

911

René Staud

Jürgen
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Porsche

The art of speed



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The Art of Speed René Staud



The Porsche 911 has thrilled car fans around the world for over six decades. Renowned photographer René Staud has captured every generation of the 911, from the earliest prototypes to today's high-performance models. Accompanied by Jürgen Lewandowski's in-depth texts, this book offers a fascinating insight into the world's most famous and iconic sports car, on both the road and the racetrack. It is an essential addition to the collection of any Porsche enthusiast or lover of automotive legends.



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COMPACT SUV

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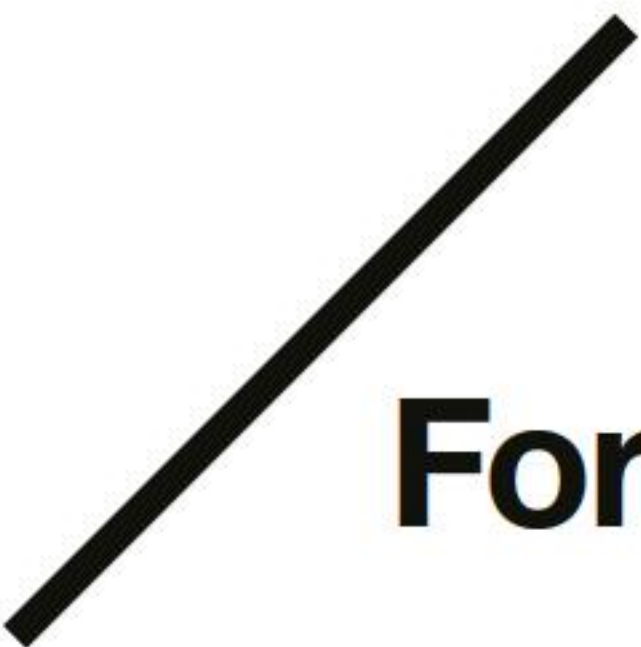
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Foreword

If two times two equals four, then enjoyment of driving multiplied by design equals exactly 911.

I have never, in any automobile, experienced the evolution of driving in its most beautiful form more thoroughly than in the first 911 models from the 1970s, through to the 992 today. And many of them have been close companions, for both my work and private pleasure.

First, there was a 2.4, a T, and then a Targa, no less, that one of my bosses let me drive to the car wash and gas station in the early 1970s—and, my goodness, gas stations were few and far between back then! So the tank was often one-quarter empty by the time the Targa was parked in the office garage again.

The first Turbo model that I had the privilege to drive, in 1974, was a white 3.0, not my own, but a showroom car belonging to Otto Hahn, then the official dealer of Porsche AG in Stuttgart. Both vehicle and driver almost reached the end of the road when the rocket skidded at full power in the grit-strewn tunnel between Lech and Zürs. It will never be known whether the car saved me or I saved the car in this situation as I got it back on course.

And in 1981, at last, my first, my very own 930, Oak Green, a Turbo with the numberplate S-EK 3838, stood in my parking space in the recently founded company. More than 50 percent of the company's capital had probably been sunk into my passion for the automobile, but mobility is essential, and the 3.0 was followed by a 3.3 and a 3.6, and so it went on, until now number twenty-five hugs my body like a custom-made suit: a 992 Targa GTS.

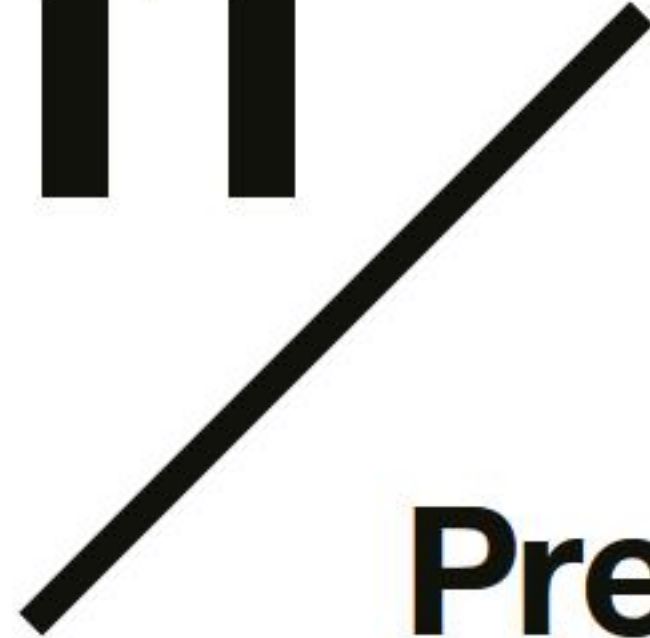
Without the direct transfer of sensation between the driver and the road surface, I would probably not have survived unscathed more than 500,000 turbo kilometers, at the last count, and 50,000 now in the 959. More than fifty years later, wishing

to celebrate the 911 in this publication, I thought at first it would suffice to include fifty of the most important icons, at least in photographic terms. In the end, this has turned into eighty, but only because I did not want to leave out any of the most significant models. If I were allowed to show them all, then around 1.5 million 911s would be on show here: that is the number that deserve presentation, and every single 911 that was made is an icon—today, tomorrow, forever.

René Staud



911



Predecessors

In the summer of 1948, the first Porsche sports car took to the road—the 356/1 Roadster started a success story that was to make the 356 one of the world's most coveted sports cars over the following fifteen years. With the beginning of series production of the 911 on August 1, 1963, the switch to a new generation took place: from then on, the 911 defined the image of Porsche.

When Ferry Porsche presented his type 356/1 Roadster in 1948, no one could have expected that this fragile mid-engine vehicle would become not merely the progenitor of the legendary 356 success story but would also make its mark on and bring to prominence a sports-car manufacturer whose models would conquer the roads and racetracks of the world.

For fifteen years, the Porsche 356 stole the hearts of its owners. As a Coupé, a Cabriolet, and a Speedster—the 356 was an object of desire. And with engines that became ever larger and more powerful, Porsche ensured that this desire did not cool down. However, the 356 had its limitations: the interior could not be enlarged, and the wish for more space could not be satisfied. Added to this was the problem that the engine, originally derived from the Volkswagen Beetle, reached its limit with a maximum of 2.0 liters of displacement—more than this could not be extracted from the design, and it was only because Porsche had adopted the touchy, complicated Fuhrmann engine, with its four camshafts controlled by vertical shafts, that 190 hp was available for the racing version, putting the sports cars from Zuffenhausen on the winner's rostrum more and more often.

Back in the early 1950s, those responsible were already aware of this weakness: as early as 1951, head of the body design department Erwin Komenda conceived, under project number 530, a four-seater Porsche with a wheelbase extended by 30 centimeters. This was followed for years by papers that attempted to define a successor to the 356. In 1957 or 1958 appeared a first document in which the guidelines for a 356 successor were put down on paper. The demands of the sales department were: "Not a fundamentally new car. Sporty character. For two people considerably larger than now. Better entry. Better rear view." The technicians demanded more practical things: "Better view. Larger headlights, arranged vertically. Better suspension rods." And Ferry Porsche specified: "2-seater with 2 comfortable jump seats." With these proposals for the Type 695, the concept had already been fairly well defined.

and today the T7 is rightly regarded as the ancestor of the 911—its front with free-standing headlights and the elegant and gentle slope of the hood already defined the look of later generations. Inside, the evolution of the dashboard is already perceptible—even though there are only two large round instruments within the driver's vision to report on the state of the vehicle. And large areas of glass reveal the change from the small, rather rudimentary-

For many years, customers demanded a more spacious interior and more power—and their wishes laid the foundation for the 911.

A model was constructed under the type name T7, but it quickly became clear that the six-cylinder boxer engine that had been designed for it was faulty: the centrally positioned camshaft with long pushrods would not have permitted the engine speed required for racing. However, the shape of the 911 was now tangibly present,

seeming windows of the 356. The rear end is not yet truly convincing, the small air intakes on the left and right in the rear wheel arches look fussy, and the kink in the rear spoils the aesthetics for beholders who had previously admired the round bump of the 356. But these were minor points: the T7 defined how the 911 was to look.

T7

Production year: 1960



The T7 Defines the 911

Headlights that stand up, and the hood, gently and elegantly sloping away to the front, are already pure 911—but the kink in the rear spoils the look. The T7 is the decisive step on the path from the first design studies to the shape that defines the 911 to this day. It was a path that began in the 1950s and that Ferry Porsche repeatedly demanded that his staff should take. Over and over again they considered various wheelbases and engine configurations—and ultimately it was not until 1958 that Ferry Porsche gave his consent to a paper by the sales and technical departments, noting on it: “2-seater with 2 comfortable jump seats.”



A Slow and Difficult Birth

Today we know that the genesis of the Porsche 901—as it was first called—was slow and difficult. Too many people had an opinion about it, and customers' wishes varied: some simply wanted more power, others wanted to take their children along on vacation, and yet others wanted to force through their ideas even though different decisions had been taken at board level. For example, the long-serving and distinguished head of the body design department Erwin Komenda—who had worked with Ferdinand Porsche back in 1930—had ideas about the technology and look of the new model that differed from those of Ferry Porsche and his son “Butzi” Porsche. Of course, the design by Ferry Porsche and his son had the last word—and today we know that this was the right decision.





The kink in the rear was never popular—and then Ferdinand Alexander “Butzi” Porsche traced the final line (left).
Still with two round instrument dials: the dashboard of the Porsche T7 (above).

901—Number Six

Production year: 1963



The Oldest Surviving 901

The pale blue 901 prototype (chassis number 13 326) was on show for the first time from the 16th to the 26th of October 1963 at the Earls Court Motor Show in London. It was the first 901 with five round instrument dials on the dashboard. The sixth 901 that was made, nicknamed "Quick Blue," still had a wooden mockup in place of the engine. The oldest surviving prototype was not fitted with its six-cylinder engine until March 1964 and was driven for testing by Ferdinand Piëch, until he sold it to the engine designer Hans Mezger in December 1965. Alois Ruf, a man who makes his own RUF vehicles today, received Quick Blue fifty-seven years ago as a gift from his father—without an engine and with damaged bodywork. Following a long period of restoration, the prototype and original ancestor of all Porsche 911 models was the winner in its class at the Concorso d'Eleganza in Villa d'Este and in Pebble Beach.



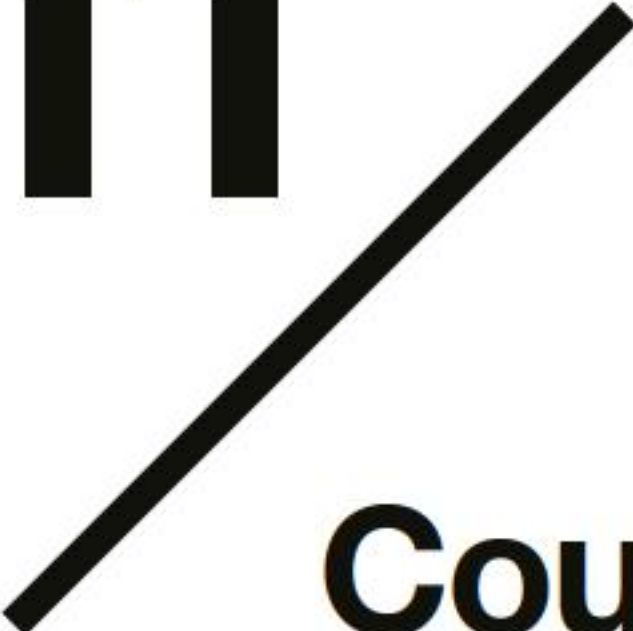


In some ways, Quick Blue is still related to the 356, but in others it is the first 901, having the dashboard with five round instrument dials that remains typical to this day.





911



Coupé

On September 12, 1963, the new Porsche—initially called model 901—first saw the light of day at the International Motor Show (IAA) in Frankfurt. Not even the greatest optimists at Porsche could have imagined that this yellow prototype with chassis number 13 325 would be the ancestor of a sports car that has delighted its fans for more than sixty years.

introduced two years later. At the same time, the dashboard with two circular instrument dials was remodeled after chassis number six into the version that remains to this day, with five round instrument dials—with the tachometer prominent in the middle, of course.

Ferry Porsche later said, "We wrestled over every detail," so it is understandable that it was not until August 25, 1964, that Hans Tomala, chief engineer, was able to declare that design work for the new car was practically complete. This was almost a year after Porsche had presented the car at the IAA in Frankfurt. However, interested purchasers had to continue waiting, as Porsche announced only at the Salon de l'Automobile in Paris in early October 1964 that the first vehicles would be supplied to customers toward the end of the year—after a more than twelve-month delay. Yet potential buyers waited patiently—or bought a 356 C, which was swiftly included in the sales range as a transitional model from mid-1963 until April 1965, and delivered to the lots of dealers waiting for the 911.

Until October 3, 1964—the opening day of the Salon de l'Automobile in Paris—the 911 was still known as Type 901. At the request of Peugeot, whose series always had a "0" in the middle,

removable steel roof during early phases of the design work, but time constraints and a lack of money had thwarted these plans. Owners who wanted to drive with an open top had to make do at first with a sliding roof.

To this day, the 911 Coupé is the backbone of the 911 legend. It still

Looking back, you might believe that the team around Ferry Porsche, Ferdinand Piëch, and Ferdinand Alexander (FA) Porsche had developed the perfect sports car within only two years—but it was not as simple as that. Development was delayed, choice of the right site for production turned out to be difficult, and the costs increased. Fairly quickly it became clear that, although the car would be ready at the last minute for the IAA in Frankfurt, the start of production that was planned in parallel was continually postponed.

The frantic development was not only about the body and the engine with its transmission—since 1963 FA Porsche had been working on variations on the body such as a coupe with a sliding roof, a coupe with a rigid roll bar and removable steel roof (from which the Targa was later to emerge), a coupe with a folded sliding roof, and two versions of a cabriolet, or convertible. From the very beginning, Ferry Porsche had made it clear that he wanted to see a cabriolet in the sales range alongside the coupe.

As a result of time pressure—and probably also the lack of additional funding—the models were limited to the Coupé and Targa, which was

The birth of the 911 was difficult and time-consuming—but the result is still a delight, even more than sixty years later.

Porsche changed the type names 901 and 902 into 911 and 912 on that day—the birth of the 911.

At first it was only available as a coupe. FA Porsche had already considered a cabriolet and a coupe with a

perfectly expresses the elegance of the first draft by Ferdinand Alexander Porsche. There can be no doubt: the Porsche 911 is a twentieth-century design classic that has lost none of its elegance and sportiness in the course of more than sixty years.