

CLASSIC DRIVER

Singer's latest reimagined 911 blends Turbo looks with NA thrills

Lead
The Porsche 911 Carrera Coupe Reimagined by Singer combines Turbo styling and an optional whale tail with a Cosworth-developed 4.0-litre naturally aspirated flat-six jewel. Needless to say, we want one!



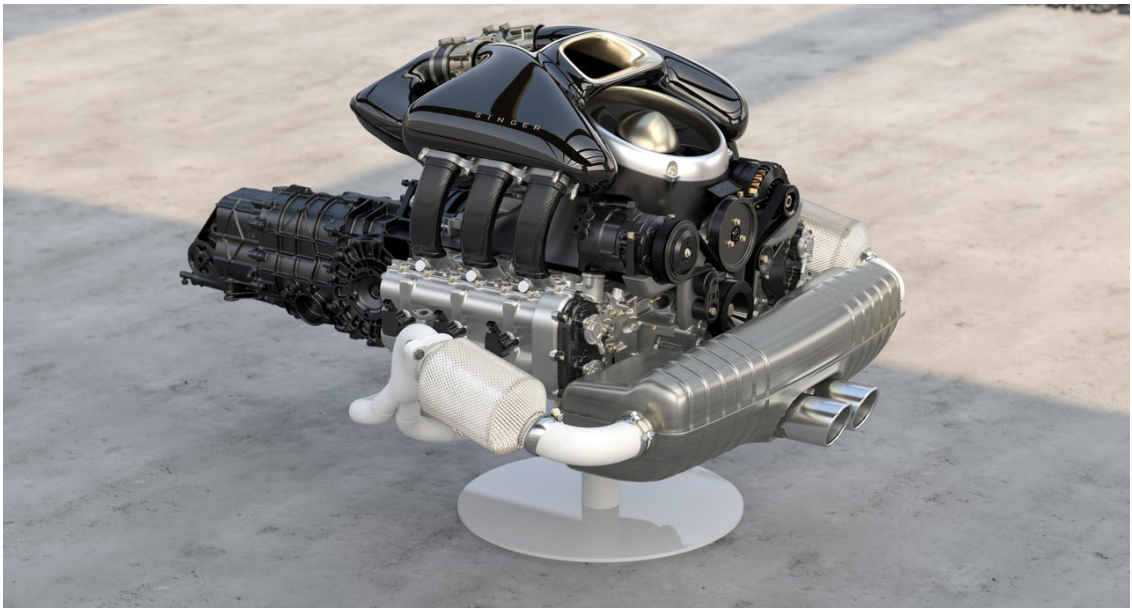
Since their earliest builds, Singer has stood at the forefront of the restomod movement with their jewel-like reimagined 911s. However, in the years since founder Rob Dickinson's first creation in 2009, their technological know-how and material science has only progressed, spurred on by mechanical marvels like the DLS program. Now, they've channeled their learnings from the last 16 years into a new model. Introducing the Porsche 911 Carrera Coupe Reimagined by Singer.



As with many of their creations, this new model takes inspiration from a rare 911 of yore, as Rob Dickinson explains: "In the 1980's you could order a new 911 Carrera with the pumped-up bodywork of the Turbo but powered by the company's latest, naturally aspirated flat six. It became known as the Carrera with Super Sport Equipment. Our services reference this car and celebrate the era with a vision for an ultimate, naturally aspirated, G model 911, reimagined for the twenty-first century."



Like any of Singer's services, the restoration process begins when a client sends their beloved 964-generation 911 for a comprehensive makeover. The entire car is carefully disassembled down to the steel monocoque, which is then painstakingly assessed, cleaned, and prepared for Singer to work their magic. This is where Red Bull Advanced Technologies (RBAT) comes in, who developed optimal chassis strengthening measures using steel and composite reinforcements to lend the 964 superior structural rigidity.



Meanwhile, Singer have been cooking up an even sweeter iteration of their famously divine flat-six engines. Drawing on their experience with the DLS program, which saw implementation of the company's first four-valve cylinder head, the engine in this reimagined Carrera Coupe has been carefully developed with Cosworth and boasts a number of firsts for the Californian firm. The two big breakthroughs are the incorporation of variable valve timing and the use of water-cooled cylinder heads, helping the 4.0-litre naturally aspirated flat-six to output a mighty 420 hp and rev to a spine-tingling 8,000 rpm.

Thanks to the raised gear shifter, which can be spec'd with an exposed mechanism, you'll be able to extract the maximum amount of endorphins from the Carrera Coupe's rev range, an experience only heightened by the titanium exhaust system.



Customisation is Singer’s forte, and in keeping with the Super Sport Equipment package of the 1980s — which could be optioned with or without the iconic whale tail — customers can choose between a Touring-focused or Sports-focused exterior package, with the latter adopting Singer’s take on the famous whale tail and a more aggressive front fascia reminiscent of Singer’s DLS Turbo services.



Equally, the interior can be tailored exactly to the customer’s tastes, with Singer debuting this new service with two cars that show off just how diverse these changes can be. The interior of the Giallo Segnale adopts a stripped-out track-focused aesthetic, while the Celeste Passalacqua instead opts for a typically luxurious leather interior synonymous with the majority of Singer’s reimagined 911s.



However, the aspect of the reimagined Carrera Coupe that excites our inner 10-year-old the most is the addition of optional popup foglights, or in Singer parlance, “High-performance auxiliary driving lights.” Located in the middle of the bonnet, these circular lights disappear at the touch of a button and are a must-have addition in our opinion.



In order to endow the Carrera Coupe with handling to match its poster-car looks, Singer has equipped their latest reimagined 911 with new, four-way adjustable dampers featuring electronic driver-adjustable damping control and a nose lift system. Meanwhile, for maximum stopping power, customers can specify carbon ceramic brakes developed through Singer’s DLS services, which fit neatly behind the model’s 18-inch centre-lock wheels.



Naturally, only a lucky select few will ever have the chance to experience Singer’s latest reimagined masterpiece, and just 100 Carrera Coupes will be commissioned, with pricing depending on the specification. Singer’s recent creations have increasingly trended towards the extreme end of the spectrum, with the DLS and DLS Turbo services adopting wilder styling and more power than we ever thought possible from a 964. The 911 Carrera Coupe Reimagined by Singer, then, represents a refreshing return to a more daily-driveable dream ride, and we have no doubt all 100 cars will be swiftly accounted for.

Gallery

