	165hp @ 6,200rpm
Maximum torque	206Nm @ 4,500rpm
0-62mph	7.5sec
Top speed	137mph
Length	4,163mm
Width	1,610mm
Weight	1,077kg
Wheels & tyres	F 6x15 inch; 185HR 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	130hp @ 5,600rpm
Maximum torque	197Nm @ 4,000rpm
0-62mph	7.6sec
Top speed	128mph
Length	4,163mm
Width	1,610mm
Weight	1,077kg
Wheels & tyres	F 5.5x15 inch; 165HR R 5.5x15 inch; 165HR

(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	190hp @ 6,500rpm
Maximum torque	211Nm @ 5,200rpm
0-62mph	6.6sec
Top speed	140mph
Length	4,163mm
Width	1,610mm
Weight	1,077kg
Wheels & tyres	F 6x15 inch; 185/70/R15 R 6x15 inch; 185/70/R15



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	210hp @ 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	165hp @ 6,200rpm
Maximum torque	206Nm @ 4,500rpm
0-62mph	7.5sec
Top speed	137mph
Length	4,163mm
Width	1,610mm
Weight	1,077kg
Wheels & tyres	F 6x15 inch; 185HR R 6x15 inch; 185HR

(F series) ★★★★★

911S 1973



The 911S had the same engine 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 (165hp 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 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	173hp @ 5,800rpm
Maximum torque	235Nm @ 4,000rpm
0-62mph	7.0sec
Top speed	142mph
Length	4,291mm
Width	1,610mm
Weight	1,080kg
Wheels & tyres	F 6x15 inch; 165VR R 6x15 inch; 165VR



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	210hp @ 6,300rpm
Maximum torque	255Nm @ 5,100rpm
0-62mph	6.3sec
Top speed	148mph
Length	4,291mm
Width	1,610mm
Weight	1,075kg
Wheels & tyres	F 6x15 inch; 185VR R 7x15 inch; 205VR

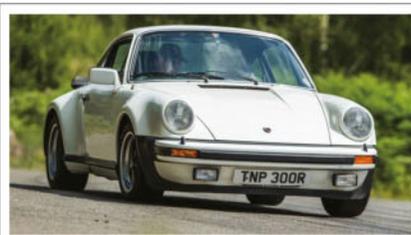
(I & J series) ★★★★★

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	197hp @ 6,000rpm
Maximum torque	255Nm @ 4,200rpm
0-62mph	6.3sec
Top speed	145mph
Length	4,291mm
Width	1,610mm
Weight	1,093kg
Wheels & tyres	F 6x15 inch; 185/70/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	157
Engine capacity	2,994cc
Compression ratio	6.5:1
Maximum power	260hp @ 5,500rpm
Maximum torque	343Nm @ 4,000rpm
0-62mph	5.5sec
Top speed	155mph
Length	4,291mm
Width	1,775mm
Weight	1,140kg
Wheels & tyres	F 6x15 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	300hp @ 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 7x15 inch; 205/55/VR16 R 8x15 inch; 225/50/VR16

(Carrera 3.2) ★★★★★

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	231hp @ 5,900rpm
Maximum torque	284Nm @ 4,800rpm
0-62mph	5.6sec
Top speed	152mph
Length	4,291mm
Width	1,652mm
Weight	1,210kg
Wheels & tyres	F 7x15 inch; 195/65/VR15 R 8x15 inch; 215/60/VR15 (16" for '89)

(930 SE) ★★★★★

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	330hp @ 5,500rpm
Maximum torque	432Nm @ 4,000rpm
0-62mph	4.6sec
Top speed	173mph
Length	4,291mm
Width	1,775mm
Weight	1,335kg
Wheels & tyres	F 7x15 inch; 205/55/VR16 R 9x15 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	450hp @ 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) ★★★★★



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 6x15 inch; 205/45/VR16 R 8x15 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	330hp @ 5,500rpm
Maximum torque	432Nm @ 4,000rpm
0-62mph	4.6sec
Top speed	173mph
Length	4,291mm
Width	1,775mm
Weight	1,335kg
Wheels & tyres	
F	7x16 inch; 205/55/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 updated and LSD standard.

Production numbers	340
Issue featured	126
Engine capacity	3,164cc
Compression ratio	10.3:1
Maximum power	231hp @ 5,900rpm
Maximum torque	284Nm @ 4,800rpm
0-60mph	5.9sec
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	381hp @ 6,000rpm
Maximum torque	490Nm @ 4,800rpm
0-62mph	4.6sec
Top speed	180mph
Length	4,290mm
Width	1,775mm
Weight	1,290kg
Wheels & tyres	
F	8x18 inch; 225/40/ZR18
R	10x18 inch; 265/35/ZR18



964 3.8 RS 1993

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	300hp @ 6,500rpm
Maximum torque	359Nm @ 5,250rpm
0-62mph	4.9sec
Top speed	169mph
Length	4,290mm
Width	1,775mm
Weight	1,210kg
Wheels & tyres	
F	8x18 inch; 235/40/ZR18
R	11x18 inch; 285/35/ZR18



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	285hp @ 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



993 Carrera RS 1995-96

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

Production numbers	1,014
Issue featured	119
Engine capacity	3,746cc
Compression ratio	11.5:1
Maximum power	300hp @ 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	300hp @ 6,800rpm
Maximum torque	350Nm @ 4,600rpm
0-62mph	5.2sec
Top speed	174mph
Length	4,430mm
Width	1,765mm
Weight	1,375kg
Wheels & tyres	
F	7x17 inch; 205/50/R17
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	360hp @ 7,200rpm
Maximum torque	370Nm @ 5,000rpm
0-62mph	4.8sec
Top speed	188mph
Length	4,430mm
Width	1,765mm
Weight	1,350kg
Wheels & tyres	
F	8x18 inch; 225/40/R18
R	10x18 inch; 285/30/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	420hp @ 6,000rpm
Maximum torque	560Nm @ 2,700rpm
0-62mph	4.2sec
Top speed	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' 911.

Production numbers 13,353 (Coupe)
Issue featured 111
Engine capacity 3,600cc
Compression ratio 11.3:1
Maximum power 250hp @ 6,100rpm
Maximum torque 310Nm @ 4,800rpm
0-62mph 5.7sec
Top speed 162mph
Length 4,250mm
Width 1,652mm
Weight 1,450kg

Wheels & tyres
F 8x16-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 250hp @ 6,100rpm
Maximum torque 310Nm @ 4,800rpm
0-62mph 5.6sec
Top speed 162mph
Length 4,250mm
Width 1,652mm
Weight 1,350kg

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

★★★★★

964 Turbo 1991-92



This used the revised 964 bodysell, 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 3,295cc
Compression ratio 70:1
Maximum power 320hp @ 5,750rpm
Maximum torque 450Nm @ 4,500rpm
0-62mph 5.4sec
Top speed 168mph
Length 4,250mm
Width 1,775mm
Weight 1,470kg

Wheels & tyres
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 265hp @ 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 260hp @ 6,100rpm
Maximum torque 310Nm @ 4,800rpm
0-62mph 5.4sec
Top speed 162mph
Length 4,250mm
Width 1,650mm
Weight 1,230kg (Sport)

Wheels & tyres
F 5x17-inch; 205/50/ZR17
R 9x17-inch; 255/40/ZR17

★★★★★

964 C2 Speedster 93-94



Combined the 964 bodysell 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 250hp @ 6,100rpm
Maximum torque 310Nm @ 4,800rpm
0-62mph 5.5sec
Top speed 161mph
Length 4,250mm
Width 1,652mm
Weight 1,340kg

Wheels & tyres
F 7x17-inch; 205/50/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 360hp @ 5,500rpm
Maximum torque 520Nm @ 4,200rpm
0-62mph 4.8sec
Top speed 174mph
Length 4,250mm
Width 1,775mm
Weight 1,470kg

Wheels & tyres
F 8x18-inch; 225/40/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 250hp @ 6,100rpm
Maximum torque 310Nm @ 4,800rpm
0-62mph 5.7sec
Top speed 162mph
Length 4,250mm
Width 1,775mm
Weight 1,470kg

Wheels & tyres
F 7x17-inch; 205/50/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 157
Engine capacity 3,600cc
Compression ratio 11.3:1
Maximum power 250hp @ 6,100rpm
Maximum torque 310Nm @ 4,800rpm
0-62mph 5.5sec
Top speed 164mph
Length 4,250mm
Width 1,650mm
Weight 1,340kg

Wheels & tyres
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 272hp @ 6,000rpm
Maximum torque 330Nm @ 5,000rpm
0-62mph 5.6sec
Top speed 168mph
Length 4,245mm
Width 1,735mm
Weight 1,370kg

Wheels & tyres
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 272hp @ 6,000rpm
Maximum torque 330Nm @ 4,600rpm
0-62mph 5.2sec
Top speed 166mph
Length 4,245mm
Width 1,735mm
Weight 1,420kg

Wheels & tyres
F 7x16-inch; 205/50/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 430hp @ 5,750rpm
Maximum torque 540Nm @ 4,500rpm
0-62mph 3.9sec
Top speed 189mph
Length 4,245mm
Width 1,855mm
Weight 1,290kg

Wheels & tyres
F 9x18-inch; 235/40/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 408hp @ 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 285hp @ 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 450hp @ 5,750rpm
Maximum torque 585Nm @ 4,500rpm
0-62mph 4.1sec
Top speed 186mph
Length 4,245mm
Width 1,795mm
Weight 1,583kg

Wheels & tyres
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 300hp @ 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 bodysell, without rear air intakes, but with a full-width rear reflector panel. Suspension and brakes were similar to the Turbo spec.

Production numbers 23,055
Issue featured 155
Engine capacity 3,596cc
Compression ratio 11.3:1
Maximum power 320hp @ 6,800rpm
Maximum torque 370Nm @ 4,250rpm
0-62mph 5.1sec
Top speed 174mph
Length 4,435mm
Width 1,830mm
Weight 1,495kg

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

★★★★★

996 GT2 2001-03



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 462hp @ 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 320hp @ 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 320hp @ 6,800rpm
Maximum torque 370Nm @ 4,250rpm
0-62mph 5.0sec
Top speed 177mph
Length 4,430mm
Width 1,770mm
Weight 1,430kg

Wheels & tyres
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 345hp @ 6,800rpm
Maximum torque 370Nm @ 4,800rpm
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

Why isn't the 993 being restored?



Pour over any Porsche classifieds from around the world and you'll likely find an array of air-cooled classics that boast a recent restoration, no doubt with thousands spent. Such work appears common now for anything from the earliest short-wheel-base cars right up to the 964 generation of 911. However, 993s routinely seem to have been excluded from this classifieds 'resto club', this despite the car being air-cooled like its ancestors and sharing many mechanical and trim parts with its earlier 964 sister. So why is this?

Alan Drayson, proprietor at Dorset-based Canford Classics, themselves one of the UK's best-known restorers of classic 911s, says this shunning of the 993 isn't intentional, per se. "We advertise ourselves as catering for all manner of air-cooled 911, as they are the true classics," he tells us. "It's true that a restoration of a 993-generation car is rare for us, but that's not down to a decision we've made. We'd love to see more 993s pass through our doors, but I think it's more down to the fact the 993 is still about servicing and keeping on top of them to maintain their value. With the 964, they had a period where they were very cheap to buy, and so people were able to get into an example and then spend some money on restoring them." Those are sentiments largely echoed by Greig Daly and Darren Anderson, directors at fellow UK-based specialists RPM Technik. They tell **Total 911**: "It is true we have not seen 993 restorations to the same degree as in the earlier 911s. In our opinion there are three fundamental reasons behind this. Firstly and I guess fairly obviously they are younger and the corrosion issues that often prompt restoration are not yet fully ravaging the 993. Associated with this is they have never really dipped low enough in value to get purchased by individuals without financial means of maintaining properly. Lastly there has been a strong feeling these cars are worth the most money if totally original and unmolested. It won't be long before we see restorations on 993s being common place."

So, as the last of the air-cooled 911s, the 993's place in history is assured, and with long-term prospects good for the car in terms of values, it won't be long before we're seeing those classifieds filled with 993s that have joined their 964 and earlier counterparts in getting a welcome restoration.

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	381hp @ 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	381hp @ 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	450hp @ 5,700rpm
Maximum torque	620Nm @ 3,500-4,500rpm
0-62mph	4.2sec
Top speed	191mph
Length	4,291mm
Width	1,830mm
Weight	1,590kg
Wheels & tyres	F 8x18-inch; 225/40/R18 R 11x18-inch; 295/30/R18

997 Carrera 4 2005-08



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

Production numbers	8,533
Issue featured	3
Engine capacity	3,996cc
Compression ratio	11.3:1
Maximum power	325hp @ 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	355hp @ 6,600rpm
Maximum torque	400Nm @ 4,600rpm
0-62mph	4.8sec
Top speed	179mph
Length	4,427mm
Width	1,852mm
Weight	1,475kg
Wheels & tyres	F 8x19-inch; 235/35/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	159
Engine capacity	3,600cc
Compression ratio	9.8:1
Maximum power	480hp @ 6,000rpm
Maximum torque	620Nm @ 1,950-5,000rpm
0-62mph	3.9sec
Top speed	193mph
Length	4,450mm
Width	1,852mm
Weight	1,585kg
Wheels & tyres	F 8.5x19-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	9.0:1
Maximum power	530hp @ 6,500rpm
Maximum torque	680Nm @ 2,200-4,500rpm
0-62mph	3.7sec
Top speed	204mph
Length	4,469mm
Width	1,852mm
Weight	1,440kg
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 DFU 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 @ 1,950-5,000rpm
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 @ 4,400-5,600rpm
0-62mph	4.4sec
Top speed	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

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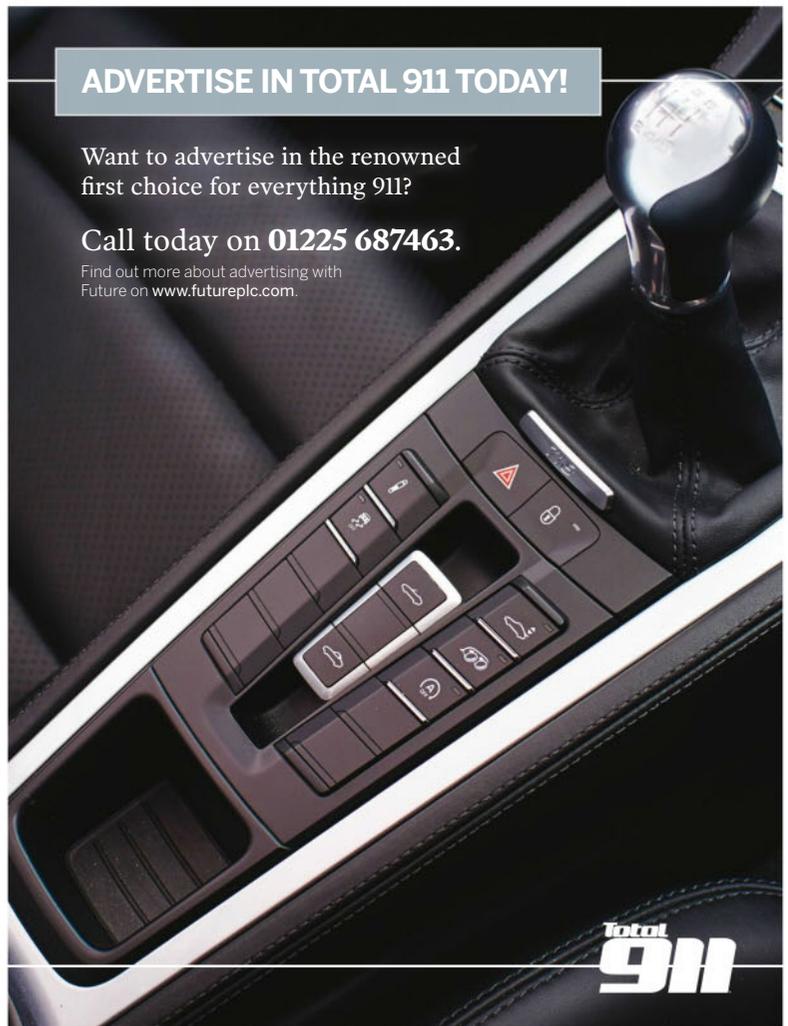
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★★★★★
997 Carrera 2004-08
 Fully revised Porsche 911 with 993-influenced bodywork and a new interior. Engine was like 996, but refined for more power. Six-speed Tiptronic option available.

Production numbers	25,788
Issue featured	112
Engine capacity	3,596cc
Compression ratio	11.3:1
Maximum power	325hp @ 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 8x19-inch; 235/40/R18 R10x18-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	355hp @ 6,600rpm
Maximum torque	400Nm @ 4,600rpm
0-62mph	4.8sec
Top speed	182mph
Length	4,427mm
Width	1,808mm
Weight	1,420kg
Wheels & tyres	F 8x19-inch; 235/35/R19 R11x19-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	415hp @ 7,600rpm
Maximum torque	405Nm @ 5,500rpm
0-62mph	4.3sec
Top speed	192mph
Length	4,445mm
Width	1,808mm
Weight	1,395kg
Wheels & tyres	F 8.5x19-inch; 235/35/R19 R12x19-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	415hp @ 7,600rpm
Maximum torque	405Nm @ 5,500rpm
0-62mph	4.2sec
Top speed	194mph
Length	4,460mm
Width	1,808mm
Weight	1,375kg
Wheels & tyres	F 8.5x19-inch; 235/35/R19 R12x19-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 R11x19-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 R12x19-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 R11x19-inch; 305/30/ZR19



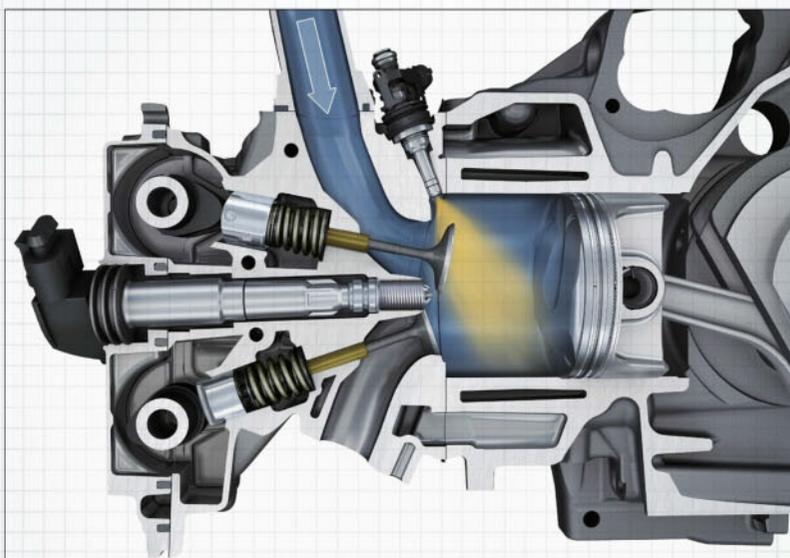
★★★★★
997 GT3 RS 4.0 2010
 Engine was upgraded and aerodynamically tweaked, with the angle of the rear wing increased and dive planes on either side of the front nose. A future collectors' gem.

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 R12x19-inch; 325/30/ZR19

Technology explained

003 PORSCHE DIRECT FUEL INJECTION

Introduced for the 997.2 generation, what exactly is Direct Fuel Injection and how does it work?



In a traditional petrol injection engine, fuel is injected into the inlet manifold where it mixes with air. This air-fuel mixture is then transferred into the combustion chamber when the intake valves open. This basic fuelling principle has been used on Porsche 911s since the introduction of the 'E' in 1968, the first road-going offering from Zuffenhausen to feature Bosch fuel injection.

For the second-generation 997 though, Porsche made the move to Direct Fuel Injection (DFI), the first major revision to the sports cars injection technology in 40 years. DFI injects the petrol straight into the combustion chamber, leaving pure air to be fed through the inlet manifold. By injecting petrol directly into the cylinder (at pressures up to nearly 2,000psi) better homogeneity of the air-fuel mixture is achieved. This creates a leaner mixture than standard fuel injection, resulting in improved fuel economy.

Similarly, the cone angles in the 9A1 engine's multi-hole injectors have been specifically calculated to optimise torque, power output, fuel consumption and emissions. DFI is able to inject the fuel closer to the source of ignition (the spark plugs) producing a more even flame front. Because of this, the fuel mixture is burnt more completely, increasing efficiency, reducing emissions and improving power output. DFI also enhances combustion chamber cooling, allowing greater compression ratios to be used, again resulting in increased efficiency and power.

Injecting the fuel straight into the combustion chamber allows the DFI system to engage multiple injector pulses during a single combustion phase. In the 9A1 engine, Porsche utilises up to three pulses during cold starts and high engine loads, the former to speed up catalytic converter heating, the latter to optimise torque. The engine management system is able to individually regulate the injection timing for each cylinder in the flat six, while the injection rate for each bank can also be controlled. To make sure that the fuel is being burnt as efficiently as possible, emissions are monitored by Lambda sensors in the exhaust system, which feed back to the control unit, allowing for accurate adjustments to be made to the mixture.



997 GT2 RS 2010-11

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	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	193mph
Length	4,435mm
Width	1,852mm
Weight	1,585kg
Wheels & tyres	F 8.5x19-inch; 235/35/ZR19 R 11x19-inch; 305/30/ZR19

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	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



991.1 Carrera 4 2012-15

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

Production numbers	Unknown
Issue featured	98
Engine capacity	3,436cc
Compression ratio	12.5:1
Maximum power	350hp @ 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



991.1 Carrera 4S 2012-15

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

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



991 GT3 RS 2015-

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

Production numbers	120 (UK)
Issue featured	136
Engine capacity	3,996cc
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 11.5x19-inch; 295/30/ZR19



991 R 2016

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

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; 265/35/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	193mph
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	157
Engine capacity	3,436cc
Compression ratio	12.5:1
Maximum power	350hp @ 7,400rpm
Maximum torque	390Nm @ 5,600rpm

0-62mph	4.8sec
Top speed	179.6mph
Length	4,491mm
Width	1,808mm
Weight	1,380kg

Wheels & tyres
F 8.5x19-inch; 235/40/19
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	188.8mph
Length	4,491mm
Width	1,808mm
Weight	1,395kg

Wheels & tyres
F 8.5x20-inch; 245/35/20
R 11x20-inch; 295/30/20

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	4,445mm
Width	1,852mm
Weight	1,430kg

Wheels & tyres
F 8.5x20-inch; 245/35/20
R 12x20-inch; 305/30/20

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; 245/35/20
R 11x20-inch; 305/30/20

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; 245/35/20
R 11x20-inch; 305/30/20



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; 245/35/20
R 11.5x20-inch; 305/30/20

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; 245/35/20
R 11.5x20-inch; 305/30/20

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; 245/35/20
R 11.5x20-inch; 305/30/20

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; 245/35/20
R 11.5x20-inch; 305/30/20



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; 245/35/20
R 11.5x20-inch; 305/30/20

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; 245/35/20
R 11.5x20-inch; 305/30/20



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; 245/35/20
R 11.5x20-inch; 305/30/20

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). Red connecting strip on rear.

Production numbers	In production
Issue featured	151
Engine capacity	2,981cc
Compression ratio	10.0:1
Maximum power	450hp @ 6,500rpm
Maximum torque	550Nm @ 2,150-5,000rpm

0-62mph	3.8sec
Top speed	193mph
Length	4,528mm
Width	1,852mm
Weight	1,515kg

Wheels & tyres
F 9x20-inch; 245/35/20
R 12x20-inch; 305/30/20



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	153
Engine capacity	3,996cc
Compression ratio	13.3:1
Maximum power	500hp @ 8,250rpm
Maximum torque	460Nm @ 6,000rpm

0-62mph	3.9sec (manual)
Top speed	199mph
Length	4,562mm
Width	1,852mm
Weight	1,413kg (manual)

Wheels & tyres
F 9x20-inch; 245/35/20
R 12x20-inch; 305/30/20



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; 265/35/20
R 12.5x21-inch; 325/30/21



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	Not specified
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; 245/35/20
R 11.5x20-inch; 305/30/20

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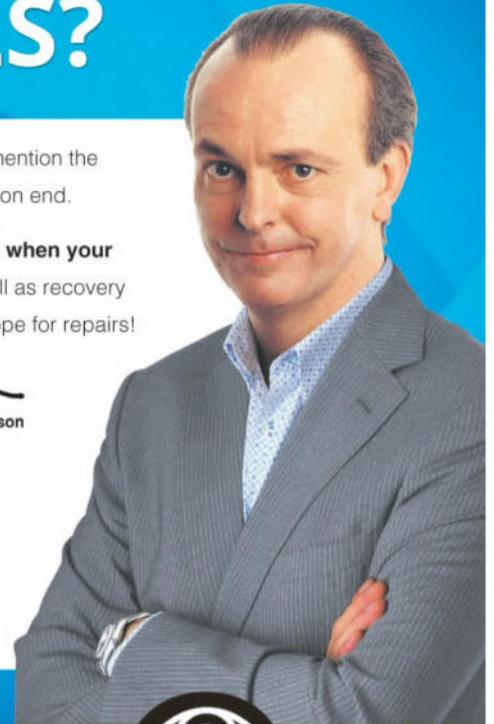


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- Summer Yellow



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- Low Mileage



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- Low Mileage



Porsche 911E

- In Stock Now
- Right Hand Drive
- Tangerine



Porsche 993 RSR

- In Stock Now
- Cup Homage
- Signal Orange



Porsche 912 1.6

- In Stock Now
- Left Hand Drive
- Low Mileage



Porsche 928 GTS

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- Amazon Green
- Tiptronic

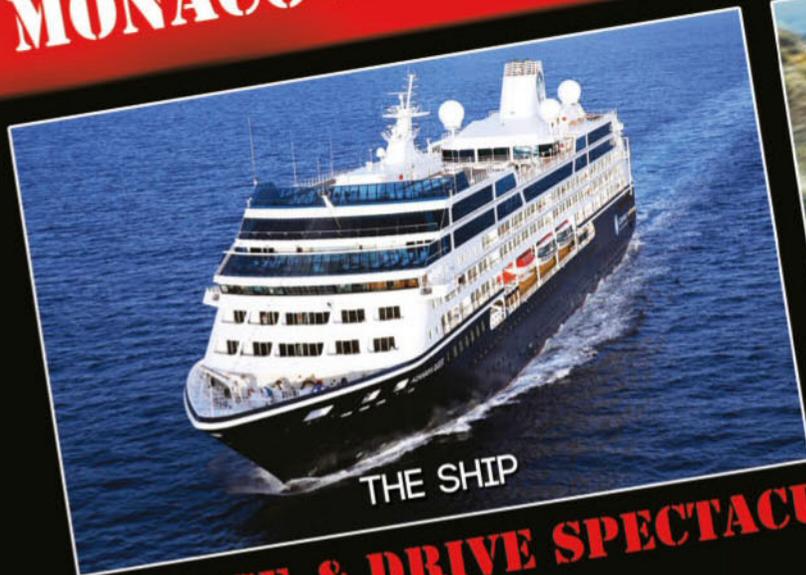


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PORSCHE 911 (1993) TURBO COUPE 1996, RHD
23,650 miles, UK supplied. Midnight Blue Metallic with Marble Grey
and Midnight Blue Leather Interior



PORSCHE 911 (1996) TURBO CABRIOLET, 2004 /54
37,480 miles, UK supplied. Atlas Grey Metallic with Black Leather Interior



PORSCHE 928 GTS, MANUAL, 1995
29,200 miles, UK supplied. Metallic Blue with Linen Leather, Blue Piped



PORSCHE 911 SUPERSPORT 3.2 CARRERA CABRIOLET, 1989
27,490 miles, UK supplied. Guards Red, Linen Leather seats
with Red Piping



PORSCHE 911 (1997) CARRERA GTS CABRIOLET (2011)
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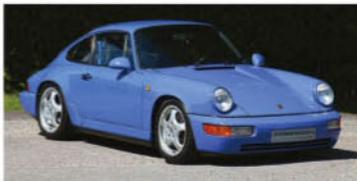
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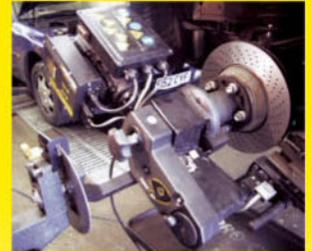
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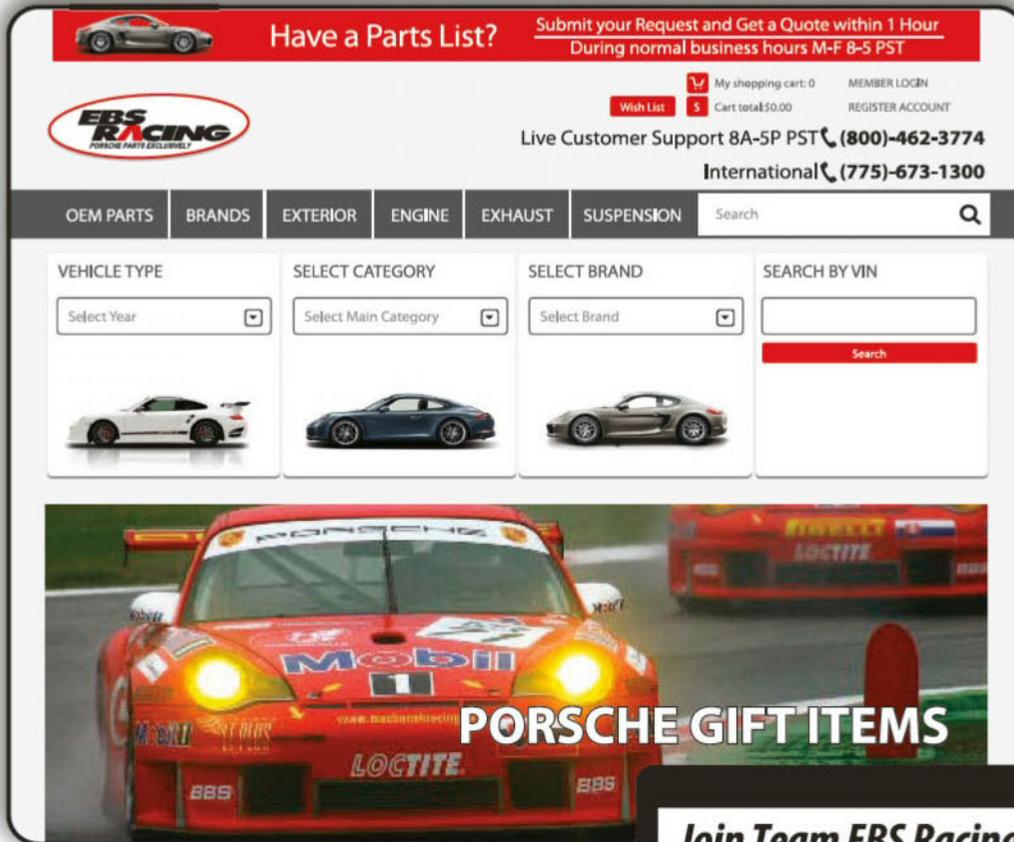
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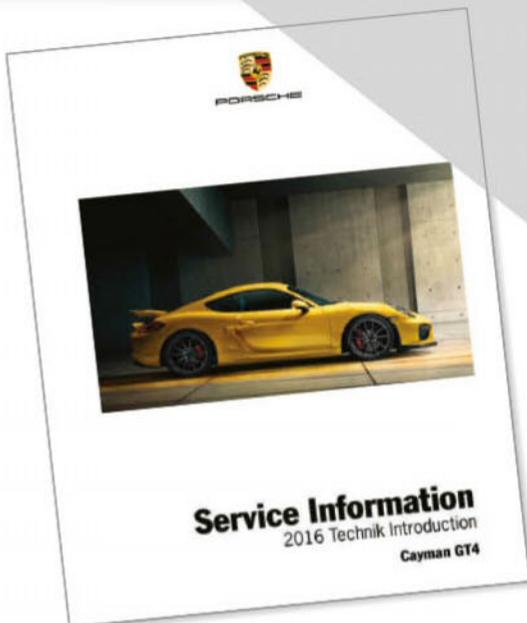


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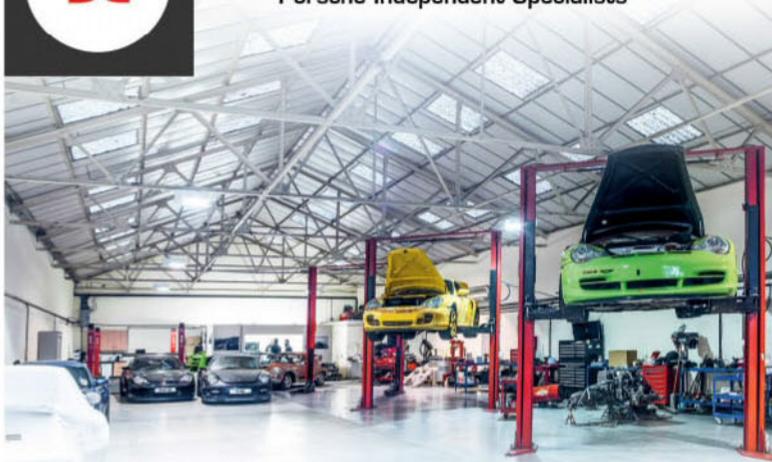
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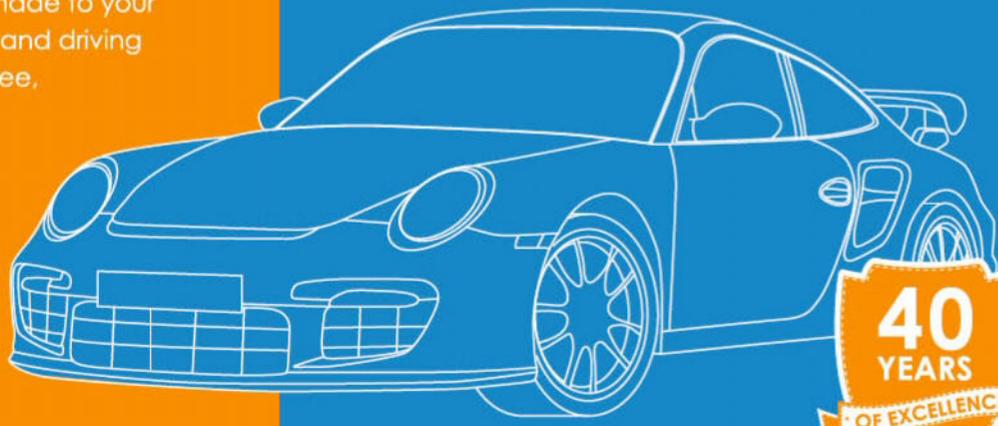
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NEXT ISSUE

Issue 160 in shops and available for download from 29th November

911 GT2 RS FIRST DRIVE

It's the new king of the 'Ring, but how does Porsche's new 911 GT2 RS really stack up?



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911 DESIGN ICONS THE REAR WIPER

Known for its cutting-edge technology, Porsche was also one of the first to adopt a device that's rather more common today

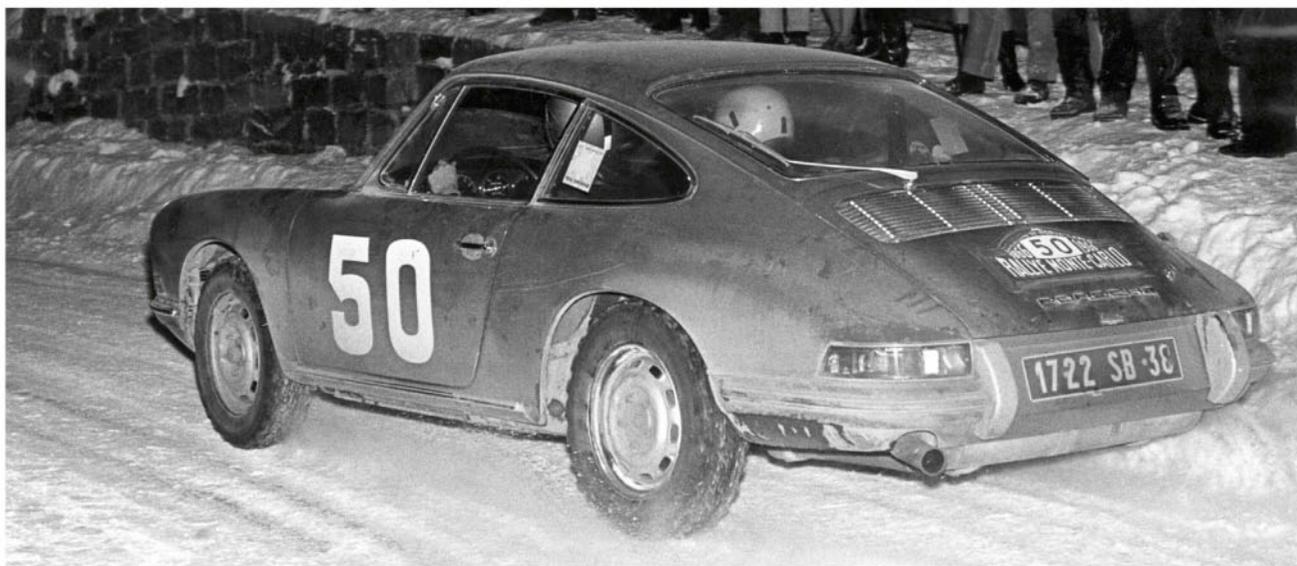
Ever since its inception the 911 has been a sports car that you really can use every day, but if you intend driving in all weathers then a heckscheibenwischer will come in very handy indeed. That's a rear wiper to you and me, and while carmakers have experimented with them since the 1940s, Porsche would be among the first to adopt them for a production model, and they'd appear on the Neunelfer in slightly unusual circumstances. Wealthy German industrialist Alfried Krupp von Bohlen und Halbach was a serial owner of 356s, and in 1962 he asked Porsche whether they would fit a rear wiper to his 356B Coupé. They certainly weren't going to turn down a request from such an eminent owner, and it's now considered one of the first commissions for the Sonderwunsch (special wishes) department. With Krupp satisfied, and quickly seeing the usefulness of such an item, Porsche offered it on the 911 from 1966, and it's remained on the options list ever since – although it was standard on the 930. It soon made an appearance on the 911 rally cars, proving useful for snowy events like the Monte Carlo (below, main), with other manufacturers adopting it on their road cars, too. The first wipers were located

rather awkwardly on the edge of the engine cover's air intake, making the linkage more complicated than necessary, but redesigning the panel made for a neater job on later iterations. Always mounted so that it parked on the left-hand side of the rear screen – irrespective of whether it was a left-hand or right-hand drive model – the actual location of the wiper spindle would alter slightly throughout the 911 generations. The arrival of the 964 (and 993) saw it emerge through the glass itself, an inch or two above the bottom of the screen, with

“Porsche would be among the first to adopt a rear wiper for a production model”

the motor and electrical connections located beneath the trim panel of the rear shelf, while for the 996 it moved to a panel just below the screen. It then reverted to a glass mounting for the 997

and 991. What hasn't changed, though, is the option code of '425', ticking that box on a 991 relieving you of £245 for the improved rear visibility, although buyers of GT3s are denied this particular choice. Not all owners are entirely keen on its fitment, some feeling that it spoils the pure lines of the 911. It takes only moments to find forum discussions and instructions for its removal, but whatever your views we shouldn't forget that the 911 was once again at the forefront of automotive technology. **911**



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1970
Porsche 911S- stock -08575

The 1970 Porsche 911S Coupe shown here with matching numbers is available in a captivating red with black interior color combination. It is equipped with a 5-speed manual transmission, Fuchs wheels and includes the spare tire and jack. This is a very clean and presentable Porsche which has a solid floor pan. It's highly sought after and revered by collectors and enthusiasts worldwide. This is definitely a great opportunity for you to own a beautiful weekend driver and mechanically sound example.

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1966 Porsche 911-stock-08681

The 1966 Porsche 911 SWB Coupe shown here is available in red with black interior. It has a manual transmission, upgraded engine, air conditioning, Recaro bucket seats and Phone Dial wheels. Tremendous potential and an overall good candidate for restoration. It has been in the possession of the same owner since 1984.

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1970 Porsche 911T Coupe-stock-08425

The featured 1970 Porsche 911T Coupe shown here with matching numbers is available in maroon with black interior. It is equipped with a manual transmission, dual carburetors, Fuchs wheels, OEM radio and with the original owner's manual. A very clean and presentable example which has had the same owner since 1977. Mechanically sound.

For \$44,500



1971 Porsche 911T Targa - Stock- 08441

The 1971 Porsche 911T Targa shown here with matching numbers is available in lime green with black interior. A vibrant and eye-catching color combination. It comes equipped with a manual transmission. An interesting car to fix up and make drive-able and an excellent car to restore. This is a very desirable project car.

For \$36,500



1984 Porsche 930-stock-08480

The featured 1984 Porsche 930 shown here is available with matching numbers and 89,857 on the odometer and is available in its original Color Code#027 Guards Red with black interior. It comes with a Certificate of Authenticity and is equipped with a manual transmission, air conditioning, power windows, sunroof, updated wheels and includes the owner's manual, jack, spare tire and some miscellaneous parts. A very presentable 930 which is mechanically sound.

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1973 Porsche 911T Targa-stock-08756

This 1973 Porsche 911T Targa with matching numbers is shown here in its original color code#415 sepia brown with black interior. An impressive color combination. It comes equipped with a manual transmission, Fuchs wheels and includes the tool kit. A very clean and presentable Targa which has been in the possession of the same owner for many years.

For \$54,500



1982 Porsche 930 Turbo-stock-08044

This 1982 Porsche Turbo featured here in yellow with yellow interior, comes equipped with a manual transmission, 944 body kit, 3.3-liter engine, twin turbo, roll cage, MOMO bucket seats, Sparco steering wheel and many other performance modifications. Believed to be capable of a massive 730 horsepower. Featured on the cover of the March 1995 edition of European Car Magazine and comes with wall plaques displaying the magazine, this is a truly a remarkable machine and in the right hands could be capable of endless possibilities.

For \$39,500



1989 Porsche Carrera Coupe-stock-08055

The featured 1989 Porsche Carrera Coupe with matching numbers is available in its original special order color code#37B Baltic Blue Metallic with a tan interior. It comes equipped with a manual transmission, air conditioning, power windows, power seats, sunroof, MOMO steering wheel and includes the original owner's handbook, jack and spare tire. An excellent original car in a very desirable color combination and which is mechanically sound.

For \$32,500



1986 Porsche Carrera Targa-stock-08825

This highly collectible 1986 Porsche Carrera Targa with a very low 40,171 on the odometer, comes with matching numbers is shown here in its original color code#027 guards red with black interior. It is equipped with a manual transmission, air conditioning, power windows, Fuchs wheels and includes the spare tire. The Targa is an extremely clean and presentable car and is mechanically sound.

For \$49,500



1989 Porsche Carrera Targa-stock-08318

The featured 1989 Porsche Carrera Targa shown here with matching numbers and 87,658 on the odometer is available in a grey metallic with light grey interior color combination. It has had lots of upgrades and comes equipped with a 5 speed G50 transmission, 3100Z sport-charger, new intercooler, cold air intake, high pressure fuel pump, high performance fuel lines, 2 piece upgraded turbo rims, air conditioning, power windows, MOMO steering wheel and 930 exhaust. It also includes \$13,000 in recent service records which have been completed within the last year. This is an extremely presentable car and incredible value which is, Mechanically sound.

For \$39,500



1990 Porsche 964 Cabriolet-stock-08839

This one-owner 1990 Porsche 964 Cabriolet is shown here with 48,585 on the odometer is available in its original Color Code#550 Linen Gray Metallic with black interior. It has a clean CarFax and comes equipped with a manual transmission, air conditioning, power windows, power steering, power seats, solid wheels, power soft top and includes the spare tire, jack, tool kit and air compressor. A very presentable weekend driver which is mechanically sound.

For \$36,500



1993 Porsche 964 Carrera 2 Cabriolet-stock-08548

The featured 1993 Porsche 964 Carrera 2 Cabriolet with 45,490 on the odometer is being offered in its original black on black interior. A striking color combination. The vehicle comes with a clean CarFax and is equipped with a manual transmission, air conditioning, power windows, power steering, power seats, solid wheels, power soft top and includes the spare tire, tool kit and air compressor. This is a very clean and presentable vehicle which is mechanically sound.

For \$42,500



1995 Porsche 993 Sunroof Coupe-stock-08248

The featured 1995 Porsche 993 Sunroof Coupe in its original gorgeous color combination of Aventura green metallic with grey interior. True miles unknown. It's equipped with a 6-speed manual transmission, air conditioning, power windows, power steering, power seats, OEM stereo and includes the original owner's manual, spare tire, tool kit and air compressor. The car has been in single ownership since 1995. Mechanically sound.

For \$39,500

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