

The vital Statistics of a 911-993

By Michael Chapman (Source: Information Porsche 911 "Forever Young " by Tobias Aichele)

Potted history

The car was developed by the project teams headed up by Engineers Friedrich Bezner and Bernd Kahnau. Gone were the days when a car's design could be attributed to an individual.

Friedrich Bezner was associated with new Porsche models from 1979. The company at that time was seriously considering the phasing out of the 911 by 1981 and replacing it with the V8 powered 928. So to be on the team working on the six cylinder 911 line would have seemed a thankless job in 1980.

The brief was to make a superior car to the 911-964 but not to increase the cost of the car.

The rough outline of Project 993 was first defined at a management board product meeting in early 1989. The original plan was to build a completely new car. A highlight of the car was to be a water cooled 8 cylinder engine developing 300bhp originally set down for the shelved four door Project 898 but this proved too costly so it was back to revamping the 964 6 cylinder engine to give more horse power.

The seats were also originally conceived for the four door Project 898

In October 1992 the pre production cars PV1 were assembled at Zuffenhausen this included some four wheel drive prototypes all extensively hand built. Then in December 1992 & January 1993 a further 21 cars came off the line. In March 93 the o-series started production with 25 cars then came the press fleet of 26 cars, seven right hand drive and several cabriolet prototypes. The cars were used for type certification and model introduction for the vast amount of photographs required for printing point of sale brochures, handbooks. The world-wide dealer introduction and press evaluations were all from the initial preproduction cars. (When I was at the Presidents Meeting 2006 in Berlin we drove the 997 Turbo preproduction cars and there were 110 of them at that event. They were destined to be squashed, I wonder if the 993 cars had the same fate.)

The type 911 993 first came into Australia in 1994. Now these Beautiful cars are becoming collector's items. They are the last of the water cooled Porsche some say the last of the true Porsches. If you look at the 997 you certainly can see the heritage from the 993 the curvaceous lines are back as well as the distinctive headlights.

I was very lucky to get this information from Jason Pasco at Porsche Cars Australia, with the delivery breakdown of all cars from the first 993 Carrera delivered in 1994 to the last Turbo S delivered in 1998. Over the 15 models there were only 892 cars that came into the Australia.

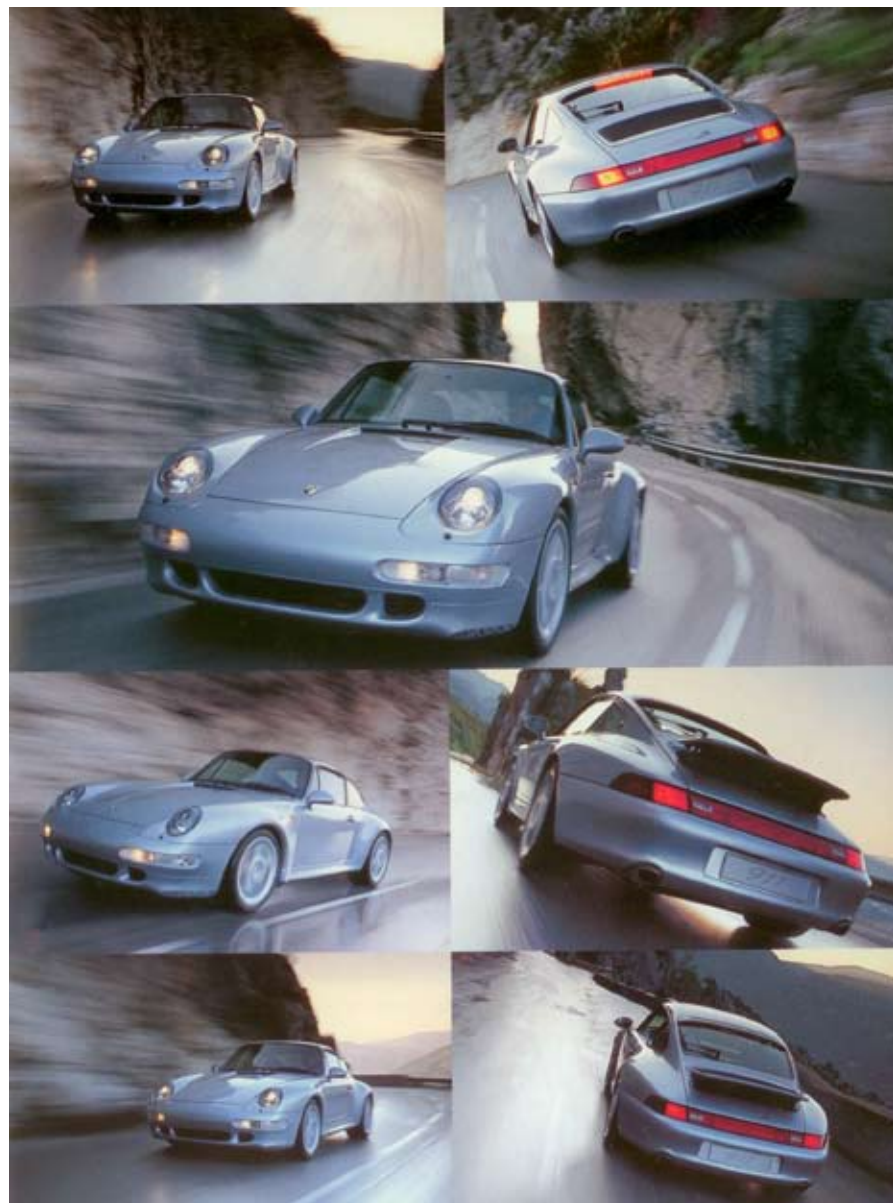
If you have a C4S or Carrera S you can see the colours that were imported.....

I will leave you with the words from Friedrich Bezner when asked how perfect the 993 is he replied

"In car design total perfection is impossible" but he got close with the 993!

Arrival of 911-993 1994-1998

	Carrera Coupe	Carrera Tiptronic	Carrera Cabriolet	Carrera Cabriolet Tip	Carrera C4	Carrera Cabriolet C4	Carrera C4S	Carrera Cabriolet C2S	Targa	Turbo	Turbo S	RS Clubsport 003	RS	RS Touring	GT2 Clubsport	totals
1994	56	32	11	19												118
1995	50	50	12	36	33	18				40		10	10			259
1996	100		46		2	6	35		8	37		4		13	1	252
1997	23		40				25	95	14	41						238
1998			5				1		3	11	15					35
Totals	229	82	114	55	35	24	61	95	25	129	15	14		13	1	892



	993 Carrera S MY97	993 Carrera 4 S MY 96 - MY 97
Pastel Yellow	1	0
Violet Blue Metallic	0	1
Speed Yellow	1	0
Forest Green Metallic	1	0
Black	14	8
Ocean Blue Metallic	17	5
Zenith Blue Metallic	3	1
Midnight Blue Metallic	0	6
Irish Blue Metallic	0	2
Guards Red	5	3
Arena Red Metallic	7	6
Vesuvius Metallic	5	0
Arctic Silver Metallic	22	7
Polar Silver Metallic	0	5
Glacier White	11	3
Black Metallic	8	3
Turkis Metallic	0	4
Aventurine Metallic	0	3
Grand Prix White	0	4
Totals	95	61

