



PORSCHE



The new 911 Targa 4 and 911 Targa 4S

Press Kit

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Fuel consumption and emissions

911 Targa 4: Fuel consumption – urban 12.8 l/100 km, extra-urban 8.0 l/100 km, combined 9.8 l/100 km; CO₂ emissions combined 223 g/km

911 Targa 4S: Fuel consumption – urban 15.0 – 13.3 l/100 km, extra-urban 8.0 – 7.6 l/100 km, combined 10.3– 9.9 l/100 km; CO₂ emissions combined 235 – 227 g/km

All information refers to the EU model.

The consumption and CO₂ emission values were calculated according to the new Worldwide Harmonised Light Vehicle Test Procedure (WLTP). The NEDC values derived from this must continue to be specified for the time being. These values cannot be compared with the values calculated on the basis of the previously used NEDC test. Further information on the official fuel consumption and official, specific CO₂ emissions of new passenger cars is available in the publication entitled "Guidelines on fuel consumption, CO₂ emissions and power consumption of new passenger cars", which is available free of charge from all sales outlets and from Deutsche Automobil Treuhand GmbH (DAT).

Highlights

911 Targa 4 and 911 Targa 4S

The 911 style icons.

The new 911 Targa models close the gap between the 911 Carrera 4 Coupé and 911 Carrera 4 Cabriolet. They therefore combine the advantages of open-top driving in a cabriolet with the comfort and safety of an all-wheel drive coupé.

Efficient boxer engine with twin turbochargers.

The turbocharged three-litre six-cylinder boxer engine used in the eighth generation 911 provides improved performance in two states of tune: the engine in the 911 Targa 4 produces 283 kW (385 PS), which is 11 kW (15 PS) more than in its predecessor. By comparison, the 911 Targa 4S boasts 331 kW (450 PS), which is 22 kW (30 PS) more than its equivalent seventh generation model.

Optimised all-wheel drive.

Improved performance goes hand in hand with further development of the drive system to the front wheels. In combination with Porsche Traction Management (PTM), this ensures better traction in all road conditions.

Dynamic chassis.

The new electronically controlled PASM variable damping system and Porsche Wet mode are also part of the standard equipment, and ensure both dynamic and safe handling. PTV Plus is also fitted to the Targa 4S and is available as an option on the Targa 4.

Manual gearbox at no extra cost on the 911 Targa 4S.

The optional seven-speed manual gearbox, bundled with standard Sport Chrono package, offers a driving experience aimed at purists and is exclusively available on the 911 Targa 4S.

Extravagant design.

A distinctive feature is the innovative, fully-automatic roof system. As on the legendary original Targa from 1965, it consists of a wide Targa roll bar, a movable roof section over the front seats and a wrap-around rear window.

Innovative equipment.

Porsche InnoDrive with adaptive cruise control is available as an option for the first time and provides even greater safety on the road. The enhanced Smartlift function also allows an increase in ground clearance to be conveniently programmed for everyday use.

Summary

Elegant, extravagant, unique: the new 911 Targa

Porsche completes its sports car trio: following on from the Coupé and Cabriolet, the third body variant of the new 911 generation now makes its debut with the all-wheel drive 911 Targa 4 and 911 Targa 4S models. The defining feature of the Targa remains its innovative, fully automatic roof system and, as on the legendary original Targa from 1965, it consists of a wide Targa roll bar, a movable roof section over the front seats and a wraparound rear window. The roof can be conveniently opened and closed in just 19 seconds.

It is powered by a six-cylinder, three-litre boxer engine with twin turbochargers: in the 911 Targa 4, it delivers 283 kW (385 PS) and, in combination with the optional Sport Chrono package, facilitates the 0-100 km/h sprint in 4.2 seconds – one tenth faster than before. In the 911 Targa 4S, it boasts 331 kW (450 PS), enabling the new model to reach the 100 km/h mark in just 3.6 seconds under the same conditions – four tenths faster than its predecessor. The top speed of the 911 Targa 4 is 289 km/h (up 2 km/h), while the 4S peaks at 304 km/h (up 3 km/h).

Both sports cars are fitted with the eight-speed dual-clutch transmission (PDK) and intelligent all-wheel drive Porsche Traction Management (PTM) as standard to deliver maximum driving pleasure. Alternatively, the 911 Targa 4S can be ordered with the newly developed seven-speed manual gearbox, which includes the Sport Chrono package. New technology has also been integrated to extend the range of features for both 911 models and, for the first time, Porsche InnoDrive, which includes adaptive cruise control, is available. Thanks to the enhanced Smartlift function, the nose lift system can be programmed for easier, everyday use. The list of options is supplemented by an extensive range from Porsche Tequipment and new personalisation options from Porsche Exclusive Manufaktur.

Efficient biturbo boxer engine

Like the 911 Carrera models, both 911 Targa variants profit from the increase in power provided by the turbocharged three-litre six-cylinder boxer engines. Both performance and everyday usability benefit as a result. The engine in the 911 Targa 4 produces 283 kW (385 PS) at 6,500 rpm, which is 11 kW (15 PS) more than its predecessor. Maximum torque of 450 newton metres is delivered across a wide engine speed range of between 1,950 and 5,000 rpm. With 331 kW (450 PS), the 911 Targa 4S delivers 22 kW (30 PS) more power than its predecessor and maximum torque is 530 newton metres (up 30 Nm) between 2,300 and 5,000 rpm.

Optimised all-wheel drive for better traction

The enhanced performance of the new all-wheel drive models goes hand in hand with further development of the front-axle drive system. The clutch and differential unit is water-cooled and has reinforced clutch discs for greater robustness and a higher load capacity. The increased actuating torque at the clutch improves its adjustment accuracy and also improves the function of the additional front-axle drive system. Overall, the enhanced front-axle drive system with PTM (Porsche Traction Management) contributes to even better traction in all road conditions.

Further developed chassis for more comfort and safety

The electronically controlled variable damping system PASM (Porsche Active Suspension Management) is part of the standard equipment on the new 911 Targa models. This system automatically adjusts the damping characteristics in terms of driving comfort and handling to each driving situation and has two manually adjustable maps: Normal and Sport. Porsche Torque Vectoring Plus (PTV Plus), which includes an electronic rear differential lock with fully variable torque distribution, is added as standard equipment on the Targa 4S and is available as an option on the Targa 4. Like the other eighth generation Porsche 911 variants, the Targa models are also equipped with Porsche Wet mode as standard. If sensors in the front wheel arches detect significant levels of surface water, a signal is issued in the instrument cluster as a recommendation for the driver to manually switch to Wet mode. The drive responsiveness is then adapted to the conditions to guarantee maximum driving stability.

The driving dynamics set-up for the 911 Targa 4 includes 235/40 ZR tyres on 19-inch alloy wheels on the front axle and 295/35 ZR tyres on 20-inch wheels on the rear axle. As standard, the 4S model is fitted with 245/35 ZR tyres on its 20-inch front wheels and with 305/30 ZR tyres on its 21-inch rears. On the Targa 4, deceleration is taken care of on both axles by 330-millimetre brake discs with black four-piston monobloc fixed callipers. The red-painted brake callipers of the Targa 4S have six pistons on the front axle and four pistons at the rear, while its discs measure 350 mm front and rear. The Porsche Ceramic Composite Brake (PCCB) can be ordered as an option.

Extravagant Targa design with a modern interpretation

The exterior of the 911 Targa is characterised by the design elements of its 992 model generation. Compared to its predecessor, its body features significantly more pronounced wheel arches at the front and, between its LED headlights, its bonnet has a distinctive recess, evoking the design of the first 911 generations. Its rear is dominated by its wider, variably extending rear spoiler and seamlessly integrated elegant light bar. With the exception of the front and rear sections, the entire outer skin is made from aluminium.

The interior echoes the 911 Carrera models and is characterised by the clear and straight lines of its dashboard and its recessed instruments, for which the 911 models of the 1970s provided the inspiration. Alongside the central rev counter – very much a characteristic feature for Porsche – two thin, frameless freeform displays provide additional information to the driver. A compact switch unit with five buttons for direct access to important vehicle functions is located below the 10.9-inch centre screen of the Porsche Communication Management (PCM) system. The standard PCM features include online navigation based on swarm data as well as Connect Plus.

The model for a new class of sports cars since 1965

The 1965 911 Targa 2.0 was a trailblazer for a whole new type of car. Originally marketed as a “safety cabriolet with anti-roll bar”, the Targa, with its detachable roof, soon established itself as an independent concept and indeed became a style icon. Right through to the present day, Porsche has continued to combine two worlds in the 911 Targa: the advantages of “open-top driving” in a cabriolet combined with the everyday comfort and safety of a coupé.

Design and body

Timeless classic with spectacular roof kinematics

With its extravagant design, the 911 Targa is a style icon among the 911 models. It is most closely related to the 911 Carrera 4 Cabriolet, their technology and body being largely shared up to the window line. The combination of its wide rear and Targa roll bar as well as its dome-shaped back window give the newest 911 an extremely dynamic appearance and a low-slung profile. Although its dimensions and silhouette are practically identical to those of other variants of the 911 Carrera, the visual focus of the Targa models is shifted towards the middle of the vehicle, like it is on so many classic Porsche racing cars.

Excellent driving dynamics thanks to a wide track and mixed tyres

The exterior design underlines the enhanced performance of the 911 Targa. At the front, its body is 45 mm wider than it was on its predecessor, which is clearly visible due to its more pronounced wheel arches. On the 911 Targa 4, these contain 19-inch front wheels and 20-inch rears, while the 911 Targa 4S is equipped with 20-inch fronts and 21-inch rears. The harmonious contours of its bonnet between its LED headlights feature a pronounced recess, which is a tribute to the design of the first generation 911. The rear of the car is dominated by its wider, variably extending rear spoiler and its seamless, elegant light bar. With the exception of the front and rear sections, the entire outer skin is made from aluminium.

Active aerodynamics with Targa set-up

The enhanced active aerodynamics of the new 911 generation can also be found on the 911 Targa. To achieve this, the active element control strategy for the rear spoiler and cooling air flaps has been modified depending on driving speed and driving mode. The 911 controls its aerodynamics across a range of configurations from the efficiency-optimised Eco mode to Performance mode, designed to deliver optimum driving dynamics.

Design meets ergonomics: the 911 interior

The interior reflects that of the 911 Carrera models and is characterised by the clear and straight lines of the dashboard and its recessed instruments, inspired by the 911 models of the 1970s. Alongside the central rev counter – very much a characteristic feature for Porsche – two thin, frameless free-form displays provide additional information to the driver. A compact switch unit with five buttons for direct access to important vehicle functions is located below the 10.9-inch centre screen of the Porsche Communication Management (PCM) system. The standard PCM features include online navigation based on swarm data as well as Connect Plus.

Optimised roof design

The roof system has been further developed and consists of two moving parts: a soft top and a glass rear window, just as on its predecessor. Two integrated flat magnesium elements ensure that the soft top is always perfectly taut and serve as noise and thermal protection, while the heated glass rear window is manufactured from weight-optimised laminated safety glass.

The roof can be opened or closed fully automatically in 19 seconds thanks to its more powerful electric actuators. At the press of a button, the glass rear window is raised while the roof is opened. The window, which is joined to the convertible top compartment lid, is then tilted and moved back. At the same time, two flaps in the Targa roll bar open and release the soft top kinematics. The soft top is unlatched, folds to the rear in a Z-shape as it opens, and stows behind the rear seats. A panel running across the car integrates the soft top. Finally, the flaps in the Targa roll bar and the rear window close again. When the roof is open, the driver can choose to manually erect a wind deflector integrated in the cowl panel frame, which significantly reduces draughts in the car's interior, most effectively between 50 and 145 km/h.

In order to prevent damage, the standard Park Assist system monitors the area behind the vehicle when the roof is opened or closed as the rear window swivels out beyond the rear of the vehicle during this operation. If the system detects an obstacle in the area around 50 centimetres behind the vehicle – such as a wall or another vehicle – it cancels the operation and thus prevents a collision. In this case, the reversing camera is activated and a message is displayed on the instrument cluster.

Engine and drivetrain

More power with efficient six-cylinder boxer engines

The beating heart of the 911 Targa is the new twin-turbocharged six-cylinder boxer engine, which is also used in the 911 Carrera models. The two power ratings of 283 kW (385 PS) for the 911 Targa 4 and 331 kW (450 PS) for the 911 Targa 4S are primarily determined by the size of each engine's two symmetrical turbochargers and their boost pressure. Further downstream in the intake system, compressed air flows through two newly positioned charge air coolers. Compared to the last model, these have switched position with the air filter. The charge air coolers are now centrally located directly over the engine under the bottled grille, having been previously located at the engine's sides, in the rear wings. The innovative VarioCam Plus variable valve control system is also used in the current generation of engines. For the first time, this system controls the gas exchange with asymmetrical intake camshafts, which allow the two adjacent valves of a cylinder to open with a different lift in the partial load position. The differences in cross section and opening duration produce a defined swirl in the process air flowing into the combustion chamber. This charge motion improves mixture preparation and combustion – both fuel consumption and emissions are reduced.

Emotive sound both inside and outside

The new 911 Targa offers a characteristically 911 aural experience. In order to achieve this, the four-branch exhaust system now includes map-controlled and fully variable exhaust flaps. A sports exhaust system with reduced exhaust backpressure is available as an option. Whereas the standard system on the 911 Targa 4 features two single tailpipe finishers, the system on the 911 Targa 4S has a pair of twin tailpipes. The sports exhaust system can be recognised by its two oval exhaust outlets.

New eight-speed dual-clutch transmission

The 911 Targa 4 and 911 Targa 4S are equipped for the first time with the new eight-speed dual clutch transmission (PDK). Compared with the seven-speed gearbox in the previous models, the new PDK offers a host of improvements. The driver can immediately feel the difference in the interplay of comfort, performance and efficiency. All gears have new ratios: first gear is now shorter and eighth

gear longer than the previously highest seventh gear. The taller final-drive ratio also further reduces the engine speeds in higher gears. The result is a harmonious spacing of the ratios and further potential for reducing fuel consumption. Maximum speed can still be achieved in sixth gear.

For purists: seven-speed manual gearbox with Sport Chrono package at no extra cost

The new seven-speed manual gearbox is available as an option on the 911 Targa 4S and, when ordered, comes in combination with the Sport Chrono package. In this specification, the PTV Plus electronically controlled rear differential that is used in combination with the PDK transmission is replaced by the PTV mechanical rear differential. This configuration is aimed at enthusiastic drivers who enjoy changing gear themselves. The Sport Chrono package includes a mode switch with Sport Response button (in combination with the PDK) as well as PSM Sport mode, dynamic engine mounts, a stopwatch and the Porsche Track Precision app.

Four-wheel drive with optimised performance

The enhanced performance of the new all-wheel drive models goes hand in hand with further development of the system that provides drive to the front wheels, the clutch and differential unit of which is water-cooled and has reinforced clutch discs for greater robustness and a higher load capacity. The increased actuating torque at the clutch improves its adjustment accuracy and improves the function of the additional front-axle drive system. Overall, the enhanced front-axle drive system with PTM (Porsche Traction Management) contributes to even better traction in all road conditions.

Cutting-edge chassis with active control systems and mixed tyres

The chassis of the new 911 Targa models is equipped with the PASM (Porsche Active Suspension Management) electronically controlled variable damping system as standard. This system automatically adjusts the damping characteristics in terms of driving comfort and handling to each driving situation and has two manually adjustable maps: Normal and Sport. A fully variable, electronically controlled differential lock for the rear axle including Porsche Torque Vectoring (PTV Plus) is part of the standard equipment on the 911 Targa 4S with PDK and can be ordered for the 911 Targa 4 at extra cost.

Like the other eighth generation Porsche 911 variants, the all-wheel drive models are equipped with mixed tyres and Porsche Wet mode as standard. The different wheel dimensions front and rear help the new car build up even higher cornering forces and further improve traction. The driving dynamics set-up for the 911 Targa 4 includes 235/40 ZR tyres on 19-inch alloy wheels on the front axle and 295/35 ZR tyres on 20-inch wheels on the rear. The 4S model is fitted with 245/35 ZR tyres on its front 20-inch wheels and with 305/30 ZR tyres on its 21-inch rears. The mixed tyres have a considerable influence on the vehicle balance, allowing better handling control.

If sensors in the front wheel arches detect significant levels of surface water, a signal is issued in the instrument cluster as a recommendation for the driver to manually switch to Wet mode, whereby Porsche Stability Management (PSM), Porsche Traction Management (PTM) and the responsiveness of the drivetrain are adapted to guarantee maximum stability.

On the Targa 4, deceleration is performed on both axles by 330-mm brake discs with black four-piston monobloc fixed callipers. The Targa 4S boasts six-piston callipers on the front axle and four-piston callipers on the rear, all four finished in red. Brake discs are 350 mm front and rear. The Porsche Ceramic Composite Brake (PCCB) can be ordered as an option.

Options: rear axle steering and roll stabilisation

Rear axle steering is available as an option on the Targa 4S to improve agility and everyday usability even further. Depending on road speed, the system steers the rear wheels by up to two degrees either opposite to or in the same direction as the steering angle on the front axle. As a result, the 911 is even more agile when cornering, offers greater stability at high speeds and when changing lanes, and is more manoeuvrable in urban traffic thanks to its tighter turning circle. The optional Porsche Dynamic Chassis Control (PDCC) is also available with the rear axle steering option. This system features active anti-roll bars and virtually eliminates body roll when cornering.

Assistance systems and digitalisation

Extensive standard equipment with innovations

The new 911 offers a combination of assistance systems as standard. These make driving in everyday traffic safer and more comfortable. The standard ParkAssist, which features distance sensors front and rear as well as a reversing camera, supports the driver with visual and acoustic warnings. The camera-assisted warning and brake assist system considerably reduce the risk of collision with vehicles, pedestrians and cyclists. Braking performed by the driver is reinforced up to full braking if necessary. There is then a braking jolt in the second phase if there is a higher level of danger. A braking operation initiated by the driver is reinforced up to full braking if necessary. If the driver does not react, automatic emergency braking activates to mitigate the consequences of a collision.

In the 911 for the first time: Porsche InnoDrive and Smartlift

The new 911 Targa 4 models see the inclusion of Porsche InnoDrive in the list of 911 options. Porsche InnoDrive extends the functions of the adaptive cruise control system by predictively optimising the driving speed for up to three kilometres in advance. Using the navigation data, it calculates the optimum acceleration and deceleration values for the next three kilometres, and activates them via the engine, eight-speed PDK and braking system. The electronic co-pilot automatically takes into account corners and gradients, as well as speed limits if wished. The driver has the possibility of setting the maximum speed at any time. The system detects the current traffic situation using radar and video sensors and adapts control accordingly. The system even recognises roundabouts. Like with the conventional adaptive cruise control system, the radar and video sensors also monitor the distance to the traffic ahead and continuously adjust this distance accordingly. Another feature of Porsche InnoDrive is Traffic Jam Assist. At speeds up to around 60 km/h, the system uses gentle steering inputs to keep the vehicle in the middle of its lane, controls the distance to the vehicles in front and also follows the vehicles in the queue ahead within the system limitations. For this, Traffic Jam Assist bases its control function on lane markings and other vehicles on the road.

The new optional Smartlift function allows the front end to be lifted automatically at corresponding locations where the vehicle is driven regularly. With the electrohydraulic system on the front axle, the ground clearance at the front apron can be increased by around 40 mm. The system saves the GPS coordinates of the car's current position at the push of a button. If the driver approaches this position from the same direction again, the front of the car will lift up automatically.

Leather package 930 in the style of the first 911 Turbo

The 930 leather package evokes the first Porsche 911 Turbo (Type 930) and is now available as an option on the new 911 Targa model. Designed by Porsche Exclusive Manufaktur together with the design experts from the Development Centre in Weissach, the two-tone interior embodies the stylish confidence of the 911 Targa. The leather package is characterised by the perfectly matched interplay of colours, materials and individual enhancements and includes quilted seat centre panels at the front and rear, quilted door panels, as well as other extensive leather trims from the portfolio of Porsche Exclusive Manufaktur.

The two-tone interior is available in Bordeaux Red/Crayon, Black/Slate Grey, Slate Grey/Iceland Green as well as Graphite Blue/Mojave Beige. The new colour distribution emphasises the 2+2 single seats with the numerous decorative seams, not to mention the steering wheel's cross stitching, coming in the respective contrasting colour, ensuring an innovative and coordinated overall concept. Other carefully designed details include the Porsche Exclusive Manufaktur embossing on the cover of the stowage compartment in the centre console, the embossed Porsche Crest on the head restraints, as well as the Race-Tex seat belt outlet trims in the Coupé models.

Sound systems that satisfy every wish

In addition to the standard Sound Package Plus, sound systems from BOSE® and Burmester® are also offered on the 911 Targa models. With 12 speakers and a total output of 570 watts, the optional BOSE® Surround Sound System offers an extremely balanced and true sound experience. The top system remains the Burmester® High-End Surround Sound System, which also features 12 speakers but which boasts a total output of 855 watts.

Apps and services from Connect Plus

The new 911 features 100 per cent connectivity. The wide range of connectivity options are part of the Porsche Connect Plus infotainment package, which is included as part of both Targa models' standard equipment. Using the Porsche Communication Management (PCM) system, this allows the driver to access Amazon Music, Smart Home functions from the service provider Nest, and Radio Plus, an intelligent combination of conventional reception and web radio. Thanks to the integrated LTE-capable SIM card, the new 911 is permanently online. This function is also included as standard equipment. Also standard is the Porsche Connect app with simplified navigation for the central Connect functions.

The Targa concept reinterprets the Porsche driving experience

History of the Porsche Targa

Stuttgart. Porsche introduced the 911 Targa at the International Motor Show in Frankfurt in September 1965. The Targa is neither a cabriolet nor a coupé, neither a hard top nor a saloon, but something completely new: the first safety cabriolet in the world with a fixed safety or roll bar. Driving in the open air can now be enjoyed like never before in open-top cars in a variety of different ways thanks to a removable folding roof and a fold-down plastic rear window: completely closed, fully open or just with the centre roof section removed or the rear window folded down. The Targa concept was the starting signal for a totally different kind of Porsche driving experience and would be featured not only in all future 911 generations, but also subsequently in other cars, such as the 914 or the Carrera GT.

Named after the Targa Florio

With the new concept, Porsche was responding to increased safety requirements for open-top cars in the American market, countering voices calling for cabriolets to be completely banned in the United States. When deciding on a name for the model, consideration was given to race tracks where Porsche has been particularly successful, quickly leading to Targa Florio – the road race in Sicily where Porsche has enjoyed great motorsport success since the mid 1950s. For a short while, “911 Flori” was under discussion, until Head of Domestic Sales Harald Wagner stumbled on the answer by asking the question: “Why don’t we just call it Targa?” The Italian term also means “number plate”, but legend has it that this only came to light when the copywriters were working on the sales brochure. In August 1965, Porsche applied for a patent for the Targa concept and from autumn 1966 the Targa supplemented the Coupé for the 911, 911 S and 912 with resounding success. From the late summer of 1967, the Targa models could also be optionally ordered with a fixed and heated rear window made of safety glass in place of the fold-down plastic rear window. A solution that became standard equipment just a year later and which remained a feature of the targa more or less unchanged until 1993.

A range of Targa options for the G series models

The Targa also remained a fixture of the product range for the second 911 generation, the G series models built from the late summer of 1973. For the first time, the 911 body was sustainably modified, now featuring new box-shaped bumpers with black bellows on the side, in line with new legislation in the United States. They were able to absorb impacts up to speeds of 8 km/h without any damage to the body. No changes were made to the technical Targa roof design. The visual appearance was modified, however, with the previous durable brushed stainless steel Targa roll bar now also available in black. Even when the 911 SC cabrio was included in the range in January 1983, once again a Porsche that could be driven with a fully open top, the targa remained a fixed constant – even beyond the end of G series production in 1989.

Type 964 with 85 percent new parts, but the Targa remains a classic

As early as the autumn of 1988, Porsche introduced the first all-wheel drive 911 with the 911 Carrera 4 Type 964, making it the third generation of the iconic sports car from Zuffenhausen. Porsche retained the classic body shape of the 911, but underneath about 85 percent of all the parts were new. Just a year later, a variant with classic rear-wheel drive was also available in the form of the 911 Carrera 2, but all three body types could also be ordered: Coupé, Cabriolet and Targa. The 911 Carrera 2 Targa and 911 Carrera 4 Targa, built until 1993, still had the classic Targa roll bar and the removable roof centre section. A total of 87,663 Targa models were built within the first three 911 generations.

Departure from the Targa roll bar – glass roof for the 911 Targa Type 993

The fourth generation of the 911 Type 993 was introduced in autumn 1993 in combination with a new body design, with the development of a new Targa concept from November 1995. For the first time in the 911, the front wings were wider and significantly flatter. The rear wings were also wider and ran in a straighter line to the rear. As well as extensive enhancements to the engine and chassis, generation 993 took the Targa idea in a completely different direction, without the Targa roll bar. The roof, made of tinted heat-insulating glass, running from the front window frame to the rear, was now encased within a longitudinal safety structure. Divided into electrical moving segments, it opened smoothly at the push of a button and retracted behind the rear window like a wide sliding roof. The main benefits of the new solution included reduced wind noise with a sun-drenched interior when the

roof was closed. A continuing characteristic of this Targa: the tapered rear windows. The new Targa concept of the 993 series combined open-top driving pleasure with the 911 for the first time, without fundamentally changing the classic coupé roofline.

911 Targa Type 996 – a new rear lid for the Targa

Porsche presented the fifth 911 generation with the 911 Carrera Type 996 in 1997. It was completely redesigned and relied on water-cooled six-cylinder boxer engines for the first time. The Targa was available from December 2001 alongside the Coupé and Cabriolet. Just like its predecessor, the 911 Targa had an electrically operated glass roof, now with a surface area of more than 1.5 square metres. There had never before been that much glass surface area in a Porsche 911. The new Targa was also the first 911 to provide a rear window that could be folded up. This made it easy to access the rear storage compartment with up to 230 litres storage space to load suitcases, bags or other luggage.

911 Targa 4/4S Type 997 – lighter glass and two variants for the first time

September 2006 saw the introduction of the 911 Targa belonging to the now sixth 911 generation, type 997. In principle, it had the same Targa roof design as its predecessor, but with an additional practical rear lid. However, the use of special glass made it possible to reduce the weight by 1.9 kg, and two high-gloss polished aluminium strips along the edges of the roof were especially eye-catching. In addition, the 911 Targa was now only available in the two all-wheel drive variants – the 911 Targa 4 and the 911 Targa 4S.

911 Targa Type 991 – the return of the legendary Targa roll bar

In September 2011, Porsche introduced the seventh and fully redesigned 911 generation. Following the coupé and cabriolet body variants, the 911 Targa was presented in January 2014, cast as a modern classic with its innovative Targa roof. The classic Targa idea was successfully combined with state-of-the-art roof convenience for the first time. Just like the legendary original Targa, the new model had the characteristic wide bar in place of B-pillars, a moving roof section above the front seats, and a wrap-around rear window without a C-pillar. But unlike the classic models, the roof was

opened and closed in the new Targa at the push of a button. The fully automatic roof system spectacularly hid the hardtop element behind the rear seat system. The new 911 Targa represented a high-end, innovative new edition of the 1965 classic.

911 Targa generations 1967–2019

(The production figures 911 total are including Targa)

generation	production period	911 total	911 Targa
Ur-911	09.1966 – 07.1973	76,092	25,429
„G-Series“	09.1973 – 07.1989	196,397	57,371
964	10.1989 – 07.1993	63,762	4,863
993	11.1995 – 04.1998	68,881	4,585
996	12.2001 – 03.2005	175,262	5,142
997	12.2005 – 05.2012	213,004	8,459
991	01.2014 – 12.2019	233,354	19,373