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[New Porsche 911: Full details](#)



On the day Ferrari revealed pictures of its [new 458 Spider](#), Porsche has released full details about its new 991-series 911. The good news doesn't stop there, though: the Stuttgart firm has announced that its new car will be lighter, more powerful, more economical and more environmentally friendly than its predecessor.

Classic Driver brought you the [first pictures of the 991-series](#) last week, and we can also now reveal the vital statistics behind the car. At launch, two versions will be available: the Carrera and Carrera S. The entry-level model will have a 335bhp 3.4-litre engine, while the S will use a 3.8-litre powerplant producing over 394bhp – both being in Porsche's signature 'Boxer' configuration, of course. The Carrera will be able to post a 0-62mph time of 4.4 seconds (0.1 second quicker than its predecessor), and the S will complete the sprint in 4.3 seconds. Both models can have their 0-62mph sprints cut by 0.2 seconds if the 'Sport Plus' setting on the optional Sport Chrono Pack is activated.

Fuel economy and emissions are up to 16% lower than previous versions. The 3.4-litre model has an economy of 34.4mpg and CO2 emissions of 194g/km, which makes it the first ever Porsche to duck below the 200g/km barrier. The 3.8-litre, meanwhile, produces 205g/km, and has a fuel economy of 32.4mpg – an impressive 5mpg better than its forerunner despite a 15bhp increase. This improved efficiency and cleanliness is in part thanks to auto start/stop, thermal management, electrical system recuperation and – in the PDK version – a 'coasting' function.



In terms of handling, the new 911 will benefit from both a lightweight body and improved chassis technology. The aluminium-steel composite body contributes towards “significantly greater rigidity” and an overall weight loss of 45kg, while the new chassis has a wider track and longer wheelbase. This not only contributes to increased agility, precision and balance, but also provides the sports coupé with a more aggressive stance, albeit subtly. The understated aesthetic changes are applied across the whole car; Porsche has never been particularly daring when styling a new 911. But the addition of bigger headlights, angled daytime running lights in the reshaped front bumper and slimmer rear lights means the exterior looks as sharp as a plastic surgeon’s knife. Also, the door mirrors have been moved from the ‘mirror triangle’ to the upper edge of the door, in order to further emphasise the width of the car.





Inside, cues are taken from the Carrera GT supercar, as well as the Panamera and Cayenne. The rising centre console has been designed to place the gear selector for the [seven-speed manual gearbox](#) – a world-first, incidentally – closer to the steering wheel.



Prices for the entry-level Carrera will begin at £71,449, while the sportier S version starts at £81,242. The new Porsche 911 will be formally unveiled at the IAA in Frankfurt on the 13 September this year, and cars will go on sale in UK Porsche Centres from 17 December.

Text: [Joe Breeze](#)
Photos: Porsche

Gallery

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