

You want speed? The new Porsche 911 Carrera S gives you just that

 By Naresh Maharaj 1 Jul 2019

Do you want speed? Well, you got it in the form of the new Porsche 911 Carrera S.

Who else could provide you with a complete vehicle package that can handle speeds in excess of 300km other than Porsche? In all honesty, there's only one place you could go to push the new Porsche 911 Carrera S to its limits and that is on the race track.

Allow me to tell you more about a truly iconic vehicle, now in its eight-generation, that really has captured the hearts and imagination of motoring purists.



Source: www.porsche.com

For starters, the all-new Porsche 911 is more powerful, faster and comes with that unmistakable Porsche look and pedigree. Unmistakably committed to the Porsche design DNA, with a much more muscular look and an interior featuring a 10.9-inch touchscreen monitor, the new 911 is timeless – and also modern. Intelligent control and chassis elements, as well as innovative assistance systems, combine the masterful uncompromising dynamism that the classic rear-engine sports car is famed for, with the demands of the digital world.

Optimal drive efficiency

Drive efficiency has been further optimised. Press on the accelerator and this car hops, literally. Press on the brakes and the car stops without a whimper. Power is delivered by a newly developed eight-speed dual-clutch transmission. The top speeds are now 308km/h (Carrera S) and 306km/h for the Carrera 4S all-wheel drive version.

Exterior design...it's a Porsche...from a mile away

The exterior design draws on earlier generations of the 911. That is a winning formula, so why change that

The exterior design is familiar and yet undoubtedly new. The eighth-generation 911 is wider, more assertive and more advanced. Wider wings arch over the large 20-inch wheels at the front and 21-inch wheels at the rear. This tends to lengthen the front of the vehicle and give it a dynamic look.



Source: www.porsche.com

At the same time, the newly developed LED headlights illustrate how technology has advanced in the 911. These headlights are integrated into the wings almost seamlessly, taking the typically-911 round and upright form.

Flush integration of the electrical pop-out handles in the doors emphasises the tapered and smooth side contour. The exterior mirrors have also been redesigned, and are now optimised to minimise wind noise. The rear of all models is dominated by the significantly wider, variable-position spoiler and the seamless, elegant light bar.

The vertically arranged louvres of the air intake echo the contours of the rear window, and the centrally located third brake light has also been integrated in the intake louvres – this is not visible when the rear spoiler is extended, so a brake light has also been incorporated into the spoiler itself.

Redesigned interior with clear lines

The interior is distinctive, with clear, straight lines and recessed instruments defining the dashboard. 911 models from the 1970s provided the inspiration here as well, with the new dashboard spanning the entire width between two horizontal wing levels, just as it did in the original 911.



Source: www.porsche.com

The seats have also been completely restyled. The new design reduces the vehicle weight by around three kilograms, while the adapted geometry offers significantly better lateral support.

Safety and comfort

In a world first, Porsche has developed Wet Mode, included as standard. This function detects water on the road, preconditions the control systems accordingly and warns the driver, who can then set the car up to focus on safety by simply pushing a button or using the mode switch on the steering wheel.

The warning and brake assist system, also fitted as standard, detects the risk of collisions with vehicles, pedestrians, and cyclists, and initiates a warning or emergency braking if necessary.

Night Vision Assist with a thermal imaging camera is optionally available for the 911 for the first time. Adaptive cruise control, available on request, comprises automatic distance control with a stop-and-go function and reversible occupant protection.

Let's talk about six baby!!!

The turbocharged flat-six engines also enter the next generation with the new 911. In addition to compliance with the latest emissions standards by way of a filter, the primary focus of advanced development here was on further enhancing performance. New, larger turbochargers with a symmetrical layout and electrically controlled valves and a completely redesigned air cooling system, all to attain engine improvements in all relevant areas: responsiveness, power, torque characteristic and endurance.

Music to my ears

The sound of the all-new Porsche 911 is music to my ears. On take-off, and as you change the gears with the paddle shifts, you hear that awesome turbo blips. The same can be said about the sound when you change down the gears as you pull up to a stop. The two double tailpipe exhausts crackles as you shift down the gears. Just an amazing sound and one that I can never get tired of. It's an emotional sound profile and one that matches all aspects of this speed merchant.

Verdict

In spite of all the innovations, the 911 is still just what it has always been: a puristic sports car and the pulsing heart of Porsche. Without a doubt, the Porsche 911 is even more powerful, even more emotional, and even more efficient than its predecessor.

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