

2019 Porsche 935 “Moby Dick”

CONCEPT:

Turn-key race car, single-seat based on the Porsche 911 GT2 RS (Type 991)

Continues the design heritage of the Porsche 935 race car from 1978

BODY:

Lightweight hybrid aluminium-steel chassis design

CFRP bodywork incl. rear side window panels

CFRP rear wing adopted from the 911 GT3 R

Fully integrated roll-cage (FIA Art. 277) CFRP roof with roof hatch (FIA Art. 277)

115l FT3 fuel cell in the front section

Three on-board air jacks

Recaro® race bucket seat with longitudinal adjustment and individual padding system (FIA 8862-2009)

Six-point safety harness for use with HANS®



ELECTRICAL SYSTEM:

Cosworth® ICD display with Logger

CFRP multi function quick release steering wheel

LED headlights in 4 line design incl. indicators

LED taillights integrated in rear wing side plates

FIA rain light

Electrically adjustable CFRP mirrors adopted from the 911 RSR

Tire pressure monitoring system (TPMS)

Air conditioning system

Electronically activated fire extinguisher system

Central locking system

INTERIOR:

Gear shift knob made from milled laminated wood

Titanium PDK shaft

Unique dash plaque design indicating Limited Edition number

Lightweight racing interior parts trimmed in Alcantara® and CFRP

Analog boost pressure indicator in addition to the Porsche Sport Chrono watch

Centre console mounted membrane switch panel with LED backlit

DIMENSIONS:

Weight: approx. 1,390 kg

Length: 4,720 mm (without splitter)

Width: 1,916 mm (front axle)/2,001 mm (rear axle)

Wheelbase: 2,457 mm

ENGINE:

515 kW (700 hp) at 7,000 rpm

3,800 cm³ (stroke 77.5 mm, bore 102 mm)

Water-cooled aluminium six cylinder rigidly rear-mounted twin-turbo boxer engine

Adjustable camshaft phasing and variable valve timing (VarioCam Plus)

Race optimized cooling system

Race optimized exhaust system “Cookie cutter megaphones”

Redesigned water jet system incl. 20l tank

TRANSMISSION:

Rigidly mounted performance-based 7-speed PDK-gearbox with short gearshifts
Dual mass flywheel
Internal pressurized oil lubrication with active oil cooling
Electronically regulated and fully variable rear differential lock optimized for motorsport

SUSPENSION:

Electro-hydraulic power steering
Front axle: MacPherson suspension strut Rear axle: multi-link suspension
High-performance spherical bearings
Wheel hubs with centre lock nuts
Motorsport three-way shock absorbers
Front and rear anti-roll bars, adjustable by blade positions

BRAKES:

Balance bar system
One piece aluminium six-piston racing calipers
Ventilated steel brake discs front: 390 mm rear: 380 mm
Race brake pads
Optimized brake cooling
Motorsport-optimized PSM system

WHEELS/ TIRES:

One piece forged alloy BBS® rims
front: 11.5J x 18 offset 15.3 mm
rear: 13J x 18 offset -10.0 mm
Wheel covers, optimized for cooling and downforce