

# CLASSIC DRIVER

## New Porsche 911



**The next-generation Porsche 911 will reach European markets in early July. While some things stay, thankfully, true to tradition - rear-wheel drive and, of course, rear-mounted flat-six power units - Porsche has also introduced some firsts for the new model range. The new 911 now has direct fuel injection and the option of a seven-speed double-clutch gearbox (Porsche-Doppelkupplung, or PDK) to replace the Tiptronic S automatic. Plus, as you might anticipate, more power.**



While double-clutch transmission is not new in the road-car market, Porsche points out that its engineers developed the principle for motorsport some 25 years ago. The ability to change gear with absolutely no interruption in traction has obvious advantages on track, where Porsche works drivers were able to accelerate faster and, of course, keep both hands on the wheel. Now the benefits are available to road-going 911 buyers.

The two Coupés and two Cabriolets in the new range come with 3.6- or 3.8-litre engines, each boasting a marked increased in power. The 3.6-litre Carrera models are up 20bhp to 345bhp, while the 3.8-litre Carrera

S has jumped 30bhp, and now develops an impressive 385bhp. But, claims Porsche, the new technologies enhance fuel economy and reduce emissions. Fitted with PDK transmission, the Carrera Coupé offers 28.8mpg, while CO2 emissions across the Carrera range are down by up to 15 per cent.

And the performance? Equipped with seven-speed PDK, the Carrera Coupé accelerates from 0-62mph in 4.5 seconds – 0.2 seconds quicker than with a manual six-speed 'box.



Visually, new LED lights – front and rear – are the most obvious feature, although there are other minor design changes at both ends. European base prices start at 69,600 euros, through to 88,000 euros (base price) for the Carrera S Cabriolet.

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