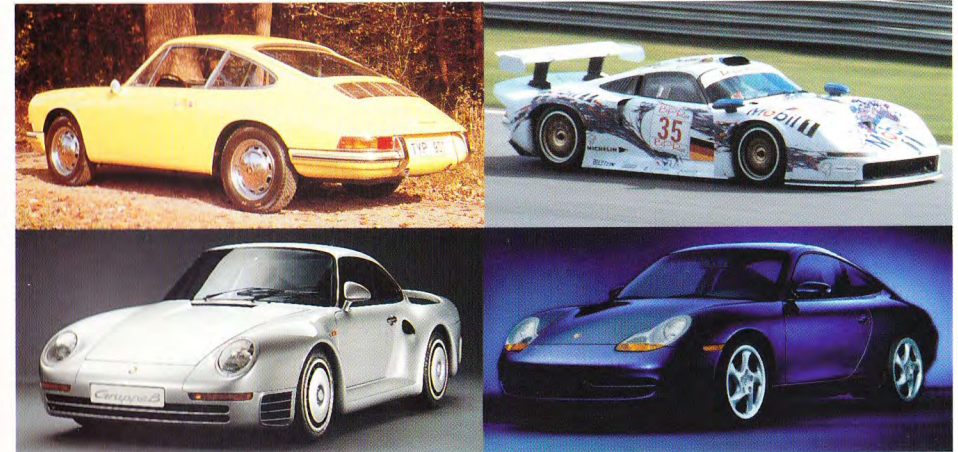


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The evolution of the 911

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The magic of the 911

If the history and achievements of the 911 are legendary, then the magic and the philosophy are very much current news. The introduction of the new 911 Carrera marks the fifth generation of the concept of engineering and style that has become eternal. That concept - namely the way the car drives, the seating arrangement and the rear-mounted engine - have endured for more than thirty four years. Those three immortal numbers, 9-1-1, have come to represent the pinnacle of design to which all other sports cars aspire.

Perhaps the secret of the 911 is that it is constantly evolving, not only to enhance performance, but also to ensure maximum driver safety and compatibility with the environment. And no discussion of the 911 can omit the competition record, so important to that evolution. The 911 has won every major international motor racing or rallying event for which it has been eligible, a feat no other car can match. Slip behind the wheel of a 911 and you will feel this spirit of competition, so essential to the character of the car.

Drive one and you will understand the magic - the magic of driving in its finest form.



Landmark 911s: the cars (1963 – 1968)

1963

901

Porsche goes up-market with an all-new GT sports car. 2-litre six cylinder, air cooled boxer engine is located at the rear, giving a roomy 2+2 interior and excellent luggage capacity. The timeless aerodynamic 2 door coupé body is styled by F.A. 'Butzi' Porsche (Prof. Ferry Porsche's son).

Presentation of the Porsche 901 at the Frankfurt Motor Show in September. The engine specifications of the first air-cooled horizontally-opposed six-cylinder: 1991 cc, 130 bhp.



911 2.0 Coupé
1963 Model Year

Name change to 911 from 901 after Peugeot claim all names with middle 'zero'.

1966

912

Introduction of the Porsche 912 powered by the air-cooled four-cylinder taken over from the Porsche 356:

1582 cc, 90 bhp at 5600 rpm, 123 Nm at 4200 rpm.

1964

Production of the Porsche 911 starts in Zuffenhausen.



911
1967 Model Year



911 2.0 Coupé
1964 Model Year

1967

911 S

The first of many high performance 911 S features lighter weight, ventilated disc brakes and debuts the classic five spoke Fuchs forged alloy wheels. The 160 bhp 2-litre engine has triple choke Weber carburettors and magnesium crankcase.

Introduction of the open 911/912 Targa with rollbar and removable plastic rear window, as well as the Porsche 911 S with a more powerful engine: 1991 cc, 160 bhp at 6600 rpm, 179 Nm at 5200 rpm.

1968

New two-litre models: 911 T (110 bhp), 911 L (130 bhp) 911 S (160 bhp).

Introduction of the Sportomatic semi-automatic transmission with torque converter and four gears.

Landmark 911s: the cars (1969 – 1974)

1969

Two-litre engines with mechanical fuel injection on the:
911 E (140 bhp)
911 S (170 bhp).

1972

Engine size increased to 2341 cc:
911 T (130 bhp)
911 E (165 bhp)
911 S (180 bhp).

1970

Engine capacity increased to 2195 cc, with a corresponding increase in engine power:
911 T (125 bhp)
911 E (155 bhp)
911 S (180 bhp).

Introduction of the 911 RS Carrera displacing 2687 cc and with maximum output of 210 bhp. A motorsport cult car is born.

911 E Targa
1972 Model Year



911 Carrera RS 2.7 Coupé
1972 Model Year

1974

G-series introduced
2.7 litres, new model designations and new output data:
911 (150 bhp)
911 S (175 bhp)
911 SC (210 bhp).
Special Carrera RS 3.0 model displacing 2994 cc and with 230 bhp output.
The new impact bumpers marked the start of the second generation of 911's.

1973

Carrera RS

The homologation special that became the classic Porsche. The powerful 210 bhp 2.7-litre engine was combined with minimum overall weight making this the fastest 911 of its time (and for many years after). The RS is instantly recognised by the 'duck-tail' rear spoiler and 'Carrera' script along the flanks.

911 Turbo

This luxury grand tourer introduced a brand new, air-cooled six cylinder 3-litre engine which produced 260 bhp with exhaust gas turbocharging.

Landmark 911s: the cars (1975 – 1980)

1976

Streamlined model range: 911, Carrera and Turbo, all models featuring Bosch K-Jetronic. New specification on the Carrera: 2994 cc, 200 bhp at 6000 rpm, 255 Nm at 4200 rpm. Wider tyres on the Turbo: 205/50 VR 15 at the front, 225/50 VR 15 at the rear. Sportomatic on the 911 and Carrera with three forward gears. Porsche becomes the first car maker in the world to build the body out of steel panels hot-galvanised on both sides.

1975

Production starts of the Porsche 911 Turbo displacing 2994 cc and with maximum output of 260 bhp. Similar body design as RS 3.0.



1978

911 CS
1978 Model Year

1977

Carrera and Sportomatic models fitted as standard with brake servo.

911 model range reduced to two series: 911 SC and Turbo.

911 SC with reduction in output due to emission management: 2994 cc, 180 bhp at 5500 rpm, 265 Nm at 4200 rpm. Turbo with larger engine and higher output: 3299 cc, 300 bhp at 5500 rpm, 412 Nm at 4000 rpm.

1980

911 SC with slight increase in output to 188 bhp. All US models with fully controlled catalytic converter.

911 Turbo 3.0 Coupé
1975 Model Year



Landmark 911s: the cars (1981 – 1986)

1981

Increase in 911 SC engine output due to higher compression ratio and reconfiguration for premium fuel to 204 bhp at 5900 rpm.

1983

911SC Cabriolet

So strong was the reaction to the Cabrio 'Studie' shown at the 1981 Frankfurt Motor Show, that the first true 'open' 911 was rushed into production for the 1983 model year. The Cabrio was an immediate success and proposed a new 911 style for the decade.

Introduction of the convertible celebrating the 20th anniversary of the 911.



911 SC Cabriolet
1986 Model Year

1984

Introduction of a larger engine on the 911 Carrera: 3164 cc, 231 bhp at 5900 rpm, 284 Nm at 4800 rpm. Carrera coupé also available in Turbo look.

1985

Carrera engine optionally available with fully controlled catalytic converter and reduction of compression, cutting engine output to 207 bhp. Carrera coupé, Targa and convertible available in Turbo look.

1986

911 Turbo with fully controlled catalytic converter on US models: 282 bhp.

911 Carrera Coupé with Sport Equipment.
1986 Model Year



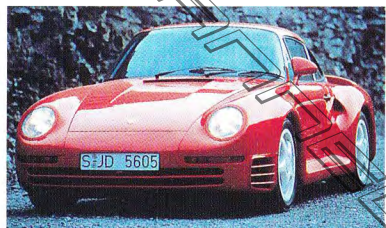
Landmark 911s: the cars (1987 – 1992)

1987

959

The fantastic 959! Porsche's greatest limited edition model featured a detuned (to 450 bhp), 962 racing engine with water-cooling to the cylinder heads, compound turbocharging and a six speed transmission. The sophisticated all wheel drive featured electronic control of traction, ride height and tyre slip.

New five-speed gearbox on the Carrera.



1988

Speedster

The style statement that caught the retro image of the original 356 Speedster of the fifties. The looks were set off by the steeply raked windshield and often wild colours. The Speedster was at its outrageous best in wide-bodied Turbo-Look or with the racing-style Slant Nose.

1989

Carrera 4 (964)

The 87% new 911 that managed to be a new car without changing the concept. This third generation 911 brought ABS, all-wheel drive and significantly improved refinement. The engine was increased yet again to 3.6-litres, developing a silky 250 bhp, but still was air-cooled.

1990

Carrera 2

Based on the 964 model series, with rear-wheel drive. New Tiptronic automatic transmission with sequential manual gearshift and five automatic transmission programs.

1991

Turbo version fitted with a fully controlled catalytic converter and with extra power/torque: 320 bhp at 5750 rpm, 450 Nm at 4500 rpm. Introduction of first 17-inch wheels with 205/55 ZR 17 tyres at the front and 255/40 ZR 17 tyres at the rear.

1992

Lightweight Carrera RS

150 kgs lighter than Carrera 2 and even more powerful engine: 260 bhp at 6100 rpm.

911 Speedster
1989 Model Year

911 Carrera 4
1990 Model Year



Landmark 911s: the cars (1993 – 1997)

1993

3.6-litre Turbo

A stunning demonstration of the capability of both the 964 chassis and the 360 bhp 3.6-litre engine. Near racing car performance took this 911 flyer to sixty-two miles per hour in just 4.7 seconds.

Small Turbo S production series with 381 bhp. Turbo with 18 inch wheels. Small production run of Speedster II model.

1994

911 Carrera (993)

Dramatic restyling took the fourth generation 911 onto a new level of success. The 993 was no less impressive on the road, with an enhanced 272 bhp 3.6-litre engine and new rear suspension that transformed handling dynamics and active safety.

1995

Carrera RS

Possibly the best 911 ever? This ultimate expression of the concept is the enthusiast's dream. Capturing the spirit of the 1973 Carrera RS, this lightweight model has no concession to luxury. 300 bhp and just 1270 kilograms weight result in shattering performance.

Carrera and Carrera 4

In line with rest of range features new Varioram engine, increased power to 285 bhp at 6100 rpm. Carrera 4 range features all new, lighter 4WD system.

1995

New 911 Turbo

Twin turbo-chargers develop 408 bhp with four-wheel drive.

Porsche GT2

Competition model with rear wheel drive and turbocharged engine developing 430 bhp.

911 Targa

Introduction of a new Targa featuring a sliding glass roof.

1997

New 911 Carrera (996 Series)

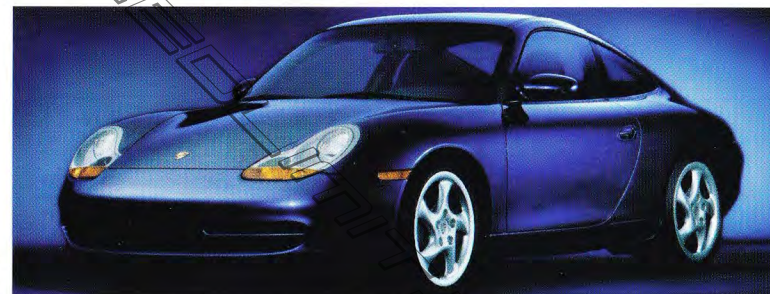
The 911 graduates to a stunning fifth generation. The six cylinder engine is water-cooled, but still at the rear and the roomy two-plus-two interior blends state-of-the-art design with the spirit of the original.

911 GT 2 Road Version
1996 Model Year

911 Carrera RS
1995 Model Year



The New 911 Carrera
1998 Model Year



Porsche 911 - A story of innovation

Targa

The Targa first took the roof off the 911 in 1966. Featuring a folding top that could be stowed in the front compartment or behind the seats, the Targa set an industry standard for safe, open top motoring which was greatly copied by other manufacturers.

The new Targa brings the styling and technology right up to date. Introduced for 1996, the new design elegantly retained the classic profile and character of the 911 Coupe. The Targa conveys a feeling of open air motoring even when the roof is closed. At the touch of a button, the

whole centre section slides back below the rear window. The thermally insulated, glass centre section contains a special UV filter to help keep inside temperatures under control on hot, sunny days, whilst an electrically-operated sunblind cuts unwanted sun.



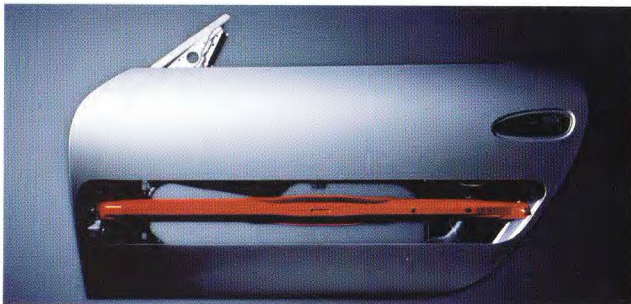
911 Targa
1966 Model Year

911 Targa
1996 Model Year

Safety

From the very beginnings of the Porsche sports car, designing for active and passive safety has been a fundamental requirement. Active safety measures today include probably the best braking systems fitted to any production car and the best possible night-time illumination, using poly-ellipsoid headlamps.

Similarly, passive safety design has been a feature since the first 911s. For example, the collapsible steering column protects the driver in the event of a frontal collision and the interior employs rounded edges and highly non flammable materials. Of course, the rust-resisting bodyshell maintains its crash resistance, even after many years.



In the 1970s, when a change in US federal regulations required the bumpers to absorb a 5 mph impact without damage, the 911 received a new look in the form of the elegant 'concertina' bumpers. These bumpers, which could move backwards in an impact and then recover their position, received universal praise for the function and style.

Turbo

Porsche's world-class leadership of turbocharger technology originates from the phenomenal 1100 bhp Can Am Porsche racing cars of the early 1970s. The exhaust driven turbocharger was a lightweight and very effective means of achieving significantly higher engine output for a given capacity and has been a feature of virtually all Porsche circuit racing cars since. Notable turbo-powered successes include the first turbocharged Porsche victory by

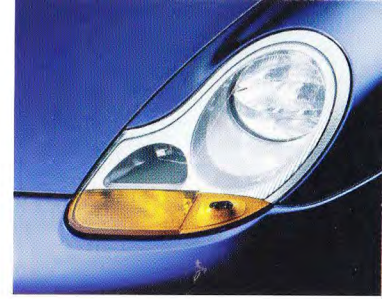
For 1994, a considerably strengthened door structure was introduced. The door beam, present since the mid-eighties on the 911, was more solidly designed and used higher strength steel to provide the best possible side impact protection.

Porsche were the first German manufacturer to fit airbags as standard features. Protection for the occupants of the new 1997 911 Carrera is further enhanced with the addition of side impact air bags.

Porsche at Le Mans in 1976 and the Formula One World Championship for McLaren-TAG in 1984. The demanding conditions of racing led directly to the first turbocharged production sports car in the world - the 1974 911 Turbo. That first Turbo produced 260 bhp and was an instant success. Development continued and in 1978, the 3.3-litre introduced a charge air intercooler to improve engine output to 300 bhp.

The 911 Turbo has remained a flagship of the 911 range to this day. A favourite with Porsche's engineers, the objective has always been to produce the definitive form of a unique design concept. The latest version, the stunning four-wheel drive 406 bhp 3.6-litre Turbo, demonstrates that the vision is no less dimmed.

911 Turbo
1997 Model Year



Porsche 911 - A story of innovation

Environment

Despite impressive performance, the new 911 Carrera has only the fuel consumption and exhaust emissions of a mid-range car, meeting all anticipated exhaust emissions worldwide. The 911's dual metallic catalytic converters achieve 98% efficiency after just ten seconds from cold. The new OBD2 on board diagnostic system, fitted to the 911 Turbo, avoids increased emissions and increased fuel consumption, as well as potentially expensive repair work. And the 911 is quiet too, meeting all noise regulations without having to resort to engine encapsulation.

Four-wheel drive

All-wheel drive was introduced to the 911 in 1989 after extensive testing and competition development. The first Carrera 4 employed a centre differential ahead of the conventional gearbox, with engine torque distributed between the front (31%) and rear (69%) wheels. A rigid torque tube containing a propeller shaft and the gear linkage took the drive to the front axle, where a front differential distributed drive to the wheels.

Porsche introduced hot dip galvanising for the entire bodyshell (the first series manufacturer to do so) in 1975. A new chapter was written on automobile longevity when Porsche offered a warranty for six years (later raised to ten years) against rust perforation. To this day, and directly as a result of this far reaching innovation, some 80% of all Porsches built are still running. Porsche has always chosen the latest and most environmentally friendly materials. All Porsches are CFC- and asbestos-free. Exhaust systems are manufactured from stainless steel, which does not rust and will last the lifetime of the car.

Metal content is 75% by weight and is easily recycled, whilst plastic parts weighing more than 50g are marked for future recycling. The majority of paints used are now water-based and where solvents are used, these are recovered.



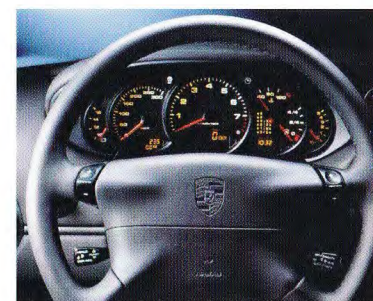
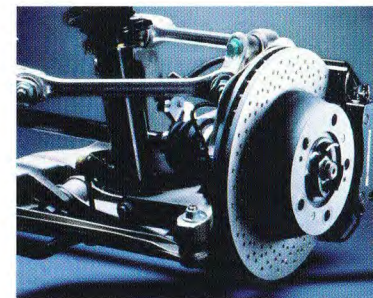
greater sense of confidence and increased safety. Half the weight of the earlier system, the friction losses have been reduced by 50% to make it one of the most efficient four wheel drive systems in the industry. Maximum traction has been further enhanced with the addition of Active Brake Differential (ABD) to monitor and arrest wheelspin at the rear wheels.

Anti-lock Braking System (ABS)

From the very first 356 model, Porsche have earned a reputation for building cars that have stopped exceedingly well. Perhaps with such a strong competition background this is not such a surprise. The 911 was equipped with all-round disc brakes from the beginning of production and later continued an industry-leading position by adopting internally ventilated discs for greater braking efficiency. Porsche were one of the first manufacturers to introduce Anti-lock Braking Systems (ABS) in the mid-eighties. The systems later employed on the Carrera 2 and 4 models contributed such stopping power that in the words of one American writer, the brakes "made the bugs almost fly off the windshield". The current generation 911s employ the very latest ABS5 system. Combined with ultra-efficient cross-drilled, internally ventilated discs and four piston calipers, emergency stopping distances have been further reduced by up to 20%. The four channel ABS5 ensures short stopping distances even on difficult surfaces. The maximum braking power available approaches 2000 bhp - nearly five times the engine power. It is possible to brake the 911 Turbo from 62 mph to zero in a stunning 2.61 seconds.

Tiptronic transmission

The revolutionary Tiptronic dual function transmission first appeared in 1990, with technology directly descended from Formula One and Porsche's Le Mans 962 sports cars. Tiptronic combines the best features of automatic and manual transmission. Introduced with the Carrera 2 at the start of the 1990, Tiptronic allows the driver to change gear at any time without the power loss typical in a manual shift. The transmission's 'intelligent shift program' prevents unwanted shifts in corners and is responsive to sporting driving and road conditions. The introduction of racing-style finger tip shift controls on the steering wheel offers a whole new driving experience. Because the driver's hands remain on the steering wheel, the Tiptronic S combines fun with new levels of primary safety.



The 911 in competition

The 911 can rightly claim to be the most versatile competition car there has ever been. The unparalleled catalogue of success has been down to the far-sighted design of the original concept - an inherently stiff bodyshell, a clean aerodynamic profile, good handling and above all, a six cylinder boxer engine that never seemed to run out of development potential. From early beginnings with just 130 bhp, the original carburettored six cylinder boxer underwent many metamorphoses that has seen power top an unbelievable 845 bhp, complete with double overhead camshafts, four valves per cylinder, electronically controlled ignition and above all, turbocharging.

1965 - 911

Just four months after the start of 911 production this tuned up 2-litre car came home in fifth place in the gruelling Monte Carlo Rally. The 911 would go on to win the Monte four times (in 1968, 1969, 1970 and 1979) confirming the versatility of this pure-bred sports car.

1967 - 911 R

This was the first 911 wholly developed for competition. A racing Carrera 6 engine produced a screaming 210 bhp in a car lightened to an incredible 830 kilograms. The 911 R was fast and reliable, capturing a series of long distance world records, the most notable being an average speed of over 130 mph for 96 hours at the Monza race track in Italy.



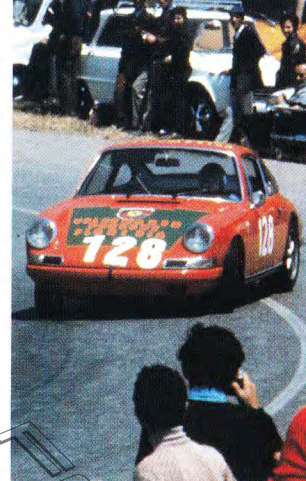
1973 - Carrera RSR

The competition version of the classic Carrera RS benefited from a 330 bhp 2.8 litre engine in a lightweight 935 kilogram bodyshell. The RSR dominated the 1973 European GT championship and incredibly, won overall at the punishing Daytona 24 Hours and Sicily's challenging Targa Florio. The RS and RSR won countless national and international races and nowhere else was its popularity more evident than Le Mans. In the 1975 race, no fewer than 24 911 S took part.

1974 - Carrera RSR Turbo

Developed from the race-winning technology used on the all-conquering 1100 bhp Can Am racers of the early seventies, the 1974

Carrera RSR Turbo



1970 Targa Florio

produced up to 500 bhp from its 2.14-litre flat six. Fairly crude by later standards, the engine operates almost like a light switch, demanding consummate skill from its drivers. Credits included a second overall at Le Mans (and a maximum speed of 187 mph!).

1978 - 935/78 'Moby Dick'

The 1978 'Moby Dick' 935 was an extremely clever interpretation of the World Championship of Makes regulations, essentially for modified production cars. This 750 bhp 3.2-litre machine represented the most advanced development of the turbocharged 911 racing car. Featuring special water-cooled, four valve cylinder heads and twin turbos, the Moby Dick featured a tube framed central section and very advanced aerodynamic aids. It was timed at nearly 228 mph at Le Mans.

197 911 Carrera RSR Turbo 2.1

1986 - 959

The Paris-Dakar trans-Sahara rally was the first of two major tests of the mouth watering 959 limited edition model. For the rally, the

reminder of Porsche's commitment to the environment even in the heat of competition.

959 Paris-Dakar / 959 / 961



2.8-litre twin turbo engines were detuned to 400 bhp, and were equipped with a six speed gearbox. The four wheel drive cars wore prototype 959 bodywork, but came with an all-terrain ground clearance of fully 290 mm. A new racing prototype of the 959, the 961, appeared at Le Mans in 1986. The 2.8-litre engine was tuned to give 680 bhp and even equipped with all-wheel drive, weight was only 1150 kilograms. The 961 was timed at 198 mph on the famous Hunaudières straight.

1990 - Cup 911

Porsche's immensely popular single model championship has topped racing headlines since 1986. In 1990 the Carrera Cup, as the series became known, received a new look in the form of the new 911 Carrera 2 and in so doing injected a new lease of life into the racing 911. The new Cup 911 was some 170 kg lighter than the standard road car. The 265 bhp 3.6-litre engine was notable for its use of unleaded fuel and a three way catalytic converter, a pointed

1994 - Supercup 911

The new 911 Carrera (internal designation 993) was a natural for the racetracks and immediately became the flagship of the international Supercup. The 310 bhp, 1100 kg racer still used unleaded fuel and the three way converter, but made the most of the new dual wishbone rear suspension and six-speed transmission. Evolution has continued to 1997, the engine now has 315 bhp and the car has sprouted a biplane rear wing and a deep front air dam.



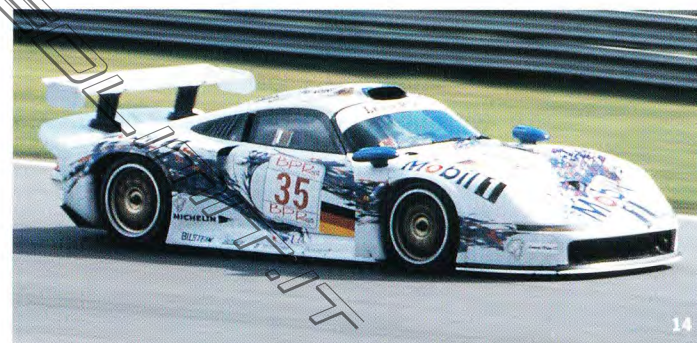
911 Supercup 1994

1995 - 911 GT2

The GT2 was Porsche's response to the need for a practical customer racing car for the new GT regulations. Modifications were restricted, but still permitted a large rear 'biplane' aerofoil and front splitter, together with a 430 bhp 3.6-litre twin turbo engine. The 911 GT2 has become the sports racing car of choice for the private racing driver.

1996 - 911 GT1

The 911 GT1 was built to challenge the high technology McLaren F1 GT that had won Le Mans in 1995. The Le Mans rules limited power from the 3.2-litre twin-turbo, water-cooled flat six engine to just 600 bhp, but the engine used sophisticated electronic engine management for maximum fuel consumption and reliability. The GT1 stance was lower and wider than the Supercup 911, and the chassis featured extensive use of carbon-fibre components. Externally, the visual impression is dominated by the large engine air scoop over the cockpit and the huge rear aerofoil.



911 GT1

The Key Wins

Monte Carlo debut

In 1965, just four months after the start of production of the new 911, a factory entered car came home fifth overall in the demanding Monte Carlo Rally. This early success marked the 911 as a future champion in worldwide rally events. The 911 has proved to be particularly successful in the long distance events where reliability was as important as speed.

1973

911 Carrera RSR 2.8 litre



RSR wins Daytona, Targa Florio!

In 1973, a factory entered 2.8-litre Carrera RSR won the Daytona 24 Hours before there was even time to homologate the car for the GT class! The factory Carreras, in silver Martini colours, raced as prototypes for the whole season, winning the Targa Florio outright and gaining fourth overall at Le Mans. The RSR won European GT Championship and American Trans-Am Championship as well as national championships in seven countries.

935 wins World Championship of Makes

For six straight years, from 1976 through to 1981, the Porsche 935 won the World Championship of Makes (or the later World Endurance Championship), as well as countless other international and national championships around the world. The 'Moby Dick' 935 was timed at nearly 228 mph at Le Mans. A later development, the 935-K3 won Le Mans overall in 1979, with class victories in 1980, 1981, 1982, 1983.

1978

935 'Moby Dick'

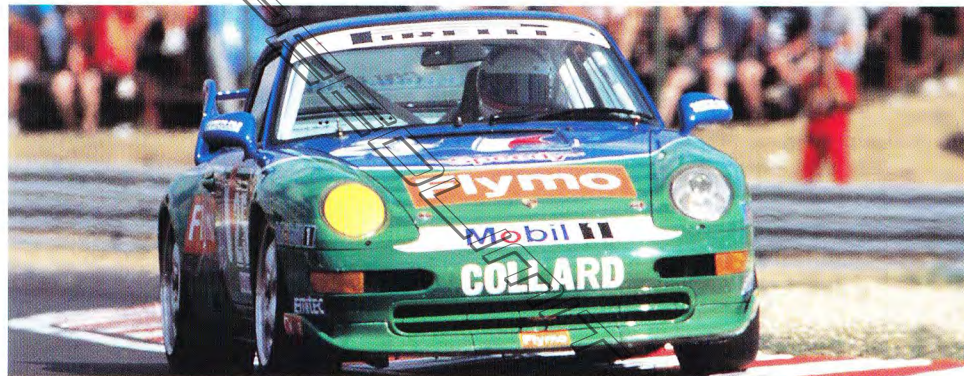
Paris-Dakar tests the 959

The Paris-Dakar rally was a unique 8,000 mile trek across some very inhospitable tracts of the Sahara desert. Rene Metge won first time out in 1984, in a 3.2 Carrera modified for four wheel drive and with much-increased ground clearance. The 1986 event witnessed three 959 prototypes entered and the three cars finished first, second and fifth. In 1986, a racing version of the 959, termed the 961, was entered in the Le Mans 24 Hours. Despite lacking ultimate top speed, the 961 came home seventh overall, headed only by six ground effect Group C Porsche 956 or 962 prototypes.

1985 Pharaoh's Rally 959



911 Supercup 1995



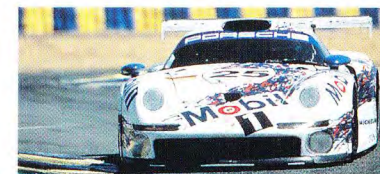
Supercup goes Grand Prix racing

Since the 1994 season the Porsche Supercup has supported every European Formula One Grand Prix and has been watched on satellite or cable TV by millions. Close racing in identical cars has resulted in the Cup becoming truly international and a recognised stepping stone for emerging drivers who are keen to display their skills against the established stars. The most memorable race was when McLaren F1 driver Mika Hakkinen, as an invited guest driver, put on a virtuoso display to win the 1993 Monte Carlo race.

1996 911 GT1

911 GT1 at Le Mans

The 911 re-emerged as a serious contender for overall victory at Le Mans in 1996. The most famous race in the world has a special place for Porsche fans, with overall victory having been claimed no less than 14 times since 1970. The GT1 narrowly missed overall victory in 1996, finishing just a lap down on the winning Porsche WSC-95 sports prototype. For 1997, the GT1 was developed to an even higher level and



for most of the race the two works cars ran in first and second places. But Le Mans is no easy option and after various misfortunes on the Sunday morning for the two factory 911 GT1s, history repeated itself with victory going again to the Porsche prototype. Despite being denied victory, the 911 had proven that even after thirty-four years, it was still capable of leading the world's most famous motor race.

34 years of 911 production

Year	Model	Kerb Wt. (kgs)	Capacity (cc)	Max.Power (bhp @ rpm)	Max.Torque (Nm @ rpm)	Top speed (mph)	0-62 mph (secs)	Production Nos.
1963	901	1080	1991	130@6200	162@4600	131	8.5*	13
1964-67	911 (2.0)	1040	1991	130@6100	174@4200	130	8.3*	10723
1965-69	912	970	1582	90@5800	122@3500	119	11.1*	30300
1967-69	911 S (2.0)	1050	1991	160@6600	179@6800	137	8.0*	5056
1968-69	911 T (2.0)	1075	1991	110@5800	156@4200	124	8.3	6318
1968	911L (2.0)	1075	1991	130@6100	176@4200	131	10.6*	11610
1969	911 E (2.0)	1020	1991	140@6500	175@4500	134	8.4*	2826
1970-71	911 T (2.2)	1020	2195	125@5800	177@4200	127	9.5	15082
1970-71	911 E (2.2)	1020	2195	155@6200	191@4500	137	7.6*	4927
1970-71	911 S (2.2)	1020	2195	180@6500	199@5200	138	7.0	4691
1972-73	911 T (2.4)	1075	2341	130@5600	196@4000	127	8.1	16933
1972-73	911 E (2.4)	1050	2341	165@6200	206@4500	138	7.9	4406
1972-73	911 S (2.4)	1050	2341	190@6500	216@5200	144	6.6	5094
1973	Carr RS M471	975	2687	210@6300	255@5100	152	5.8	1590^
1974	Carrera RS 3.0	1063	2994	230@6200	275@5000	148	4.9*	109
1974-75	911	1075	2687	150@5700	235@3800	131	7.9*	9360
1976-77	911	1123	2687	165@5800	235@4000	135	7.8	7900
1974-77	911 S	1105	2687	175@5800	235@4000	142	6.1*	17124
1974-75	Carrera 2.7	1075	2687	210@6300	255@5100	150	6.3	3353
1974-77	Turbo 3.0	1140	2994	260@5500	343@4000	155	6.0*	3227
1976-77	Carrera 3.0	1120	2994	200@6000	255@4200	146	6.1	3691
1975	912 E	1160	1971	90@4900	137@4000	115	11.3	2099
1978-89	911 Turbo (3.3)	1300	3299	300@5500	412@4000	162	5.1*	17425
1978-79	911 SC	1233	2994	180@5500	265@4200	141	6.5*	57972
1980	911 SC	1232	2994	188@5500	265@4200	141	7.0	
1981-83	911 SC	1160	2994	204@5900	267@4300	146	5.7*	

Year	Model	Kerb Wt. (kgs)	Capacity (cc)	Max. Power (bhp @ rpm)	Max. Torque (Nm @ rpm)	Top speed (mph)	0-62 mph (secs)	Production Nos.
1984-89	Carrera 3.2	1210	3164	231@5900	284@4800	152	5.6*	49289
1984	911 SC RS	960	2994	255@7000	250@6500	159	5.0	20
1987	959 Sport	1566	2847	450@6500	500@5500	197	3.7	283^
1987-89	911 Club Sport	1110	3164	231@5900	284@4800	156	5.6*	340
1989-93	Carrera 2/4	1450	3600	250@6100	310@4800	162	5.7	56363
1991	Carrera 2 RS	1230	3600	260@6100	325@4800	162	5.3	2364
1991-92	Turbo	1470	3600	320@5750	450@4500	168	5.0	4107
1992	Turbo S	1290	3600	381@6000	490@4800	180	4.6	80
1993	Carrera RS 3.8	1210	3746	300@6500	360@5500	168	4.9	129
1993-94	Turbo 3.6	1470	3600	360@5500	520@4200	175	4.8	1875
1994-95	Carrera	1370	3600	272@6100	330@5000	168	5.6	34396
1995	Carrera 4	1420	3600	272@6100	330@5000	168	5.3	
1994-96	993 Cup	1120	3746	315@6200	370@5500	175	4.7	327
1995-96	Carrera RS	1270	3746	300@6500	355@5400	172	5.0	1123
1995-97	Turbo	1500	3600	408@5750	540@4500	180	4.5	8919^
1996-97	Carrera	1370	3600	285@6100	340@5250	171	5.4	34846^
1996-97	Carrera Tip S	1365	3600	285@6100	340@5250	168	6.4	
1996-97	Carrera 4	1420	3600	285@6100	340@5250	171	5.3	
1996-97	Carrera 4S	1450	3600	285@6100	340@5250	168	5.3	
Total to end 1996 model year: 439,236								
1997	Carrera S	1400	3600	285@6100	340@5250	168	5.4	N/A
1998	Carrera	1320	3387	300@6600	350@4600	174	5.2	N/A

Notes:

All power figures are DIN. Weights generally tend to quote a specific publication's kerb weight (which usually includes oil and about 50 miles of fuel). Where production figure is marked ^, this refers to whole model run. Where 0-62 mph time is marked *, this is a 0 - 60 mph time.

Text and data courtesy of Peter Morgan.