



Unternehmen

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## They Say...



Proud Papa Achleitner mugs for the camera at the launch of his latest, greatest, and final new 911 last April in New York.

# August Achleitner "Mr. 911"

**F**ollowing the successful launch of the third redesign of the Porsche 911 developed during his 18-year stint as product director of the iconic sports car, "Mr. 911," August Achleitner, is transitioning to retirement. The Austrian-born mechanical engineer, who started at Porsche in the chassis development department in 1983, will hand the reins to Porsche's current head of motorsports, Frank-Steffen Walliser. We caught up with Achleitner at the official introduction of the 911 Cabriolet.

**Is developing the next 911 the world's easiest or hardest job?**

What we are presenting today has involved decisions made over the past three years, and the Porsche engineer is always creative. There are of course new ideas. We get results out of pre-development activities. We get results of feedback from the customer and from the press, of course, and we have to fulfill requirements from all over the world. We mix it together and define the next sports car after this one—which is obviously better than the old one.

**Your predecessor introduced water-cooling. What was your biggest change?** The change from the normally aspirated engines to the turbocharged Carreras. This was not an easy decision for us because our normally aspirated engines had a characteristic sound and the ability to rev to almost 8,000 rpm. We decided, OK, let's change to the turbocharged engine, but we want to keep the behavior and the characteristic of the normally aspirated engines. We still rev to 7,500. This, in combination with high torque at low revs, makes the engine better than the old one.

**What about plans to electrify the 911?** With the new 992 vehicle, we wanted to make the car suitable for the future, and that includes the possibility to integrate an electric drive. The new four-shaft PDK is more compact, so we could offer more space between these shafts and the



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engine itself where we can integrate an electric motor. The electronic platform of this car is the same system as in the Panamera.

**Why not offer hybridization from the start?** We are also developing the Taycan, the new electrically driven Macan, and a new platform with Audi. We have no

engineers left to deliver such technology also for the 911.

**What would an electrified 911 look like?**

We are thinking of a 919 [hybrid Le Mans racer] because this is the combination that is embracing a 911. A 911 must be attractive from the sports driver point of view. It must produce fun in the car, and the car has to be fast.

**You had responsibility for the 718 cars, as well. Do you ever daydream about putting the biggest, best 911 engines in the 718?** This would not work. In very powerful Boxster cars like the GTS, we see some thermodynamic limitations of the car coming with the exhaust system and the special layout. Also, the strut rear axle in the 718, to install more power in this car would create really big changes in the rear part of the car to make it suitable and also really fast.

**Porsche is on record vowing to keep the GT3 models naturally aspirated. How much more power can these engines develop?**

The situation right now is not so easy fulfilling emissions requirements—especially in Europe with a particulate filter. So I expect a small increase in power for the next generation.

**Can displacement increase?**

Today's relationship between bore and stroke is optimum. Maybe we'll try it, but the masses become even bigger with more displacement. So this 4.0-liter today is quite optimum.

**Your competitors are dropping manual transmissions. Might the 911 soon follow?** We will introduce the manual around the end of this year in the 992, and right now we plan that for the future. Maybe it's a little more influenced by legal requirements for emissions, noise, and so on, but for now we don't want to stop it. The customers want it—especially in the U.S.

Frank Markus

